



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: October 19, 2021 REPORT NO. PC-21-048

HEARING DATE: October 28, 2021

SUBJECT: Barrio Logan Community Plan Update

REFERENCE: [PC 13-041](#), [PC-21-004](#)

SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of the update to the Barrio Logan Community Plan?

Staff Recommendations:

1. RECOMMEND to the City Council CERTIFICATION of the Addendum to the Final Environmental Impact Report No. 240982 /Sch. No. 2009091021 and Adopting Mitigation And Monitoring Reporting Program to the Barrio Logan Community Plan.
2. RECOMMEND to the City Council APPROVAL of a resolution adopting the Barrio Logan Community Plan and amending the community's Local Coastal Program and the General Plan, and replacing of a resolution for the commercial vehicle prohibitions in Barrio Logan.
3. RECOMMEND to the City Council APPROVAL of an ordinance amending the Land Development Code Chapter 13, Article 2, Division 14, Chapter 14 Article 3 Division 12, and Chapter 14 Article 4 Division 5 and amending the City's certified Local Coastal Program.
4. RECOMMEND to the City Council APPROVAL of an ordinance repealing the Barrio Logan Planned District Ordinance, Land Development Code Chapter 15 Article 2 Divisions 1 through 4.
5. RECOMMEND to the City Council APPROVAL of an ordinance rezoning land within the Barrio Logan Community Planning Area consistent with the Barrio Logan Community Plan.

Community Planning Group Recommendation: On October 20, 2021, the Barrio Logan Community Planning Group (BLCPG) will vote on a recommendation for the Barrio Logan Community Plan Update. Staff will report the results of the BLCPG vote at the October 28, 2021 Planning Commission hearing.

Environmental Review: The City of San Diego, as Lead Agency under the California Environmental Quality Act (CEQA), prepared and completed an Addendum to the Final Environmental Impact Report No. 240982 /Sch. No. 2009091021 covering this activity.

Fiscal Impact Statement: NA

Code Enforcement Impact: NA

Housing Impact Statement: As of 2020, SANDAG estimated approximately 1,300 existing housing units within the Barrio Logan Community Planning area. According to San Diego Housing Commission data from July 2020, there are currently 467 deed-restricted affordable units in the Barrio Logan community plan area (36 percent of the total housing units). The adopted community plan capacity is approximately 2,700 units, which is an increase of 1,400 housing units. The 2021 Barrio Logan Community Plan would provide capacity for additional housing units to be built for an estimated total buildout of approximately 4,000 housing units. This is an increase of approximately 1,300 housing units over the adopted plan and an increase of 200 housing units over the 2013 Barrio Logan Community Plan.

BACKGROUND

Barrio Logan is one of the oldest and most culturally rich neighborhoods in San Diego, and is located between Downtown San Diego, Interstate 5 (I-5), and San Diego Bay (Attachment 1). The predominately Hispanic community has a diverse land use character with a mixture of residential, commercial, business, light and heavy industrial uses, government agency properties, and major maritime industries.

The Barrio Logan Community Planning area is approximately 1,000 acres in size and includes Naval Station San Diego and Port of San Diego tidelands adjacent to San Diego Bay. While the Barrio Logan Community Planning area encompasses 1,000 acres, only approximately 500 of those acres are within the land use authority of the City of San Diego; the remaining area is under the jurisdiction of the U.S. Navy and the Port of San Diego.

The 2021 Barrio Logan Community Plan Update is the culmination of over a decade of community outreach, organizing, and feedback. At the time that the General Plan was adopted in 2008, the community plan for Barrio Logan was one of the oldest of the City's community plans. Barrio Logan is an historic and culturally significant community in San Diego. At the same time, the diversity of different land uses in a community area of a thousand acres however has created several issues for the community, including public health impacts.

Housing & Demographics

As of 2020, SANDAG estimated the following for the Barrio Logan Community Planning area:

- Approximately 3,980 people are living in the community.
- The community had approximately 1,300 housing units with a vacancy rate 4.7 percent.
- The community had a rate of 3.03 persons-per-household.
- Almost 64 percent of the total housing units are multifamily units.
- The median age of people living in the community is almost 34 years old.
- Almost 73 percent of the community is Hispanic.

Barrio Logan Land Uses and 1978 Community Plan

Barrio Logan's 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 a concentration of industry and employment-generating uses integrated with residential uses, and serves as evidence of Barrio Logan's history of being dissected by freeways. As a result, instances where residential, industrial, commercial and institutional uses abut one another are common.

Barrio Logan's mix of industrial, commercial, residential, and institutional uses developed in a manner consistent with the adopted 1978 Community Plan land use policies and zoning. The [1978 Barrio Logan Harbor 101 Community Plan](#) and zoning ordinance implementing the Barrio Logan Planned District Ordinance re-established and validated the existing mix of uses, while allowing additional new residential and industrial uses to locate side-by-side. This collocation of uses, particularly heavy industrial and heavy commercial uses located on small lots directly adjacent to residential uses, coupled with large scale industrial uses within the Port of San Diego and the Naval Base has created conflicts and issues. Many of the industrial uses, such as automotive service and repair businesses and recycling centers, are located near residential uses in Barrio Logan.

Barrio Logan 2013 Community Plan Update

In 2008, the City of San Diego set about updating the 1978 Plan and associated Barrio Logan Planned District zoning ordinance (BLPDO). This involved several years of extensive community engagement that resulted in a new draft community plan in 2013. To address the incompatible land uses described above, the City worked with the community and stakeholders to primarily through an engagement process that included a 33-member stakeholder committee and over 50 public meetings (Attachment 2).

The [2013 draft Community Plan](#) established specific goals and policies consistent with the General Plan and City of Villages strategy, and provided direction on what types of future uses and public improvements should be developed in Barrio Logan. To address community-specific issues, the Barrio Logan Community Plan Update (BLCPU) intended to:

- Address existing collocation issues by establishing a buffer area to separate incompatible uses;
- Increase the number of allowed housing units;
- Established a community village area;
- Provide sufficient public facilities; and
- Encourage new retail and community serving commercial uses throughout the community.

In 2013, the City Council adopted the Barrio Logan Community Plan and associated zoning, and certified the associated Final Environmental Impact Report. As part of the 2013 BLCPU process, the [Barrio Logan Public Facilities Financing Plan](#) and [Final Environmental Impact Report](#) (FEIR) Technical Studies were also prepared and adopted by City Council. However, concerns existed that the updated community plan land use and zoning would impact shipbuilding industries and maritime-related businesses. In 2014, the Community Plan was repealed as the result of a ballot referendum. The repeal did not include the certified PEIR.

Currently, the 1978 Barrio Logan Community Plan remains as the adopted land use plan for the community, the 2013 Barrio Logan Public Facilities Financing Plan remains the current facilities financing plan, and the FEIR remains certified.

Memorandum of Understanding

Following the 2014 referendum, the City attempted to restart the plan update process in 2017, but was unable to reach a consensus among community members and stakeholders on how to complete the 2013 draft Community Plan Update.

In 2019, representatives of the BLCPG, Environmental Health Coalition, and the Shipbuilding and Ship Repair Association began collaborating to resolve the disagreements that resulted in the 2014 referendum. This collaboration resulted in the parties agreeing to a memorandum of understanding ([MOU](#)) that included land

uses to address community and industry concerns within a 65-acre transition area. The 2020 MOU was discussed at several meetings of the BLCPG in 2020 in the summer of 2020, the BLCPG voted to support updating the Plan to incorporate the revisions stated in the MOU and other revisions that would allow for completion and adoption of the Community Plan while utilizing the certified FEIR.

Subsequently, the Planning Department began work on a focused update to the 2013 Community Plan and related rezoning to include the revisions specified in the MOU while also conducting community outreach and engagement to identify other potential community needs and BLCPU additions, as requested by the community.

DISCUSSION

What is the primary focus of the 2021 Barrio Logan Community Plan Update?

The primary focus of the BLCPU effort has centered on identifying land uses and zoning that implement the recommendations outlined in the MOU, while addressing other community plan policy areas that merited further review through the community engagement effort.

MOU Area and Land Uses

The MOU identifies four separate land use categories that focus on the transition area located between the industrial uses on Port tidelands and Naval Base operations, and the residential neighborhood areas (Attachment 3). The approximately 65-acre MOU area currently includes a mix of residential, commercial, and industrial uses. The intent of the MOU is to establish commercial land uses that would serve as a transition, or buffer, between heavy industrial uses and the residential neighborhoods. The MOU seeks to prohibit any new industrial uses within the 65-acre MOU area. Existing uses that would be inconsistent with the proposed land uses and zoning could still be maintained under the previously conforming regulations of the Land Development Code.

The MOU also seeks to prohibit any new establishment from operating in the area that requires an Air Pollution Control District or Hazardous Material permit to operate. The intent is to eliminate uses that generate any form of pollutant and result in negative air quality impacts in the community. Additional use prohibitions within the MOU area include, among others, a variety of automotive and auto repair uses, manufacturing and distribution, building services, and other maintenance and repair uses.

How does the BLCPU implement the recommendations of the MOU?

To implement the MOU land use recommendations, the draft Community Plan identifies land use designations that correspond to the designations outlined in the MOU. The BLCPU includes rescission of the existing Planned District Ordinance and application of Citywide base zones that implement the land uses. To address the tailored use restrictions in the MOU area, a Community Plan Implementation Overlay Zone (CPIOZ) has been established to prohibit the uses specified in the MOU.

What types of outreach were performed in 2020-2021 to obtain community input for the BLCPU?

The official kickoff of the 2020-2021 BLCPU effort began in October 2020 and included the following:

Online Workshop

In October 2020, the Planning Department held an online workshop for the BLCPU, via Zoom, to provide background on the 2013 CPU effort, an overview of the land use goals within each Barrio Logan neighborhood, and a discussion of the MOU recommended land uses and their comparison to the 1978 and 2013 land uses. The webinar was attended by more than 60 participants and included interactive polling to gauge the level of

support for the allowed uses within each of the four land use designations outlined in the MOU. Overall, the poll results indicated support for the land use recommendations of the MOU.

Community Survey

An online community survey was undertaken from October 7, 2020 through November 30, 2020. The survey focused on review of the MOU land uses and included an option to allow for additional input. The survey received 55 individual respondents. In summary, many of the respondents identified support for the land use recommendations outlined in the MOU.

Community Planning Group Meetings

Throughout 2020-21, Planning Department staff met virtually on a monthly basis with the BLCPG via Zoom to review all aspects of the Plan Update process. The regular meetings allowed for in-depth discussion of the major focus areas of the Update, and allowed for community members, property owners, and stakeholders to review and refine the recommendations of the Plan.

In-Person Engagement

In March and April of 2021, Pueblo Planning (working on behalf of the Planning Department) conducted a combination of both in-person (outdoor, distanced, and masked) and over the phone engagement with residents and community members of Barrio Logan to solicit feedback on the proposed land use changes, as agreed, and to hear what other components would be important to include in the Plan. The engagement effort resulted in:

- Interaction with more than 800 individuals at pop-up outreach events
- Distribution of a Community Plan summary pamphlet (aka Zine) to more than 500 households
- Approximately 40 in-depth phone interviews with community members

Pueblo Planning produced an [audio collage](#) from the interviews of community members voicing their concerns and aspirations for the community on a wide number of topics. The presentation of the audio collage helps contextualize many of the elements written in Pueblo Planning's summary and analysis.

How did the BLCPU effort involve the Port Authority, the US Navy, and other agencies in the process?

Throughout the Plan Update process, City staff coordinated with staff from the San Diego Unified Port District and Naval Base San Diego. The coordination with the two major stakeholders primarily centered on review of land use recommendations and long range facilities plans for both entities. Coordination included anticipation of planned changes across jurisdictions to identify mobility improvements that would facilitate improved access within each jurisdictional area. Additionally, City staff worked with Caltrans, the San Diego Association Governments, and the Metropolitan Transit System regarding existing and future roadway and transit service improvements.

What other changes are proposed between the 2013 and 2021 Barrio Logan Community Plan Updates?

The 2021 Barrio Logan Community Plan Update includes additional discussion and policies related to affordable housing in the community, environmental justice, mobility improvements for pedestrian and bicycles and additional truck route restrictions, and policies and figure edits to add park opportunity areas. While additional policies were added to encourage affordable housing development and programs for existing residential tenants in the Barrio Logan Community Planning Area, many community members requested a stronger approach to protecting affordable housing and anti-displacement. Therefore, the 2021 Barrio Logan Community Plan Update would require onsite affordable housing, specifically a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling

units on land designated Community/Neighborhood Village. (See additional discussion in the following sections).

In addition to the Land Use Element and CPIOZ, substantive updates to the Mobility Element include policies reflect support for improved pedestrian accessibility and walkability of neighborhood areas and support collaboration with adjacent jurisdictions and the California Department of Transportation (Caltrans) at rail and road crossings, freeway on- and off-ramps, undercrossings, and overcrossings. The updated policy framework supporting to further enhance the bicycle and pedestrian facilities. In line with recent community plan updates and regional plans, policies have been added which encourage rideshare programs, transit use, and opportunities for public rights-of-ways modifications to enhance multi-modal facilities and improve safety and neighborhood livability and reduce the reliance on automobiles. Also, in response to community input, the updated plan includes revised truck route restrictions that extend prohibitions on more neighborhood streets in Barrio Logan. Truck traffic will be moved to the perimeter of community onto designated streets to minimize conflicts with bicyclists, pedestrians, and cars.

What is the purpose of the Barrio Logan Community Plan Implementation Overlay Zone (CPIOZ)?

The BCLPU is proposing the use of a CPIOZ Type A to implement the restrictions and limitations on certain land uses within the transition area between industrial uses within the Port and the residential community. The CPIOZ also contains supplemental development regulations to provide for new public spaces and parks for future mixed use development within the neighborhood village area. Within the community and neighborhood village areas, the CPIOZ contains a 15 percent inclusionary requirement for the total dwelling units in a proposed residential or mixed-use development of 10 or more dwelling units shall be set aside as affordable to and occupied by very low and low income households. The supplemental development regulations in the CPIOZ, in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan.

How does the BLCPU address environmental justice?

An environmental justice section was added to the Land Use Element that recognizes the environmental and health hazards that are present in Barrio Logan due to the current and historical mix of incompatible uses. Environmental justice ensures everyone has equal access to, and meaningful participation in, the decision-making process to have a healthy environment in which to live, learn, and work. The 2021 BLCPU provides a thoughtful approach to current and future land uses to address operations of light industrial and commercial activities and their proximity to adjacent residential land uses. The approach includes the separation of incompatible land uses, creates a transition area of commercial uses between industrials uses on the Port tidelands and residential neighborhoods, promotes active transportation and mobility options making walking and biking viable transportation options within the community with connections to jobs and services outside the community, recommends new public space amenities including parks and urban plazas, and promotes community gardens and urban gardening for access to healthy foods.

How does the BLCPU address affordable housing?

The 2021 BLCPU builds on the 2013 Community Plan to incorporate land uses that address recent agreements among community groups and stakeholders to separate residential use areas from industrial use areas, and identifies village areas for new housing to be developed. Through the outreach and feedback activities for the 2021 Barrio Logan Community Plan, City staff heard many community members request a stronger approach to protecting existing levels of affordable housing (deed-restricted and naturally occurring) within the community and addressing displacement of existing residents.

These concerns, along with the current rental housing market conditions in Barrio Logan and socioeconomic characteristics of Barrio Logan residents, were considered and researched by Planning Department staff and consultant Keyser Marston Associates (KMA) and relevant information was documented in a brief report (Attachment 4). Key information from this report includes:

- Households residing in Barrio Logan experience a lower median income in 2021 (\$37,408) than households citywide (\$86,101) and households in other communities with high levels of low to moderate income households.
- Current rents for residential units in Barrio Logan are substantially lower than rents citywide, with the average market rent per unit for the first quarter of 2021 (excluding affordable housing units) being \$778 in Barrio Logan and \$2,003 citywide.
- Unrestricted market-rate rents in the Barrio Logan community plan area are rising faster than citywide escalation rates. Over the last ten (10) years, the BLCPA has experienced an average annual increase in market rent per unit of 3.40 percent, as compared to the City at 3.10 percent.
- Approximately 80 percent of the BLCPA's total units are renter-occupied, compared to the citywide rate of 53 percent.
- Approximately 65 percent of renter-occupied housing units in the BLCPA experience either cost burden or severe cost burden, compared to the citywide rate of 53 percent.
- Lower incomes, high rentership rates, and rapidly escalating rents exacerbate housing cost burden, decrease housing options, and contribute to displacement of existing lower-income residents.

How does the BLCPU address the potential loss of affordable housing?

To address the potential loss of affordable housing and community residents; additional policies were added to the CPU encourage affordable housing development and programs for existing residential tenants in the Barrio Logan Community Planning Area. Further, the 2021 Barrio Logan Community Plan Update would require on-site affordable housing to meet inclusionary requirements and require a higher percentage of inclusionary affordable housing units for certain areas within the community than required Citywide; specifically, a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling units on land designated Community/Neighborhood Village.

The Barrio Logan Community Plan Update also proposes to strengthen the protections in the City's regulations for Dwelling Unit Protection and Condominium Conversion in the Land Development Code for renters in Barrio Logan. The purpose of proposing these amendments as part of the Barrio Logan Community Plan Update process is to provide enhanced support for tenants who are affected by new development permitted by the new community plan's land use plan and corresponding zoning regulations in coordination with the adoption of the new community plan and zoning.

How are concerns related to displacement being addressed?

As mentioned in the affordable housing section above, the City has heard many Barrio Logan community members request a stronger approach to protecting affordable housing and anti-displacement during outreach and feedback activities for the 2021 Barrio Logan Community Plan Update. In addition to addressing industrial-residential use colocation concerns about the current community plan and PDO, the proposed update and associated rezoning will increase the residential capacity of many land parcels within the Barrio Logan Community Plan Area, which is a largely urbanized community with few vacant parcels. As documented in Attachment 4, the existing housing stock in the Barrio Logan Community Plan Area is significantly older

than the existing housing stock citywide, with 57 percent of housing structures in Barrio Logan built prior to 1970 and 34 percent built prior to 1950 versus 36 percent and 11 percent respectively citywide.

The increase in residential capacity resulting from the proposed update and associated rezoning is likely to increase economic incentives for owners of properties currently developed with older, lower density residential development to redevelop these properties with higher density residential development through demolition of existing structures, as evidenced by increases in development activity subsequent to increases in permitted residential capacity adopted through community plan updates documented in the Planning Department's 2019-2021 Housing Inventory Reports. The households residing in Barrio Logan, having a lower median income than households in other communities with high levels of low to moderate income households, as documented in Attachment 4, have fewer options to find affordable replacement housing and fewer financial resources to address the costs of moving (e.g. security deposit, first month rent, moving costs, storage costs) if displaced from their current rental unit.

The above-listed factors combined with the City's overall shortage of housing units compared to the City's number of households may result in increased housing issues for renters including housing unit overcrowding, rental of affordable but substandard residential units, housing cost burden/overpayment, and housing instability or homelessness, and increased commute times due to the local disconnect between jobs and affordable housing in the San Diego region, as documented in the [Assessment of Fair Housing for the 2021-2029 General Plan Housing Element](#). Therefore, as part of the Community Plan Update, the City is also proposing amendments to the Land Development Code to strengthen the existing regulations for Dwelling Unit Protection and Condominium Conversion for residents of Barrio Logan.

The purpose of proposing these amendments as part of the Barrio Logan Community Plan Update is to provide enhanced support for tenants who are affected by new development permitted by the new community plan's land use plan and corresponding zoning regulations in coordination with the adoption of the new community plan and zoning. The proposed amendments are based on the dwelling unit replacement and tenant support requirements in the City's adopted Complete Communities Housing Solutions Regulations (see Land Development Code [Section 143.1005](#)) and could be extended to other planning areas during future community plan updates or as part of future affordable housing and tenant protection programs.

The current regulations for dwelling unit protection and condominium conversion are contained within Chapter 14, the General Regulations chapter of the Land Development Code. The Dwelling Unit Protection Regulations address when and how dwelling units must be replaced if they are proposed to be removed to allow new development. The Dwelling Unit Protection Regulations apply to deed-restricted affordable housing and naturally-occurring affordable housing as well as housing occupied by very low income or low income households. These regulations were adopted in 2020 to comply with recent state law. The Condominium Conversion Regulations address adequate notice of proposed condominium conversions, and making the currently-required relocation assistance consistent with the assistance required for affordable housing development projects.

What major mobility improvements are identified in the BLCPU?

Updated mobility policies were added to support pedestrian accessibility and walkability of the neighborhood areas, encourage transit ridership as a viable mode choice, to direct existing and new trips in the community to public transit, walking, and biking while accommodating vehicle traffic and minimizing conflicts between modes, and to enhance the safety, comfort and accessibility of the updated bicycle network. New mobility concepts include designated bicycle facilities and traffic calming measures along National Avenue, and cycle tracks and a roadway reclassification along Main Street. Main Street's existing roadway classification varies

from a two lane collector to a four lane collector, allowing traffic to move quickly through the area. Sidewalk and intersection improvements have been identified in the Implementation section. Along Harbor Drive, improved pedestrian crossings at several locations will better connect the Port Tideland employers and neighborhood east of Harbor Drive by enhancing the Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street intersections

The 2021 BLCPU changes the classification to two lane collector with a small portion changing to a three lane collector, allowing for improved active transportation with a Class III Bicycle Route and a Class IV- Two Way Cycle track along Main Street. Additionally, Class IV Two-Way Cycle Tracks along Schley Street connecting from the Bayshore Bikeway at Harbor Drive to 26th Street and then traversing along the south side of Main Street from 26th Street and Rigel Street are included. This bikeway route is planned as a buffered, physically protected bikeway located within the roadway right-of-way for the exclusive use of bicyclists. The bikeway would be separated from vehicular traffic by raised islands, planters, flexible posts, on-street parking, or other objects. Additionally, the 2021 BLCPU upgrades the designated Class III Bicycle Route running along National Avenue through the Community Village and Historic Core Areas to Class II Bicycle Lanes and adds a Class I Bicycle or Multi-use Path along areas within and adjacent to the United States Navy and Caltrans right-of-way, and running parallel to and connecting to Chollas Creek.

How does the Barrio Logan Community Plan Update address truck traffic in the community?

Truck traffic within the Barrio Logan Community has historically been high due to industrial land uses in the community and the adjacent Port activities. The 2021 BLCPU includes new truck routes that discourage truck traffic from using local streets to cut through the community to access freeways and marine terminals. Truck traffic will be restricted to the perimeter of the community along I-5, Harbor Drive for North and South access, 28th Street, and 32nd to Wabash for East and West access. Along the truck routes industrial needs will be prioritized, while still accommodating pedestrians, bicyclists, and cars. Removing truck traffic from the center of the community will minimize the conflicts between trucks, residential needs, and commuter access. Additionally updated policies allow for implementation of traffic calming measures along the routes, improved truck signage for truck routes, and investment into technologies that monitor and enforce truck route compliance.

How does the BLCPU address recreation and park opportunities?

The Recreation Element was updated to address community feedback, recently constructed recreational facilities, and provide additional park opportunities throughout the community, including connections to Chollas Creek. This element was reviewed to also align the description of planned facilities with the City's Parks Master Plan framework and bring the Element in line with the Climate Action Plan and the recently adopted Parks Master Plan.

How does the BLCPU address employment uses?

The 2021 BLCPU proposes to protect and preserve Prime Industrial lands, provide a Transition Zone between predominantly industrial and residential areas, promote infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion. Barrio Logan is an important employment center for the region and the plan expects in increase employment opportunities. The Port of San Diego's 10th Avenue Marine Terminal, Naval Base San Diego, and the maritime-oriented industries are all inter-dependent on each other. Policies in the 2021 BLCPU protect industrial lands by prohibiting sensitive receptor and public assembly land uses within industrial areas, thereby protecting these areas and the jobs they provide within the community. Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district which would provide new job and entrepreneurial

opportunities for residents of Barrio Logan. Office Commercial and Community and Neighborhood Commercial uses are encouraged to provide neighborhood serving uses as well as provide for additional employment opportunities for residents within Barrio Logan.

How does the BLCPU implement the Climate Action Plan?

Community plan updates play a role in implementing greenhouse gas reduction strategies of the Climate Action Plan related to Bicycling, Walking, Transit & Land Use, as discussed further in the Climate Action Plan (CAP) Conformance Evaluation (Attachment 5). The updated Community Plan complies with the Climate Action Plan community plan-related actions by: directing jobs and housing growth into Transit Priority Areas (TPAs) associated with the trolley stations serving the community; applying land use designations, residential densities, and implementing zoning to support transit-oriented development; providing policies and planned improvements to support transit operations and access; and designing a planned multimodal mobility network with improved pedestrian and bicycle facilities.

How will the Community Plan be implemented?

Community plans guide decisionmakers, staff, property owners, and citizens engaged in community development. Key implementation actions include private investment through development consistent with the zoning program; public facilities included in the City's Capital Improvement Program (CIP) that are funded in part through impact fees; and other sources of public, private, and non-profit investment and initiatives such as regional transportation improvements, districts, and programs for enhanced facilities and maintenance.

Zoning Program and Land Development Code Amendments

As part of the plan update process, the adopted Barrio Logan Planned District Ordinance that has served as the community's zoning regulations would be repealed and replaced with citywide zones currently contained within the Land Development Code (LDC) (Attachments 6 and 7). The use of citywide zones includes a combination of residential, In addition, a new Community Plan Implementation Overlay Zone (Attachment 8) and amendments to the dwelling unit and condominium conversion regulations are being applied in Barrio Logan (Attachment 9).

Streamlining for Infill Projects

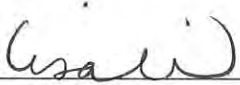
The City of San Diego previously prepared and certified the 2013 BLCPU Final PEIR (Project No. 240982/SCH No. 2009091021) per Resolution No. R-308444 on October 2, 2013. An addendum to the Final EIR was prepared to address revisions between the 2013 BLCPU and the 2021 BLCPU (Attachment 10). CEQA Guidelines Sections 15162, 15183, and 15183.3 allow the City to streamline environmental review for individual infill projects that are consistent with the applicable community plan. Under Section 15183.3, future development projects can rely on the analyses in the 2013 Final EIR if the project meets applicable criteria for an infill project and would only need to address project-specific impacts not addressed in the Final EIR for the BLCPU, as addended.

CONCLUSION

The proposed Barrio Logan Community Plan (Attachment 11) will guide future growth and development in Barrio Logan. The BLCPU considers the current conditions of the community and addresses the historical mix and collocation of incompatible uses addressed in the MOU and recognizes the importance of Environmental Justice in the community. The land use plan separates incompatible uses while maintaining diverse housing opportunities including affordable housing and seeks to limit the displacement of residents. The long-term vision of the community plan will require active participation from the community at large, coordination and

participation by City departments, Caltrans, the Port of San Diego, the US Navy, MTS and SANDAG. The result will be a culturally rich, vibrant Barrio Logan Community.

Respectfully submitted,



Lisa Lind
Senior Planner
Planning Department



Tait Galloway
Program Manager
Planning Department

TG/lgl

Attachments:

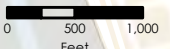
1. Barrio Community Plan Area Map
2. Barrio Logan Community Outreach Summary
3. MOU Area and Land Uses Map
4. Keyser Marston Associates Report Socioeconomic and Housing Analysis Report
5. Climate Action Plan (CAP) Conformance Evaluation
6. Illustrative Proposed Zoning Map
7. Draft Rezone Map
8. Proposed Community Plan Implementation Overlay Zone Map
9. BLCPU Anti-Displacement – Dwelling Unit Protection & Condo Conversion Regulations
10. Addendum to the Barrio Logan CPU Final Environmental Impact Report
11. Draft Barrio Logan Community Plan



San Diego Unified Port District Limits

SD Barrio Logan Planning Area - Regional Location

Copyright SanGIS 2020 - All Rights Reserved. Full text of this legal notice can be found at: http://www.sangis.org/Legal_Notice.htm





BARRIO LOGAN COMMUNITY PLAN

Community Engagement Summary

The proposed 2021 Barrio Logan Community Plan Update builds on the extensive outreach efforts initiated over a decade ago. Given the importance of the outreach efforts for the 2013 and 2021 community plan update processes, they have been summarized below and supporting materials are attached.

2008-2013 Community Outreach: The 2013 Barrio Logan community plan was initiated in 2008 and was adopted after a five-year engagement effort that included events in the community as well as formal workshops with the City's advisory boards. The initial outreach effort was comprehensive and totaled fifty separate events that included a combination of community and stakeholder meetings, presentations, and events such as walking tours. As described in the reports prepared for the 2013 Barrio Logan community plan, a comprehensive community outreach strategy was included as part of the community plan update process involved ongoing coordination with a 33-member stakeholder committee to represent the various interests in Barrio Logan. Meeting notices and other updates to the larger community were posted throughout the community prior to meetings in both English and Spanish. In addition, City staff held a number of City Board workshops and also received a recommendation of approval at a hearing with the [Planning Commission](#).

2020-2021 Community Outreach: Since the official kickoff of the BLCPU effort began in October 2020, there have been online meetings and other approaches to provide information about the focused areas and issues and also obtain input on the draft plan. The community engagement and input for the 2021 Barrio Logan Community Plan Update was largely conducted via virtual meetings with the Barrio Logan Community Planning Group (BLCPG). Similar to the 2008-2013 effort, it involved multiple presentations to the BLCPG and project documents posted on a dedicated [project website](#).

Early in the process, an online workshop attended by more than 60 participants and included interactive polling helped gauge the level of support for the focused areas of change in the 2021 land use map. The input from the workshop was supplemented by input received through an Online Survey. Overall, the community support for the land use recommendations. The survey focused on review of the MOU land uses and included an option to allow for additional input.

To ensure the broader Barrio Logan community was involved, including those who are not able to attend the regular BLCPG meetings, engagement efforts were conducted for the Barrio Logan community as a whole. These activities considered outdoor events and phone-based interviews to adhere to County of San Diego Guidelines regarding reducing the risk of COVID-19 transmission. The engagement events and materials are included in this summary. The materials used to support the engagement and help identify the focused areas for modification and input for

the 2021 Barrio Logan Community Plan including the circulation of a “Zine” that reached over 500 households.

In addition to the printed materials, the engagement involved individual interviews that produced an [audio collage](#) of community members voicing their concerns and aspirations for the community on a wide number of topics. The presentation of the audio collage provides another way for decision-makers to hear directly from community members. As discussed in the community outreach summary, the techniques for this update included a mixture of traditional and community-based techniques that afforded a traditionally marginalized community a loud platform to voice their concerns and create the desired community goals and areas of change that are reflected in the 2021 draft community plan.

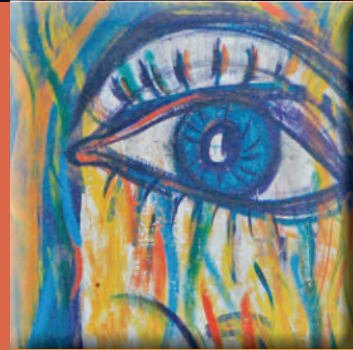


OUTREACH SUMMARY



“When I need some motivation, that is where I go to and look at the art and just remember where I am.”

Albierto



40

1:1 Phone & Curated Audio Interviews

6

Civic Presentations

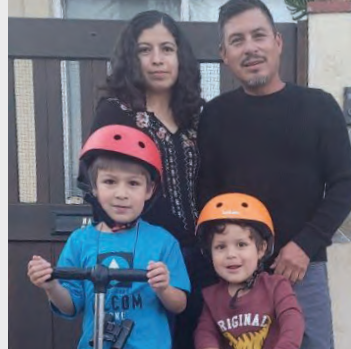


6

Community Workshops

500

Households Received the Zine



“If you are going to get more businesses into the area and not going to permit industrial business to pollute the area, that would be nice, because there are a lot of families living here.”

Benjamin

8

Popup Outreach Events



“There are people that live in a two bedroom apartment or a house with three families just to be able to pay.”

Talia

800+

People at the Popup Outreach Events



“I’d like to see less large trucks going through residential neighborhoods with less general industrial traffic.”

Monte



5

City Board Meetings

30

Community Meetings

9

Port-Tenant Meetings



5

Planning Commission Workshops



“Cars just zoom by my neighborhood like it is the freeway.”

Montserrat

2008 - 2013 — 2020 - 2021



LEARN MORE ABOUT THE
DRAFT COMMUNITY PLAN UPDATE!

ACTUALIZACIÓN DEL PLAN COMUNITARIO
DE BARRIO LOGAN!

HOW CAN YOU STAY INVOLVED?

¿CÓMO SE PUEDE TOMAR PARTE EN EL PROCESO?



619-533-5931

Call us to share your thoughts

Llámenos para compartir sus ideas



PlanBarrio.org

Get involved in the Barrio Logan Community Planning Group to help guide the implementation (visit www.sandiego.gov/planning/community/profiles/barriologan/agendas to learn more)

Participe con el Grupo Comunitario de Planificación de Barrio Logan para ayudar a guiar la implementación (visite www.sandiego.gov/planning/community/profiles/barriologan/agendas para obtener más información)

Michael Prinz, Senior Planner
619-533-5931
mprinz@sandiego.gov



(619) 533-5931

Share your thoughts

Comparta sus ideas

Win A \$100 Gift Card To
Northgate Market!

Gane un Premio de \$100 Para
Northgate Market!



WHAT IS A COMMUNITY PLAN? ¿QUÉ ES UN PLAN COMUNITARIO?

The Barrio Logan Community Plan is being updated. A community plan serves as a blueprint for the community's vision of the neighborhood. It describes what type of development (housing, industrial, commercial) should be in the different parts of the neighborhood, what parks, open spaces, and mobility options the community will have access to and establishes what type of programs and services are prioritized for the community. The community plan also provides an overall framework for the look and feel of the neighborhood (building heights, arts, culture, historic preservation, etc.).

Se está actualizando el Plan Comunitario de Barrio Logan. Un plan comunitario sirve de anteproyecto para la visión que tiene una comunidad de su vecindario. El plan describe el tipo de desarrollo (viviendas, industrial, comercial) que se debe permitir en las diferentes áreas del vecindario y cuáles son los parques, los espacios abiertos y las opciones de movilidad a los que la comunidad tendrá acceso, y establece el tipo de programas y servicios que son de prioridad en la comunidad. El plan comunitario sirve también de marco general en cuanto al estilo y el ambiente del vecindario (la altura de los edificios, las artes, la cultura, la conservación histórica, etc.).

RESPECT HISTORIC & CULTURAL RESOURCES

RESPECTAR LOS RECURSOS HISTÓRICOS Y CULTURALES



- Establish a Logan Avenue Arts District with the installation of public art in new developments, vacant properties, and public spaces
- Encourage new development of live/work lofts for artists
- Promote a new Chicano park museum and cultural center
- Establecer un Distrito de Artes de Logan Avenue por medio de la instalación de arte público en nuevos proyectos de desarrollo, terrenos baldíos y espacios públicos
- Fomentar nuevos proyectos de desarrollo de talleres tipo loft donde un artista puede vivir y trabajar
- Promover un nuevo museo y centro cultural de Chicano Park

DESIGN SAFE, EFFICIENT STREETS FOR PEOPLE

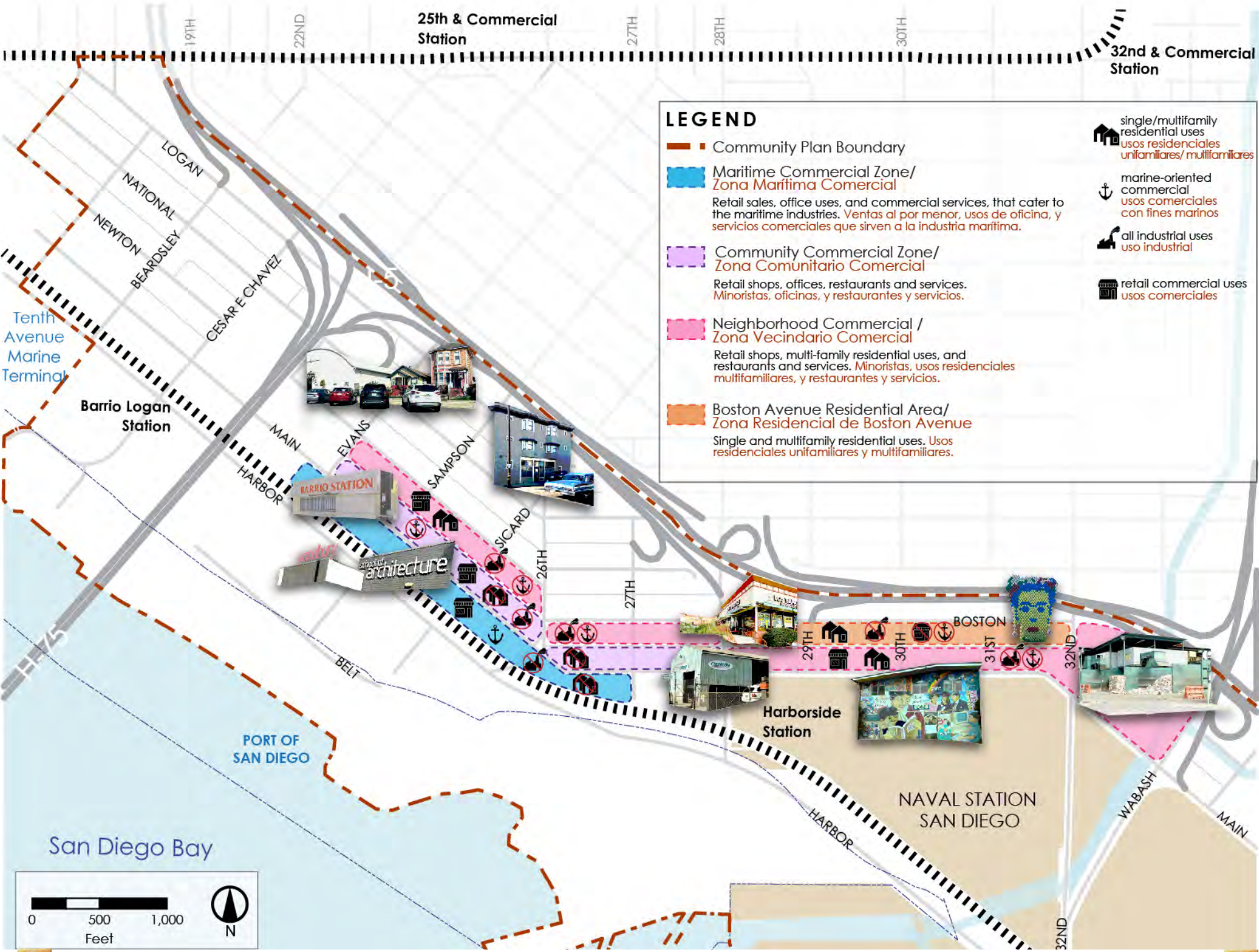
DISEÑAR CALLES SEGURAS Y EFICIENTES PARA LAS PERSONAS

- Design wider sidewalks, bicycle lanes, and other pedestrian facilities to promote walking and bicycling
- Work to reduce parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets
- Identify safe and efficient truck routes for San Diego Bayfront industries
- Diseñar banquetas más anchas, carriles para ciclistas y otras instalaciones peatonales que incentivan a las personas a caminar y montar en bicicleta
- Tratar de reducir los problemas de estacionamiento en las calles de Barrio Logan relacionados con las instalaciones de la Base Naval y de los locatarios del Puerto
- Identificar rutas seguras y eficientes para los camiones que sirven las industrias de la zona marítima de San Diego

CREATE A HEALTHY ENVIRONMENT

CREAR UN AMBIENTE SALUDABLE

- Establish commercial areas to buffer industrial areas and residential areas
- Increase the number of trees to create more shade and beauty
- Establecer áreas comerciales que sirven de zona de protección entre las áreas industriales y las áreas residenciales
- Aumentar el número de árboles para crear más sombra y belleza



LEGEND

- Community Plan Boundary
- Maritime Commercial Zone/
Zona Maritima Comercial
Retail sales, office uses, and commercial services, that cater to the maritime industries. *Ventas al por menor, usos de oficina, y servicios comerciales que sirven a la industria maritima.*
- Community Commercial Zone/
Zona Comunitario Comercial
Retail shops, offices, restaurants and services. *Minoristas, oficinas, y restaurantes y servicios.*
- Neighborhood Commercial /
Zona Vecindario Comercial
Retail shops, multi-family residential uses, and restaurants and services. *Minoristas, usos residenciales multifamiliares, y restaurantes y servicios.*
- Boston Avenue Residential Area/
Zona Residencial de Boston Avenue
Single and multifamily residential uses. *Usos residenciales unifamiliares y multifamiliares.*

- single/multifamily residential uses
usos residenciales unifamiliares/ multifamiliares
- marine-oriented commercial
usos comerciales con fines marinos
- all industrial uses
uso industrial
- retail commercial uses
usos comerciales



WHAT'S IN THE DRAFT COMMUNITY PLAN UPDATE?

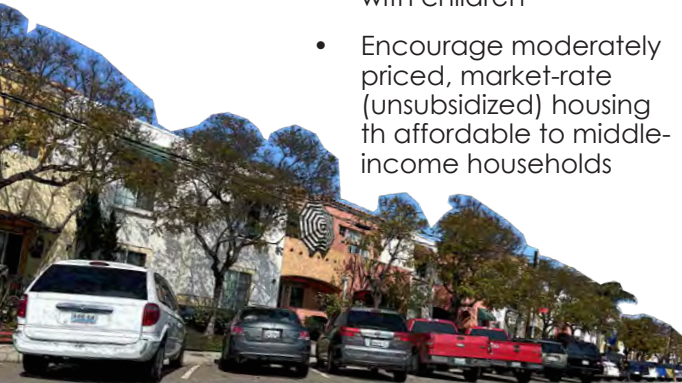
¿QUÉ INCLUYE EL BORRADOR DEL PLAN COMUNITARIO?

CREATE DIVERSE HOUSING OPPORTUNITIES

CREAR OPORTUNIDADES DE VIVIENDA DIVERSAS



- Expand the supply of affordable housing
- Allow new units while preserving and restoring older homes
- Promote the construction of larger housing units for families with children
- Encourage moderately priced, market-rate (unsubsidized) housing affordable to middle-income households
- Ampliar la oferta de viviendas asequibles
- Permitir nuevas unidades y conservar y restaurar hogares más antiguos
- Promover la construcción de unidades de vivienda más grandes para familias con niños
- Fomentar la construcción de viviendas a precios moderados del mercado (sin subvenciones) que sean asequibles para familias de ingresos medios



PROMOTE A STRONG NEIGHBORHOOD ECONOMY

PROMOVER UNA ECONOMÍA FUERTE EN EL VECINDARIO



- Strengthen Barrio Logan's economic role through uses that support maritime activity
- Protect small retail stores that provide jobs and entrepreneurship opportunities for local residents
- Fortalecer el papel económico de Barrio Logan por medio de usos que apoyan la actividad marítima
- Proteger a minoristas pequeñas que generan empleos y oportunidades empresariales para los residentes del área

WHY IS THE BARRIO LOGAN PLAN BEING UPDATED?

¿PORQUÉ SE ESTÁ ACTUALIZANDO EL PLAN DE BARRIO LOGAN?

The current Barrio Logan Community Plan was first adopted in 1978. The community needs have changed and the mixing of industrial and residential uses in the Barrio Logan community is unhealthy. The plan update seeks to fix this situation in the future. The Barrio Logan Community Plan Update was adopted by City Council in 2013 after a five-year community engagement effort. The 2013 Plan Update was repealed by a citywide referendum in 2014. A recent Agreement between stakeholder groups, including the Barrio Logan Community Planning Group, proposes changes to land uses and zoning in a small area between industrial uses at the Port and the residential areas of the community. The remainder of the Barrio Logan community is recommended to move forward in the plan established in 2013.

El Plan Comunitario de Barrio Logan actual fue aprobado por primera vez en 1978. Han cambiado las necesidades de la comunidad y la combinación de usos industriales y residenciales es insalubre. La actualización del plan procura remediar esta situación en el futuro. La Actualización del Plan Comunitario de Barrio Logan fue aprobada por el Concejo Municipal en el 2013 tras un periodo de cinco años de participación con la comunidad, y en el 2014 fue derogada en un plebiscito en lo local. Un Acuerdo reciente entre grupos de partes interesadas, entre ellos el Grupo Comunitario de Planificación de Barrio Logan, propone cambios a los usos de suelo y la zonificación de un área pequeña en medio de usos industriales en el Puerto y usos residenciales en la comunidad. Se recomienda que el resto de la comunidad de Barrio Logan siga adelante tal y como se estableció en el plan del 2013.





COMMUNITY ENGAGEMENT

SUMMARY & ANALYSIS

BACKGROUND

The current Barrio Logan Community Plan was first adopted in 1978. The community needs have changed and the mixing of industrial and residential uses in the Barrio Logan community is unhealthy. The plan update seeks to fix this situation in the future. The Barrio Logan Community Plan Update was adopted by City Council in 2013 after a five-year community engagement effort. The 2013 Plan Update was repealed by a citywide referendum in 2014. A recent Agreement between stakeholder groups, including the Barrio Logan Community Planning Group, proposes changes to land uses and zoning in a small area between industrial uses at the Port and the residential areas of the community.

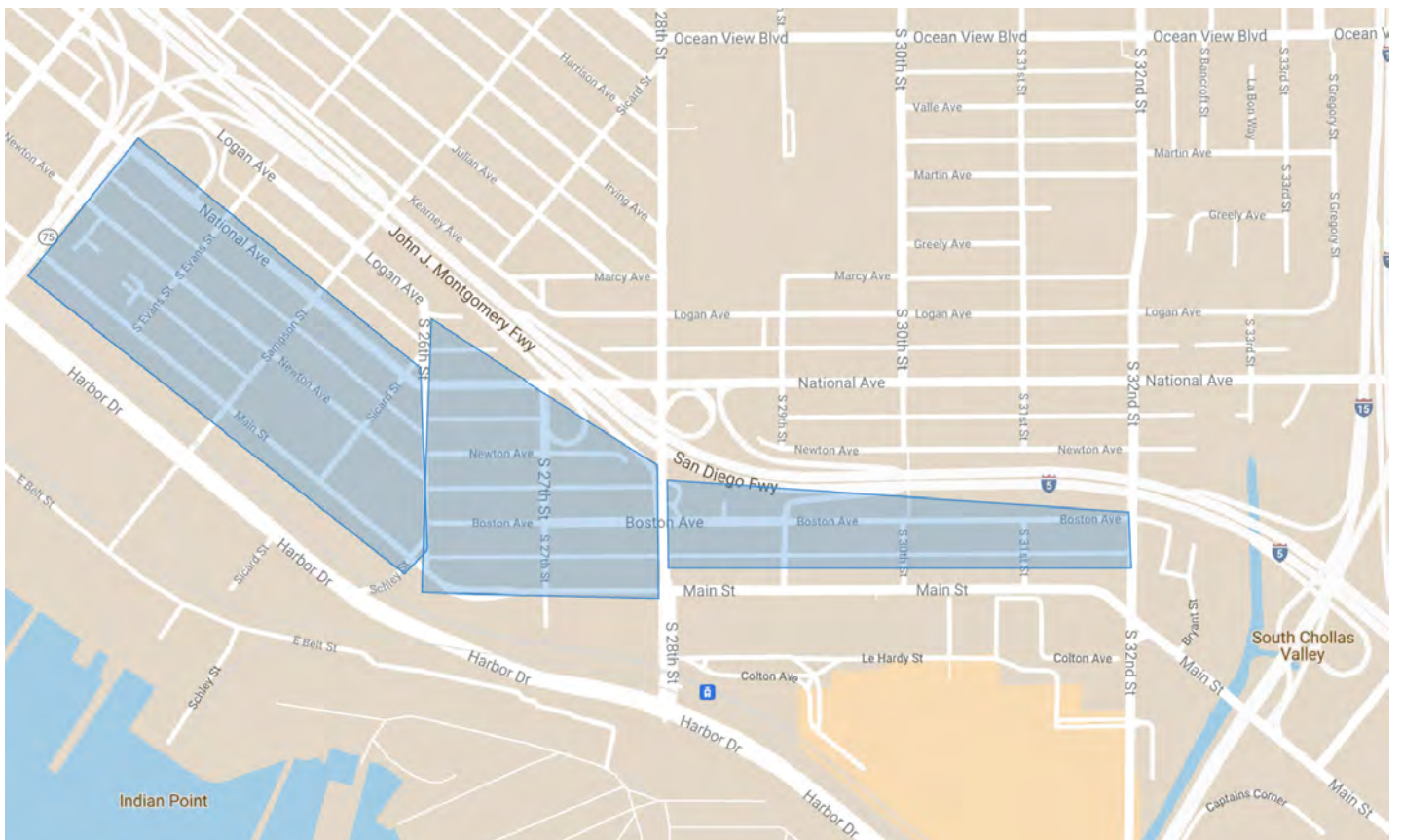
In March and April of 2021, Pueblo Planning conducted a combination of both in-person (outdoor, distanced, and masked) and over the phone engagement with residents of Barrio Logan to get their feedback on the proposed land use and zoning changes, as agreed upon by stakeholders, and hear what other elements would be important to include in the Plan. This memo will provide a summary of the common themes heard from the community. Additionally, the April 2021 Draft Plan (Draft Plan) and Memorandum Of Understanding (MOU) between the Barrio Logan Planning Group formed an Ad-hoc committee made up of members from the Environmental Health Coalition, the shipbuilding and ship repair industry and Barrio Logan Planning Group (BLPG) will be analyzed to determine how it is meeting the community's needs and vision and if there are gaps that can be addressed.

OUTREACH AND ENGAGEMENT

Door-to-Door Outreach

Pueblo Planning co-developed an informational zine with Citythinkers for the community to learn about: what a community plan is, the history of the Barrio Logan Community Plan Update, proposed land use changes, and the major elements in the plan. Over 1,300 zines were distributed in Barrio Logan. During the week of March 24th, Pueblo Planning distributed zines and vaccine clinic information to approximately 500 households door-to-door in the areas noted in the MOU and adjacent areas.

Figure 1: Highlighted portion on map indicate the households who received a zine via door-to-door outreach.



Pop-up Outreach and Engagement

In addition to door-to-door distribution of informational zines, Pueblo Planning conducted an equivalent of eight pop-up events throughout the community to meet residents in their own neighborhoods. At all pop-up events, Pueblo Planning provided interested individuals with a zine and engaged the individual in an intentional conversation about the community plan. Pueblo Planning shared with community members what a community plan update is, the current status of the Barrio Logan Community Plan, and asked if there are any key priorities they would like to see in the plan. Typically, interactions with each person at pop-up events were approximately 5-10 minutes long.

On April 3rd, the Pueblo Planning team conducted outreach and engagement at a COVID-19 vaccination clinic event at the Logan Heights Family Health Center. The team was present from 8:00 am -2:30 pm, which is equivalent to conducting 3 pop-up events (each pop-up event is typically 1.5-2 hours). At this event approximately 450 people were engaged. During the week of April 12th, five pop-up events occurred at Northgate Market and Perkins Elementary. Approximately, 387 people were engaged at these pop-up events. At all pop-up events, a total of 837 people were engaged.

1-1 Phone Engagement

At the pop-up engagement events, individuals were asked if they would be interested in engaging in a longer conversation over the phone about the Plan. A total of 117 people were interested and called by the Pueblo Planning Team and a total of 40 people engaged in 20 minute conversations via phone. Pueblo Planning asked for consent to record phone conversations and then curated the audio to be used to help inform decision makers of community priorities. The following are the questions community members were asked:

- Where is your favorite place in Barrio Logan and why?
- Let's imagine it is 20 years into the future-- What would you need for Barrio Logan to feel familiar and like home? What are some images, colors, tastes, and feelings that come to mind?
- Is there anything that doesn't make you feel welcome or safe in public spaces? What are your ideas on how to make public spaces like parks and streets feel more welcoming and safe?
- What would make getting around (on foot, bike, or car) Barrio Logan safer and easier for you? Are there any places in the neighborhood that have been challenging to get to? If so, why and how would you like it to improve?
- What is important to you for housing in Barrio Logan?





- What types of jobs or economic opportunities are important to keep in or bring to Barrio Logan?
- When you think of a healthy environment in Barrio Logan, what are some images that come to mind?
- Based upon what you heard today about what is being proposed for (re-state location of zone change), are there any general thoughts you would like to share?
- Do you have any concerns that you would like the City to address as it relates to what is being proposed in (share the location)?
- Is there anything else you would like to share with us today?

- Retaining Chicano/Mexican Culture and Identity;
- Enhancing Public Spaces and Increasing Greenspaces;
- Centering Safety and Access in Mobility;
- Cultivating economic opportunities and benefits for local residents; and
- Supporting separate land uses to improve public health.

The top two themes that were most consistently mentioned by the majority of community members engaged include maintaining and building affordable housing and improving lighting infrastructure.

ENGAGEMENT THEMES & ANALYSIS

Those that we engaged at the pop-ups and via phone conveyed a lot of pride and love for their community, its history, and culture. There was a diversity of people that were engaged-- those who have lived in the neighborhood for 30 years to those who moved to the area a couple of years ago, 20 year olds to community elders, homeowners to renters, and a diversity of ethnic and racial identities.

The most common themes community members shared during this engagement effort include:

- Maintaining and building affordable housing;
- Improving lighting infrastructure;

Maintaining and Building Affordable Housing

In regards to housing, there were three sub-themes that community members shared:

- Ensuring rent stabilization strategies and policies and new development requirements for affordable housing;
- Supporting maintenance of older homes; and
- Providing support for unhoused community members.

Rent stabilization to New Development Requirements

Many expressed support for the changes happening in the neighborhood, but shared frequently that they and low-income neighbors would also like to benefit from current and future changes. There is an



“There are people that live in a two bedroom apartment or a house with three families just to be able to pay. The rents are getting higher and higher.”

Talia, Barrio Logan Resident

appreciation for infrastructure investments, but a fear that the community members who have made Barrio Logan what it is today will not be able to remain in the area. Many expressed it is the people that make Barrio Logan what it is and if they are gone, Barrio Logan will no longer be special.

“I can tell you any new development is always great, what is really sad, is that once the property is re-developed, it is no longer affordable for any locals to rent any of that property because of the prices they ask for and I can tell you that from experience, I have seen it, and I seen that so many people get displaced.”

Fernando, Barrio Logan Resident

“Those that are benefiting from change now are outsiders, those most affected are the humble low-income folks.”

Community Member at Pop-up Engagement

There are two major elements of affordable housing that community members shared- stabilizing rent and ensuring an increased percentage of future housing that is affordable.

As rents have been rising, gentrification and displacement is already occurring in Barrio Logan and many community members shared that they know of low-income people who have lost their homes and had to move out of the neighborhood due to skyrocketing rents.

“One of the main things I would like to happen... is to keep my neighbors and my friends. I think that would definitely help me. What I mean by that is to make sure people do not get displaced or kicked out of Barrio Logan because of how much it has grown and developed, make sure that I still know my neighbors and that we share food and plants. I would want that to stay the same...definitely affordability and support for those who have been here for a long time.”

Isela, Barrio Logan Resident

The majority of those we spoke with mentioned they supported policies and programs that provide for rent stabilization and assistance to ensure that they and their neighbors are able to remain in their community. Like all issues, they are not experienced in silos, but have intersecting impacts. Some connected the limited parking issues with the fact that there are some apartments and houses with the capacity for one family that are occupied with two or three families who pull their income together to be able to pay for rent. Community members shared that increasing rents has led to overcrowded housing and limited parking spaces. Also, several stated that this made preventing the spread of COVID-19 much

more difficult and that Barrio Logan was impacted particularly hard by the pandemic in comparison to other neighborhoods.

“There is not enough housing...The housing has been so hard to get, especially low-income housing. That is why a lot of people live in a two bedroom or a house with three families just to be able to pay rent. The rents are getting higher and higher....everywhere is getting high-end, it increases the rents in the area.”

Community Member at Pop-up Engagement

In addition to supporting policies and programs that provide rent stabilization and support, community members shared that future development should also give low-income families the opportunity to not only be renters but homeowners. The majority of community members expressed a need for more affordable housing, particularly for the aging population and to accommodate working families.

Barrio Logan community residents clearly voiced that current lack of affordable housing is one of their largest concerns and a key priority for the community. The majority of residents expressed past and current challenges paying increasing rent prices that has and continues to displace residents. They also voiced concern about their on-going ability to pay rent prices or access affordable housing,

affecting their ability to remain in their community.

Even though there are a number of policies in the Draft Plan that seek to ensure housing affordability (See Policy 2.2.11, 2.2.12, 2.2.13, 2.2.14, 2.2.15), these concerns indicate that there can be improvement in City rent stabilization policies and programs and affordable housing requirements for current and future development in order to meet Barrio Logan resident needs. For example, recently Barrio Logan community members advocated for exceeding local affordability requirements for new developments to ensure that there is at least a 30% set aside for affordable housing which was supported by the Barrio Logan Planning Group.

Supporting Maintenance of Older Homes

There are many older homes in Barrio Logan. A handful of people expressed their appreciation for these homes and those who live in them. However, they also acknowledged that maintaining the homes for many homeowners has been quite difficult--from paint to clean lawns to more structural issues. Additionally, a few community members shared that those with historic homes have had difficulty maintaining their homes due to the expensive nature of ensuring compliance with historic restoration standards. Many shared that having programs and funds available to assist homeowners to maintain their homes could make a big difference in the look and feel of the neighborhood.





In the Draft Plan there are a number of policies supportive of rehabilitation and preservation of older and historic homes in Barrio Logan (See Policy 2.2.2, 2.2.6, 2.7.11, 2.7.12); however, there are no specific commitments or stated programs that could offer support to homeowners.

Providing Support for Unhoused Community Members

Community members expressed a range of emotions when discussing their unhoused neighbors--from discomfort to sadness. Many were empathetic of those individuals who are unhoused and shared that they would like to see City officials take initiative to improve their quality of life and provide pathways for stability. One person explicitly said that it is important to not just move unhoused people from one location to another, but to ensure they are supported with resources. The main concerns regarding the impacts of having unsupported unhoused neighbors were regarding trash near encampments and temporary dwellings and belongings blocking pedestrian access, particularly under bridges and on the pedestrian bridge over the 5 freeway. It is important to note that no one we interviewed identified as someone experiencing being unhoused. It is critically important for this community to be able to help shape

policies and programs that can best support them.

The Draft Plan mentions unhoused community members only once in the following statement without a stated plan for support services for this important community, "Chicano Regional Park will continue to serve as the main cultural core for the community, but with increased demand and usage, combined with an increased in unhoused residents, there will be a growing need for upgrades." Given the housing crisis, supporting the unhoused population is a growing concern and there is an opportunity in the Plan update to include policies and programs that support this population.

Improving Lighting Infrastructure

The second most frequently stated priority by community members is the importance of improving lighting infrastructure. Many shared that once the sun sets, it is incredibly dark in the neighborhood. Community members shared that, due to a lack of lighting, they feared walking at night or did not feel safe when coming home from work. A few people shared that if they seek to walk for exercise at night so they drive to a different neighborhood to do so or intentionally change their walking route within Barrio Logan to stay in well-lit areas.



“If I walk my dog and it is too late, I might have to change the route so I hit all the well-lit areas and not the ones that are darker.”

Montserrat, Barrio Logan Resident

The Draft Plan acknowledges the lack of adequate lighting and has a number of policies aiming to address this issue (See Policy 3.1.14, 3.1.9, 3.2.3, 3.2.8, 6.1.10, Policy 6.1.11, 7.2.2, 8.2.22). The Draft Plan specifically states, “Barrio Logan lacks adequate street lighting throughout the community. Street lighting is important to improve safety for pedestrians, vehicles, and properties at night.”

Retaining Chicano/Mexican Culture and Identity

Community members expressed great love for the character and identity of the neighborhood. There is a concern that downtown will encroach upon Barrio Logan and change the look and feel of the neighborhood. Many shared that they hope that Barrio Logan can keep its identity as a Chicano/Mexican (people used both Chicano and Mexican to describe the identity of Barrio Logan) community.

“I just really hope Barrio Logan can keep their identity as a heavily dense Hispanic community where we don’t lose many of the attractions that we have like the carnivals and what makes the community unique...it is being able to feel a part of Mexico in the community, I hope that in 20 years we will still have some of that.”

Fernando, Barrio Logan Resident

Chicano Park is the heart of the community and is the centerpiece of the neighborhood’s character and identity. It is an important space serving as a gathering place for the community and is a space where strong connections and great memories are formed. There are also many activities for youth to do there, from basketball to skateboarding.

People enjoy and are inspired by the murals. Community members go there to relax and enjoy the murals which allow them to think of their ancestors, roots, identity. There are many events at Chicano Park including singers, performers doing ballet folklorico, Aztec dancers and lowrider car shows. Almost every single resident expressed a deep love and appreciation for the park, their frequent usage of the park, and fond memories associated with the space.



The murals at Chicano Park and throughout the neighborhood is a major factor that has solidified its identity. In addition to the murals, the type of small “mom and pop” shops and restaurants that provide goods and services to the Chicano/ Mexican community are incredibly important to the community. Also, the many community events such as car shows, art walks, aztec dancers, Chicano Park Day, etc. contribute to the uniqueness of Barrio Logan.

The Arts and Culture elements in the Draft Plan emphasize that, “Murals, sculptures, music, and dance are a central part of Barrio Logan’s identity, and enrich the public realm with stories of the community’s history and culture.” Additionally, there are many policies in this section which state its support for the arts and community events in the neighborhood (See Policy 11.1.1, 11.1.2, 11.1.3, 11.1.4), but do not explicitly state maintaining the Chicano/Mexican culture that is expressed through art in the built environment and programming through events. Additionally, there is not an explicit policy or commitment to ensuring resources for the maintenance of murals or support for vital programming.

“I think the most important thing that I would like this neighborhood to maintain is the Latin culture, the representation of the Latin community. It is always good for improvements such as new restaurants and places, more diversity, but I feel like what makes it special, what makes it Barrio Logan is the fact that the Mexican community, the Latin community has always been here. 20 years from now, I would like to see that this place is rich with our culture being present.”

Joram, Barrio Logan Resident

Enhancing Public Spaces and Increasing Greenspaces

Improving cleanliness and increasing park access and greenspace are essential factors for a positive quality of life.

Improving Cleanliness

Many shared about the need for greater resources to keep the neighborhood clean. Community members shared that there are many public spaces that contain trash, such as near the freeways, under bridges, and in alleyways. Additionally, a handful of community members shared that in places where shipyard employees park, there is often trash found in those areas. Community members shared that more frequent community clean-ups, street cleaning, and more trash cans could resolve this issue. The trash is more than an issue of litter and aesthetics as

“Definitely a lot of history with Chicano culture and Mexican American culture as well, that is definitely one of my greatest places to go to, especially when I am like, when I need to feel inspired to pursue higher education or anything like that, when I need some motivation, that is where I go to and look at the art and just remember where I am.”

Albierto, Barrio Logan Resident

it sometimes impedes people from walking in their community. This issue is addressed in the Draft Plan in policy Policy 6.1.9 and 8.2.15.

Increasing Parks and Greenspace Access

Community members shared that they wanted more park space and greenspace such as more trees, plants, and flowers. More intentional landscaping throughout the community and increased connection to natural bodies of water, whether it be Chollas Creek or the Ocean, was something that was mentioned multiple times.

“It has always been Crosby Park...I always like going to the pier that is there, the pier that is going out to the water. It is just nice. Whenever I am feeling stressed out or the need for fresh air, it is always the right place to go to. Now that they have added some new things to the park like benches and tables on the pier, it just makes it feel more comfortable.....There are a lot of industrial places here, the biggest one are the ships that are here. When you look back at the history here in Barrio Logan, Crosby Park used to be a beach, and people used to be able to walk from their homes to the beach...when I learned about this when I studied about Barrio Logan in middle school, it was taken down to expand the ship stations, to think that it would be time in the future to give some of that back to the community.”

Joram, Barrio Logan Resident

In the Draft Plan, policy 3.1.12 and all the policies in section 4.3 (Urban Forest/Street) plans for an urban forest and greenspace. All the policies in 7.4 (open space lands) and policy 3.5.3 provide the foundation for Chollas Creek restoration and access. Additionally, park space will increase through the creation of the Boston Avenue Linear Park and Chollas Creek Park/Trail. Lastly, Policy 7.1.7 specifically seeks to improve waterfront access through a system of public plazas, bike paths, and parks. However, reconnecting Barrio Logan community members to beach access is not included in the draft plan and would require greater conversations with the community and Port of San Diego.

Centering Safety and Access in Mobility

In addition to community members sharing that street conditions could be improved, many shared about improving safety for people on bikes and pedestrians, mitigating freeway impacts, rerouting trucks, and enhancing north/south transit connections.



“I live a couple houses down from the 5 South Entrance, cars just zoom by my neighborhood like it is the freeway, I don’t know, maybe a speed bump or a sign for a speed limit.”
Montserrat, Barrio Logan Resident

Improving Safety for People on Bicycles and Pedestrians

Many shared about the need to improve infrastructure to better accommodate people walking and biking in the neighborhood. Additionally, some shared how difficult it is for elderly people to navigate the neighborhood due to broken sidewalks, fast moving vehicles, and a lack of adequate benches that could be used for respite. A few community members shared that they have a bicycle, but do not ride it very often because of not feeling safe doing so in Barrio Logan, particularly because of the speed of vehicles in the neighborhood and lack of infrastructure (bikelanes, traffic calming measures, etc.) to support people biking in the neighborhood. The Draft Plan has a comprehensive set of policies to improve safety for people on bicycles and pedestrians (See chapter 3 for the mobility element).

“It is not very bike-friendly. It is not super walk-friendly unless it is during the day. So maybe adding more emphasis on bike lanes and making sure the sidewalks don’t have cracks or there are no pot holes in the street...immediate dangers. There are a lot of old people in Barrio Logan, these grandmas and grandpas trying to get everywhere by foot. My grandma the other day, she was walking around, and she fell, because of one of the cracks, uneven parts of the sidewalk. She was fine but that is something that can be immediately fixed.”

David, Barrio Logan Resident

Mitigating Freeway Impacts

Many people, particularly individuals who live on or near Boston Avenue, shared that people drive too fast in the neighborhood as they are making their way to the 5 freeway.

Community members also expressed that they would like to see a lot more safety features for the Coronado Bridge. There have been incidents where cars have fallen from the bridge and have killed people at the park, and having these safety measures can allow people to enjoy the park without fear of having a car fall on them. One of the most notable incidents happened in 2016 when a drunk driver crashed into Chicano Park, killing four people and injuring seven others during Chicano Park Day. Lastly, community members shared their concern about the pollution from speeding and idling vehicles on the freeways that cut across the community. Mitigation efforts identified by the community around reducing vehicle pollution ranged from regional transportation planning efforts around improving transit to reduce dependence on freeways, programs to transition to electric vehicles, and programs to ensure people can work closer to home and do not need to commute. Additionally, more localized mitigation measures identified by the community is creating buffer areas with vegetation and trees to protect the community from particulate matter. Additionally, ensuring current regulations that prohibit trucks from driving in the community are enforced can reduce pollution in the neighborhood.



“Barrio Logan is definitely located in a major freeway and like there is a lot of cars that pass by there and including the manufacturing jobs and obviously located close to a port in San Diego, that is definitely one of the biggest contributing factors that leads to exacerbated asthma and certain lung cancers, etc. to make Barrio Logan a little bit healthier, is to actually implement some sort of policies to actually reduce that level of pollution by either incentivizing electric vehicles or accommodating more bike usage or increasing public transportation in that area and the surrounding area.”

Albierto, Barrio Logan Resident

The Draft Plan policy 3.1.8 and 3.3.6 work to improve the pedestrian and bicyclists safety near the on and off ramps and slow speeding traffic. However, there is no specific policy regarding retrofitting the Coronado Bridge to protect people at Chicano Park.

Rerouting Trucks

Despite efforts that have been made in recent years to reroute trucks, community members are still expressing concern regarding truck travel in Barrio Logan. Those that mentioned this as an issue often cited the pollution exposure and safety issues for pedestrians in the neighborhood.

The Draft Plan contains specific routes trucks are allowed (primarily on Harbor and 28th Street) and prohibited. It is unclear from conversations during these engagement efforts which specific streets community members would like to prevent trucks from traveling on or if the existing Draft Plan satisfies their concerns.

Enhancing North/South Transit Access

Many expressed their appreciation for having great trolley access and East/West transit connection. Several community members mentioned remembering the bus route that would go up 28th Street and how helpful that was in accessing areas such as South Park and the importance of being able to easily access amenities, such as the Target, in other neighborhoods.

The MTS transit map indicates that there is a lack of North/South transit connections. The Draft Plan states, “Work with MTS and SANDAG to incorporate transit infrastructure and service enhancements for Barrio Logan, including those warranted by future demand and identified in SANDAG’s Regional Plan and future updates to the Regional Plan...” (Policy 3.2.9). This policy provides an avenue to address this stated need. Additionally, there is a planned North/South transit connection on 32nd Street, but having one also up 28th street could further improve access.



“I’d like to see less large trucks going through residential neighborhoods and less general industrial traffic..... even though I have been here for a long, long time, I have had a lot of friends of mine that would like to come to this neighborhood, but the number one reason they don’t come, they have kids, is because of asthma issues.”

Monte, Barrio Logan Resident



Supporting Separate Land Uses to Improve Public Health

Everyone Pueblo Planning spoke with was in favor of the provisions in the MOU that established the new land use zoning, and were in particular in favor of separating industrial and residential land uses.

“I think that is definitely very responsible urban planning but obviously it has to be well-thought out because obviously those kind of policies were often omitted in the planning process back in the 1950s and 1960s but definitely that is one step forward in actually promoting spatial equality.”

Albeirto, Barrio Logan Resident

However, some community members shared that even though they were in favor of separating industrial uses from residential uses, their preference would be to see the elimination of heavy industrial use all together to provide more space for housing and reduce the amount of pollution in the neighborhood. Some people shared specifically the impact of trucks, trash, and rodents from having many recycling centers adjacent to homes and commercial spaces and their wish for other types of businesses and amenities to take their place.

“We do not want any more industrial businesses for example like the recycling companies...if you look at any other zip code, you are not going to find any, they are all here in 92113...we want medical facilities, perhaps more senior centers that a lot of the people that live here can work there as caregivers, as health preparation, the jack of all trades that we have here.”

Philomena, Barrio Logan Resident

“I would vote yes on that for sure. If you...are going to get more businesses into the area and not going to permit industrial businesses to pollute the area, that would be nice, because there are a lot of families living here, you might remember when the ship burned on the bay, we all smelt the burning and we live here....”

Benjamin, Barrio Logan Resident

Most cited the ongoing, harmful legacy of industry adjacent to residential homes and the cumulative health impact of freeways, port operations, and manufacturing jobs. These concerns were shared both when residents voiced support for the separated uses and when residents shared their concerns that some industries, such as the shipyards, would be able to stay. Many shared an eagerness to see the separated land uses and often shared their and/or their neighbor's own personal experiences regarding health issues of asthma, cancer, and difficulty breathing. Also, a few recounted their experience of the smoke and fumes from the USS Bonhomme Richard fire that happened July of 2020, which burned over four days in the port immediately adjacent to homes in Barrio Logan. They shared stories of their struggles to leave the toxic smoked filled neighborhood as they could not get support to get a hotel away from the neighborhood quickly enough due to limited hotel vouchers. In light of these ongoing and recent traumas, it is



understandable that community members shared mixed feelings. They simultaneously welcomed the separation of land uses, but also, maintained a level of cautious skepticism and would like the removal of polluting industries.

“Toda la gente que vivimos aquí, tenemos asma, tenemos alergias, hay mucha gente enferma que ha padecido de cáncer por lo mismo, por que tenemos a NAASCO que bota toneladas al mar. La comunidad está bastante dañada con tanto químico.”

Griselda, Barrio Logan Resident

In addition to a robust conversation regarding separating industrial uses from residential, many had a lot to share regarding the Neighborhood Commercial zone. Many shared that they would like more businesses that can lead to a self-sustaining community, where people can get all their needs met, particularly businesses that provide goods and services for the “Mexican community.” Also, some community members shared that they would not like “big-box” stores, such as Wal-mart, moving in and do not want marijuana dispensaries or places that serve alcohol in this zone, particularly near Boston Avenue’s residential zone.

Cultivating Economic Opportunities and Benefits for Local Residents

Community members consistently expressed the resilience of the community and shared that the culture of the community is expressed in different forms, from art to food, and that they would like to see more career opportunities in those fields being available to them in their neighborhood. Many shared that they would like to see more locally-owned small businesses in order to keep the money circulating in and benefiting the community. Thus, there was a stated aversion to big corporations being rooted in the community. Additionally, the types of jobs others shared that they would like to see in the community included nurseries to banks to recreational centers. Also, some community members shared their support of local street vendors and the role they play in the neighborhood. Essentially, many expressed that they would like to have a self-sustaining neighborhood where all their needs could be met at an affordable price. One community member at a pop-up event shared, ***“Things have gotten really expensive, even mom and pop shops are expensive and out of reach for me.”***



In addition to the type of economic opportunities and industries community members expressed wanting in Barrio Logan, they also shared a concern about being able to keep the locally owned small businesses in the neighborhood. A handful of community members shared that some businesses have either closed or left the neighborhood due to the high rents. For the most part, community members like the changes being made in the business corridors, but would like to ensure residents and current businesses are able to stay to benefit from these storefront and infrastructure improvements. Providing support for low-income entrepreneurs and access to affordable commercial space in the neighborhood are two common themes community members emphasized.

“When all this re-development happens, which is really needed..it is going to alleviate some of our housing crisis our community has, I just hope when the City approves all these plans, someone can say...just like we have low-income housing for certain people that we can have low-income commercial land for entrepreneurs that want to start businesses.”

Fernando, Barrio Logan Resident

“The Barrio Logan small businesses that are already there...keep them going, keep them alive. That is the livelihood of many of these families.”
David, Barrio Logan Resident

The Draft Plan has policies to protect and preserve small retail business and encourage the development of neighborhood serving commercial uses (see policy 2.7.7 and 5.2.3). However, there are no policies specifically supporting low-income entrepreneurs and keeping commercial spaces affordable for local shopkeepers. Additionally, there is an opportunity to include a policy that supports the presence of local street vendors.

Conclusion

Barrio Logan is a diverse and animated neighborhood with residents who are passionate about their community and invested in seeing it continue to grow and thrive. Pueblo Planning reached hundreds of residents to provide them information about the Barrio Logan Community plan and had conversations with dozens of individuals about their feedback, needs, concerns, and priorities for the plan. While community members unanimously support land use designations that separate industry from residential, some community



members remained concerned about the damaging health impacts of on-going industrial activity directly adjacent to the homes of elders, families, and individuals. In addition to these visions of improvement to the area, Pueblo Planning heard a resounding, unified community voice that takes great pride in the culture, arts, history, people, and vibrancy of Barrio Logan. Barrio Logan community members deeply value their neighborhood and look forward to continued improvements in the area that preserve housing, health, culture, and meaningful growth.



COVID-19 Vaccine Information

Family Health Centers of San Diego's doctors, nurses and America's leading medical experts are in full support of the COVID-19 vaccine and we encourage you to get vaccinated when it is available to you.

Are the benefits of getting the vaccine?
Help keep you, your family and our community healthy and safe. It can help end the damage to the economy caused by lockdowns and prevent more illness and death.

Do we know the vaccine is safe?
COVID-19 vaccines went through the same transparent and rigorous process as other regular vaccinations, like the flu or chicken pox. Every component is approved by the Federal Drug Administration (FDA) and an independent review board.

COVID-19 Vaccine

You must live in the 92113 zip code to be eligible for the COVID-19 vaccine.

People who are over the age of 65, work in essential industries or have a disability are eligible for the COVID-19 vaccine.

Essential industries include:
Health care and residential care
Emergency services

- Medical conditions include:**
- Asthma
 - Autism
 - Cancer
 - Cerebrovascular disease
 - Chronic kidney disease
 - Chronic pulmonary disease
 - Cystic fibrosis
 - Down syndrome
 - Hypertension
 - Immunocompromised
 - HIV/AIDS

BARRIO LOGAN

LEARN MORE ABOUT THE COMMUNITY PLAN UPDATE!
ACTUALIZACIÓN DEL PLAN COMUNITARIO BARRIO LOGAN!

Win A \$100 Gift Card To Target!
Gane un Premio de \$100 Para una Tarjeta de Regalo de Target!

(619) 533-XXXX
Share your thoughts
Comparta sus ideas

BARRIO LOGAN PLAN UPDATE MEETING RECORD

Meetings are Grouped by Meeting Type

#	MEETING NAME	DATE HELD	TYPE OF MEETING
1	Historical Resources Board Workshop	6/25/2009	City Board
2	Park and Recreation Board Workshop[6/16/2011	City Board
3	Community Forest Advisory Board	9/14/2011	City Board
4	Land Use and Housing Hearing	5/9/2012	City Board
5	Community Forest Advisory Board	9/12/2012	City Board
6	Stakeholder Committee Meeting #1	4/15/2008	Community Meeting
7	Stakeholder Committee Meeting #2	5/27/2008	Community Meeting
8	Stakeholder Committee Meeting #3	6/24/2008	Community Meeting
9	Community Workshop #1	7/22/2008	Community Meeting
10	Stakeholder Committee Meeting #4	8/28/2008	Community Meeting
11	Stakeholder Committee Meeting #5	9/30/2008	Community Meeting
12	Stakeholder Committee Meeting #6	10/14/2008	Community Meeting
13	Stakeholder Committee Meeting #7	11/13/2008	Community Meeting
14	Stakeholder Committee Meeting #8	1/14/2009	Community Meeting
15	Community Open House	1/15/2009	Community Meeting
16	Charette	1/17/2009	Charette
17	Community Open House	1/18/2009	Community Meeting
18	Stakeholder Committee Meeting #9	2/11/2009	Community Meeting
19	Stakeholder Committee Meeting #10	3/11/2009	Community Meeting
20	Stakeholder Committee Meeting #11	13-May-09	Community Meeting
21	Stakeholder Committee Meeting #12	8/12/2009	Community Meeting
22	Stakeholder Committee Meeting #13	9/9/2009	Community Meeting
23	Community Workshop #3	1/30/2010	Community Meeting
24	EIR NOP Scoping Meeting	9/1/2010	Community Meeting
25	Stakeholder Committee Meeting #14	11/17/2010	Community Meeting
26	Stakeholder Committee Meeting #15	5/12/2011	Community Meeting
27	Stakeholder Committee Meeting #16	10/5/2011	Community Meeting
28	Stakeholder Committee Meeting #17	4/18/2012	Community Meeting
29	Public Facilities Subcommittee meeting #1	7/13/2011	Community Meeting
30	Public Facilities Subcommittee meeting #2	12/12/2012	Community Meeting
31	Barrio Logan Revitalization Committee	1/23/2013	Community Meeting
32	Planning Commission Workshop	4/16/2009	Planning Commission Workshop
33	Planning Commission Workshop	3/18/2010	Planning Commission Workshop
34	Planning Commission Workshop	5/19/2011	Planning Commission Workshop
35	Planning Commission Workshop on Plan Updates	12/13/2012	Planning Commission Workshop
36	Marine Terminal Community Committee Meeting	10/16/2008	Port Tenant-Related Meeting
37	Marine Terminal Community Committee Meeting	2/19/2009	Port Tenant-Related Meeting
38	Marine Terminal Community Committee Meeting	5/19/2011	Port Tenant-Related Meeting
39	Port of San Diego	9/13/2011	Port Tenant-Related Meeting
40	Port of San Diego	5/23/2012	Port Tenant-Related Meeting
41	Port of San Diego	6/12/2012	Port Tenant-Related Meeting
42	Working Waterfront Group	9/8/2011	Port Tenant-Related Meeting
43	Working Waterfront Group	7/18/2012	Port Tenant-Related Meeting
44	Working Waterfront Group	8/1/2012	Port Tenant-Related Meeting
45	Citizen's Coordinate for Century 3 Presentation	2/25/2010	Civic Presentation
46	American Planning Association Walking Tour	7/15/2010	Civic Presentation
47	UCSD Talk	5/4/2011	Civic Presentation
48	KPBS Presentation	4/18/2012	Civic Presentation
49	UCSD Talk	11/1/2012	Civic Presentation
50	UCSD Talk	1/17/2013	Civic Presentation



SD Barrio Logan Memorandum of Understanding (MOU) Area & Land Uses



KEYSER MARSTON ASSOCIATES™
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN:
REAL ESTATE
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

BERKELEY
A. JERRY KEYSER
TIMOTHY C. KELLY
DEBBIE M. KERN
DAVID DOEZEMA
KEVIN FEENEY

LOS ANGELES
KATHLEEN H. HEAD
JAMES A. RABE
GREGORY D. SOO-HOO
KEVIN E. ENGSTROM
JULIE L. ROMNEY
TIM BRETZ

SAN DIEGO
PAUL C. MARRA

To: Lisa Lind, Senior Planner
City of San Diego

Rick Barrett, Principal
MIG, Inc.

From: KEYSER MARSTON ASSOCIATES, INC.

Date: October 5, 2021

Subject: Barrio Logan Community Plan Area
Socioeconomic and Housing Analysis Report

I. INTRODUCTION

A. Objective

In accordance with our Subconsultant Agreement dated September 2, 2021 with MIG, Inc. (MIG), Keyser Marston Associates, Inc. (KMA) prepared a socioeconomic and housing analysis in support of the City of San Diego's (City's) affordable housing and residential tenant protection and assistance procedures for the Barrio Logan Community Plan Update (BLCPU). The City has determined that it is necessary to document existing socioeconomic and housing conditions in the Barrio Logan Community Plan Area (CPA). In response to the City's objective, KMA has prepared this summary memorandum report to provide an overview of the current socioeconomic and housing conditions for the Barrio Logan CPA.

B. Methodology

In completing this assignment, KMA undertook the following principal work tasks:

- Reviewed background materials and documents relevant to the BLCPU.
- Reviewed existing data sources such as the City's Assessment of Fair Housing in the 2021-2029 Housing Element, Urban Displacement Project, and the Preserving Affordable Housing in the City of San Diego report by the San Diego Housing Commission (SDHC).

- Collected and analyzed socioeconomic and housing data for the Barrio Logan CPA, neighboring communities, and the City using data sources such as the United States Census Bureau American Community Survey (ACS) and Esri, a geographic information system (GIS) company.

C. Report Organization

This memorandum report has been organized as follows:

- Section II presents a summary of the KMA key findings.
- Section III provides a socioeconomic and demographic profile for the Barrio Logan CPA, neighboring communities, and the City.
- Section IV presents an analysis of key housing characteristics.
- Finally, Section V presents limiting conditions pertaining to this report.

FINAL
DRAFT

II. KEY FINDINGS

KMA compared the Barrio Logan CPA to the City and select CPAs based on criteria from the City's Assessment of Fair Housing in the 2021-2029 Housing Element. The Assessment of Fair Housing identified characteristics for Disproportionate Housing Needs, which refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. KMA evaluated select housing characteristics of the Barrio Logan CPA in comparison to the City, which include cost burden, occupancy status, overcrowding, and other defining characteristics of the current housing stock. Based on the existing conditions highlighted in the subsequent sections of this memorandum report, KMA can conclude that there is disproportionate housing need in the Barrio Logan CPA as evidenced by the key factors summarized below.

- *Housing units in the Barrio Logan CPA are significantly older than the City as a whole.* Approximately 57% of the Barrio Logan CPA's total units were built before 1970 as compared to the City at 36%. This demonstrates the decades-long lack of new housing development in the Barrio Logan CPA. The major exception has been the development of deed-restricted affordable housing initiated by the City, over 96% of which were funded in part by Redevelopment Project Area Low and Moderate Income Housing Funds. (See discussion below.)
- *Unrestricted market-rate rents in the Barrio Logan CPA are rising faster than Citywide escalation rates.* Over the last ten (10) years, the Barrio Logan CPA has experienced an average annual increase in market rent per unit of 3.40%, as compared to the City at 3.10%. Rapidly escalating rents exacerbate housing cost burden and decrease housing options. Consequently, households may move into small-sized and/or older housing, which could result in overcrowding and substandard living conditions. (See discussion below.)
- *A disproportionate share of the housing supply in the Barrio Logan CPA is comprised of deed-restricted affordable housing.* Approximately 35% of Barrio Logan CPA's total units are deed-restricted, as compared to the City at 5%. Historically, these rent-restricted units operate a high occupancy with long interest lists of prospective tenants. This condition demonstrates the extremely high demand for affordable housing in the Barrio Logan CPA.
- *Most of the housing supply in the Barrio Logan CPA is renter-occupied housing.* Approximately 80% of the Barrio Logan CPA's total units are renter-occupied, when compared to the City at 53%. Renter households are more likely to be lower and moderate income and are more likely to experience housing problems such as cost burden and substandard housing conditions.

- *A majority of Barrio Logan CPA households earn significantly less than the City as a whole.* Approximately 66% of Barrio Logan CPA households earn less than \$50,000 per year, when compared to the City at 32% of total households in this income category. As such, Barrio Logan CPA households are disproportionately likely to experience housing problems such as substandard housing, cost burden, and overcrowding.
- *Renter-occupied housing units in the Barrio Logan CPA are more likely to experience cost burden.* Cost burden is measured as the fraction of a household's total gross income spent on housing costs. There are two levels of cost burden: (1) cost burden, which refers to the number of households where greater than 30% of household income is spent on housing and (2) severe cost burden, which refers to the number of households where 50% or greater of household income is spent on housing. Approximately 65% of renter-occupied housing units in the Barrio Logan CPA experience either cost burden or severe cost burden, compared to the City at 53%. This demonstrates that the Barrio Logan CPA has disproportionate housing needs and reflects housing choices limited by a lack of sufficient supply of housing affordable to these households.
- *Barrio Logan CPA households experience a high percentage of overcrowding.* Overcrowding refers to households having between 1.01 and 1.50 persons per room, while severe overcrowding refers to having more than 1.51 persons per room. The Barrio Logan CPA experiences overcrowding or severe overcrowding in 23% of total renter-occupied units, when compared to the City at 10%. This demonstrates that the Barrio Logan CPA has disproportionate housing needs and may be more susceptible to stresses in the housing stock.

III. SOCIOECONOMIC AND DEMOGRAPHIC PROFILE

The Barrio Logan community is positioned between Downtown San Diego to the north, Interstate 5 (I-5) to the east, the Unified Port of San Diego (Port) and United States Naval Base San Diego (Naval Base) along San Diego Bay to the west, and National City to the south. It is comprised of approximately 1,000 acres, with the Port and Naval Base accounting for half of the land area contained within the CPA. The City does not have land use authority over the Port and Naval Base and, therefore, these areas were not included as part of this socioeconomic and demographic analysis.

For comparison purposes, KMA evaluated 2021 socioeconomic and demographic characteristics for the Barrio Loan CPA with the City as a whole, as well as other CPAs such as Southeastern, Encanto, Greater Golden Hill, City Heights, Skyline-Paradise Hills, Otay Mesa-Nestor, and San Ysidro. As shown in Table III-1 below, the Barrio Logan CPA contains a younger population, with a lower median age at 31.0, when compared to the City at 35.5. Barrio Logan CPA households are much larger in household size (3.39 persons per household) when compared to the City (2.59 persons per household). In addition, Barrio Logan CPA households also experience a lower median household income at \$37,408, when compared to the City at \$86,101, approximately 57.0% lower than the City. The Barrio Logan CPA civilian labor force population also experiences a higher unemployment rate at 13.8%, when compared to the City at 7.2%.

	Barrio Logan CPA	City of San Diego
Population	4,584	1,379,090
Median Age	31.0	35.5
Total Housing Units	1,328	549,482
Household Size	3.39	2.59
Median Household Income	\$37,408	\$86,101
Unemployment Rate (Age 16+)	13.8%	7.2%
(1) Source: Esri Business Analyst Online.		

The U.S. Department of Housing and Urban Development (HUD) defines a Census Tract as a Racially and Ethnically Concentrated Area of Poverty (R/ECAP) as follows: at least 40% of the population is living below the poverty line, and in which a concentration of individuals who identify as other than non-Hispanic White exceeds 50% of the population of the Census Tract. The City has eleven (11) R/ECAP Census Tracts. These Census Tracts are located in the following neighborhoods, with five of these within the HUD-designated San Diego Promise Zone: Barrio Logan, City Heights, Downtown, San Ysidro, and Southeastern (Source: Fiscal Year 2020-24 Consolidated Plan).

HUD-designated Promise Zones are characterized by high unemployment, low educational attainment, insufficient access to healthy foods, concentrated poverty, rising crime, and having the least affordable housing in the nation. Being in a HUD-designated Promise Zone, the Barrio Logan CPA is one of the City's most economically disadvantaged communities. Furthermore, the Barrio Logan CPA is one (1) of six (6) high-need communities in the City for priority Community Development Block Grant funding.

For comparative purposes, KMA evaluated select CPAs with Census Tracts where at least 51% of the residents experience Low and Moderate incomes (LMI). As shown in Table III-2, the Barrio Logan CPA has an older population than Southeastern and City Heights and a younger population than Encanto, Greater Golden Hill, Skyline-Paradise Hills, Otay Mesa Nestor, and San Ysidro. With respect to household size, the Barrio Logan CPA experiences a smaller household size when compared to Southeastern, Encanto, Skyline-Paradise Hills, Otay Mesa Nestor, and San Ysidro, and a larger household size than Greater Golden Hill and City Heights. The civilian labor force population in the Barrio Logan CPA has the second highest unemployment rate of the selected CPAs, with San Ysidro being the highest at 14.6%. With respect to median household income, the Barrio Logan CPA has the lowest of all the selected CPAs.

	Barrio Logan	South-eastern	Encanto	Greater Golden Hill	City Heights	Skyline-Paradise Hills	Otay Mesa Nestor	San Ysidro
Population	4,584	59,070	47,877	15,880	74,589	67,253	61,660	28,811
Median Age	31.0	28.3	32.6	34.5	29.1	35.3	33.5	31.1
Total Housing Units	1,328	15,742	13,360	7,570	24,178	19,191	17,561	7,678
Household Size	3.39	4.00	3.77	2.16	3.28	3.61	3.64	3.89
Median Household Income	\$37,408	\$40,295	\$57,177	\$66,674	\$40,406	\$75,003	\$60,237	\$46,177
Unemployment Rate (Age 16+)	13.8%	12.3%	12.3%	4.3%	10.5%	11.1%	13.1%	14.6%
Source: Esri Business Analyst Online.								

IV. ANALYSIS OF HOUSING CHARACTERISTICS

KMA conducted an analysis of housing characteristics within the Barrio Logan CPA in comparison to the City. This evaluation involved:

- A review of the City's Housing Element
- Collection of socioeconomic and housing data from the United States Census Bureau ACS; the SDHC; Esri; and CoStar Group, Inc. (CoStar), a leading provider of real estate information and analytics
- A comparative analysis between the Barrio Logan CPA and the City

As mentioned above, the City's 2021-2029 Housing Element identified characteristics of Disproportionate Housing Needs, which refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. Categories of housing need can be based on factors such as cost burden, overcrowding, substandard housing conditions, and homelessness. For purposes of this analysis, KMA evaluated the housing characteristics of the Barrio Logan CPA in comparison to the City with respect to cost burden, occupancy status, overcrowding, and other defining characteristics of the current housing stock.

A. Existing Housing Characteristics

Age of Housing Stock

The Barrio Logan CPA is comprised of older housing stock when compared to the City. As shown in Table IV-1 below, 57% of the Barrio Logan CPA's total units were built before 1970. By comparison, 36% of the City's total units were built before 1970. An older housing stock demonstrates the lack of new housing development in the Barrio Logan CPA, other than deed-restricted affordable housing initiated by the City, as further described below. It should be noted that the 133-acre Barrio Logan Redevelopment Project Area operated from 1990-2012.

Year Built	Barrio Logan CPA ⁽²⁾		City of San Diego	
	Units	%	Units	%
2014 or later	0	0%	11,564	2%
2010 to 2013	112	9%	9,636	2%
2000 to 2009	58	5%	56,300	10%
1990 to 1999	61	5%	62,119	11%
1980 to 1989	122	10%	96,651	18%
1970 to 1979	172	14%	115,686	21%
1960 to 1969	172	14%	68,242	13%
1950 to 1959	108	9%	66,266	12%
1940 to 1949	157	13%	23,617	4%
1939 or earlier	249	21%	36,350	7%
Total	1,211	100%	546,431	100%

(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.
(2) Reflects readily available data from Block Group 3, Census Tract 39.02 and Block Group 1, Census Tract 50 in San Diego County. Boundary does not fully conform to Barrio Logan CPA boundary.

Historical Rent

As shown in Table IV-2, from 2011 to 2021, the Barrio Logan CPA experienced an average annual increase in average market rent per unit of 3.40% when compared to the City's average annual increase of 3.10% during the same time period. Increasing rents can be an indicator of housing cost burden, decreased housing options, and households having to move into insufficiently sized/substandard housing.

	Barrio Logan CPA ⁽³⁾	City of San Diego
Q1 2011 Average Market Rent Per Unit	\$557	\$1,476
Q1 2021 Average Market Rent Per Unit	\$778	\$2,003
<i>Average Annual Rate, 2011-2021</i>	<i>3.40%</i>	<i>3.10%</i>
(1) Source: CoStar Group, Inc. Reflects historical market rent data for all multi-family units. (2) Excludes affordable projects. (3) Reflects Barrio Logan multi-family submarket boundary as defined by CoStar Group, Inc.		

Deed-Restricted Affordable Housing

According to data provided by the SDHC, the Barrio Logan CPA currently contains 467 deed-restricted affordable housing units. As shown in Table IV-3 below, 456 units, or 97%, of the 467 units were built in the last 30 years. In addition, 446 units, or 96%, of the 467 units were built and funded in part by Redevelopment Project Area Low and Moderate Income Housing Funds.

Table IV-3: List of Deed-Restricted Affordable Housing, Barrio Logan CPA (1)				
Project	Address	Year Built	Redevelopment Project	Total Units (2)
Estrella Del Mercado Apartments	1985 National Avenue	2012	✓	91
Los Vientos	1629-1668 National Avenue	2009	✓	88
La Entrada Family Apartments	1755 Logan Avenue	2009	✓	84
Gateway Family Apartments	1605 Logan Avenue	2008	✓	41
Mercado Apartments	2001-2097 Newton Avenue	1994	✓	142
SDHC Development	2955 Boston Avenue	1993	---	5
SDHC Development	2883 Boston Avenue	1993	---	5
Barrio Senior Villas	2322 Newton Avenue	1940	---	<u>11</u>
Total				467

(1) San Diego Housing Commission, September 15, 2021.
(2) Excludes manager units.

As shown in Table IV-4, deed-restricted affordable housing comprises 35% of the Barrio Logan CPA total housing inventory. By comparison, deed-restricted affordable housing comprises only 5% of the City's total housing inventory.

Table IV-4: Deed-Restricted Affordable Housing vs. Total Units, Barrio Logan CPA vs. City		
	Barrio Logan CPA	City of San Diego
Deed-Restricted Affordable Units (1)	467	27,078
Total Housing Units (2)	1,328	549,482
% Units Affordable	35%	5%

(1) San Diego Housing Commission, September 15, 2021.
(2) Esri Business Analyst Online.

In addition, when compared to the selected CPAs, the percent of total units that are deed-restricted affordable housing is highest in the Barrio Logan CPA, much greater than San Ysidro (24%), Encanto (11%), Otay Mesa Nestor (10%), and Southeastern (8%) as shown in Table IV-5 below.

	Barrio Logan	South-eastern	Encanto	Greater Golden Hill	City Heights	Skyline-Paradise Hills	Otay Mesa Nestor	San Ysidro
Deed-Restricted Affordable Units (1)	467	1,271	1,430	87	2,028	617	1,682	1,874
Total Housing Units (2)	1,328	15,742	13,360	7,570	24,178	19,191	17,561	7,678
% Units Affordable	35%	8%	11%	1%	8%	3%	10%	24%

(1) San Diego Housing Commission, September 15, 2021.
(2) Esri Business Analyst Online.

Naturally Occurring Affordable Housing

According to the “SDHC Preserving Affordable Housing in the City of San Diego” May 2020 report, Naturally Occurring Affordable Housing (NOAH) can be defined as unrestricted housing units that are affordable to households earning at or below 60% of Area Median Income (AMI). Table IV-6 below presents 2021 affordable housing gross rent limits for the City of San Diego by affordability level.

	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
<i>60% AMI</i>	\$1,274	\$1,455	\$1,637	\$1,818	\$1,890
<i>50% AMI</i>	\$1,061	\$1,213	\$1,364	\$1,515	\$1,636
<i>30% AMI</i>	\$636	\$728	\$819	\$909	\$983

(1) Source: San Diego Housing Commission Income and Rent Calculations and U.S. Department of Housing and Urban Development (HUD) effective April 1, 2021.
(2) Reflects gross rent, before utility allowance deduction.

Based on the rent limits above, KMA conducted a survey of NOAH projects/units for households earning between 30% to 60% AMI within the Barrio Logan CPA. As shown in Table IV-7, using available industry market data sources, KMA identified 56 units currently for rent that can be considered NOAH. As shown below, the NOAH units are all comprised of studios, one-bedroom, and two-bedroom units, demonstrating that the Barrio Logan CPA's existing rental inventory lacks affordable family size units (three bedrooms or more). In addition, more than 84% of the Barrio Logan CPA's NOAH units are older than 70 years.

Table IV-7: Naturally Occurring Affordable Housing, Barrio Logan CPA (1)(2)					
Project Name	Address	Year Built	Bedroom Mix	Average Asking Rent/Unit	Units
---	2902-2916 Main Street	1942	One and Two Bedroom	\$642	16
Boston Apartments	2666-2680 Boston Avenue	1946	One Bedroom	\$705	14
Boston Villas	2909 Boston Avenue	1982	Studio	\$292	9
Murchison's Apartments	3137 Boston Avenue	---	One and Two Bedroom	\$732	7
---	2016-2020 Newton Ave	1948	One Bedroom	\$754	6
---	906-914 Sampson Street	1939	Two Bedroom	\$874	4
Total NOAH Units					56
(1) CoStar Group, Inc.					
(2) Reflects Barrio Logan multi-family submarket as defined by CoStar Group, Inc.					

As shown in Table IV-8 below, NOAH units comprise of 86% of the total number of unrestricted market-rate units currently available for rent in the Barrio Logan CPA.

Table IV-8: NOAH Units as % of Total Unrestricted Units Currently Available for Rent, Barrio Logan CPA (1)	
Total NOAH Units Currently Available for Rent	56
Total Unrestricted Market-Rate Units Currently Available for Rent	65
NOAH Units as % of Total Unrestricted Market-Rate Units Available for Rent	86%
(1) Source: CoStar Group, Inc.	

By comparison, NOAH units comprise of 33% of the total number of unrestricted multi-family rental units in the City, as presented in Table IV-9.

Table IV-9: NOAH Units as % of Total Unrestricted Units, City of San Diego ⁽¹⁾	
Unrestricted Multi-Family Rental Units	140,200
Total NOAH Units	46,850
<i>NOAH Units as % of Total Unrestricted Multi-Family Rental Units</i>	33%
(1) Preserving Affordable Housing in the City of San Diego report by the San Diego Housing Commission, May 2020.	

B. Occupancy Status

Table IV-10 below presents a breakout of the total occupied units by tenure, i.e., owner or renter status. As shown, the Barrio Logan CPA contains a higher number of renter-occupied units, comprising 80% of total occupied units, when compared to the City at 53%. Renter-occupied households are more likely to be lower and moderate income and are more likely to experience housing problems such as cost burden and substandard housing conditions.

Table IV-10: Occupancy Status ⁽¹⁾				
	Barrio Logan CPA ⁽²⁾		City of San Diego	
Occupied Units	Units	%	Units	%
Owner	206	20%	237,644	47%
Renter	810	80%	269,936	53%
Total Occupied Units	1,016	100%	507,580	100%
(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.				
(2) Reflects readily available data from Block Group 3, Census Tract 39.02 and Block Group 1, Census Tract 50 in San Diego County. Boundary does not fully conform to Barrio Logan CPA boundary.				

C. Income Distribution and Housing Cost Burden

Household income distribution for the Barrio Logan CPA relative to the City is presented in Table IV-11 below. As shown, 30% of Barrio Logan CPA total households earn less than \$25,000 per year, when compared to the City at 15% of total households. For households earning between \$25,000 and \$49,999 per year, 36% of Barrio Logan CPA total households fall in this range, when compared to the City at 17%. The remaining households, those earning \$50,000 and up, comprise 34% of Barrio Logan CPA households, when compared to the City at 69% of total households. Median household income in the Barrio Logan CPA is significantly lower, at approximately \$37,000 per year, when compared to the City, at \$86,000 per year. From an economic perspective, Barrio Logan CPA households are more sensitive to slight changes in rent, transportation costs, utilities, and other basic needs. Barrio Logan CPA households also have less options to move to different communities within the City. Furthermore, these options may include similar economically disadvantaged communities within Census Tracts characterized as LMI. As a result, Barrio Logan CPA households are disproportionately likely to experience housing problems such as substandard housing, cost burden, and overcrowding.

Household Income	Barrio Logan CPA ⁽²⁾		City of San Diego	
	Households	%	Households	%
Less than \$25,000	302	30%	74,614	15%
\$25,000 to \$49,999	366	36%	85,273	17%
\$50,000 to \$74,999	227	22%	81,213	16%
\$75,000 to \$99,999	55	5%	65,478	13%
\$100,000 to \$149,999	50	5%	90,349	18%
\$150,000+	<u>16</u>	<u>2%</u>	<u>110,653</u>	<u>22%</u>
Total Households	1,016	100%	507,580	100%
Median Household Income ⁽³⁾	\$37,408		\$86,101	

(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.
(2) Reflects readily available data from Block Group 3, Census Tract 39.02 and Block Group 1, Census Tract 50 in San Diego County. Boundary does not fully conform to Barrio Logan CPA boundary.
(3) Source: Esri Business Analyst Online.

Cost burden is measured by the fraction of a household's total gross income spent on housing costs. There are two levels of cost burden: (1) cost burden, which refers to the number of households where greater than 30% of household income is spent on housing and (2) severe cost burden, which refers to the number of households where greater than 50% of household income is spent on housing.

As shown in Table IV-12, approximately 65% of renter-occupied housing units within the Barrio Logan CPA experience either cost burden (33%) or severe cost burden (32%). This is much higher than the City, where 53% of renter-occupied units experience either cost burden (27%) or severe cost burden (26%). Cost burden indicates that an area may have disproportionate housing needs and reflects housing choices limited by a lack of sufficient supply of housing affordable to these households.

Table IV-12: Gross Rent as a % of Household Income (HHI) (1)					
<i>Gross Rent as % of Household Income</i>	Barrio Logan (2)		City of San Diego		Level of Cost Burden
	Units	%	Units	%	
Less than 10%	11	1%	6,130	2%	<i>No Cost Burden</i>
10.0 to 14.9%	12	1%	17,706	7%	
15.0 to 19.9%	92	11%	30,789	11%	
20.0 to 24.9%	110	14%	32,493	12%	
25.0 to 29.9%	40	5%	31,583	12%	
30.0 to 34.9%	81	10%	26,962	10%	<i>Cost Burden</i>
35.0 to 39.9%	95	12%	17,779	7%	
40.0 to 49.9%	89	11%	26,651	10%	
50.0% or more	256	32%	69,674	26%	<i>Severe Cost Burden</i>
Not computed	24	3%	10,169	4%	<i>No Cost Burden</i>
Total Renter-Occupied Units	810	100%	269,936	100%	

(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.
(2) Reflects readily available data from Block Group 3, Census Tract 39.02 and Block Group 1, Census Tract 50 in San Diego County. Boundary does not fully conform to Barrio Logan CPA boundary.

D. Overcrowding

Overcrowding is measured by the number of persons per room within a single household. A household is considered overcrowded if there are between 1.01 and 1.50 persons per room. A household is considered severely overcrowded if there are more than 1.51 persons per room.

The Barrio Logan CPA experiences overcrowding or severe overcrowding in 23% of total renter-occupied units. By comparison, the City experiences overcrowding or severe overcrowding in only 10% of total renter-occupied units.

With respect to owner-occupied units, 9% of total owner-occupied units in the Barrio Logan CPA experience overcrowding or severe overcrowding when compared to the City at 3% of total owner-occupied units. An illustration of the comparative analysis of occupants per room is presented in Table IV-13 below.

Overcrowding demonstrates that an area may have disproportionate housing needs and may be more susceptible to stresses in the housing stock.

Table IV-13: Occupants Per Room ⁽¹⁾

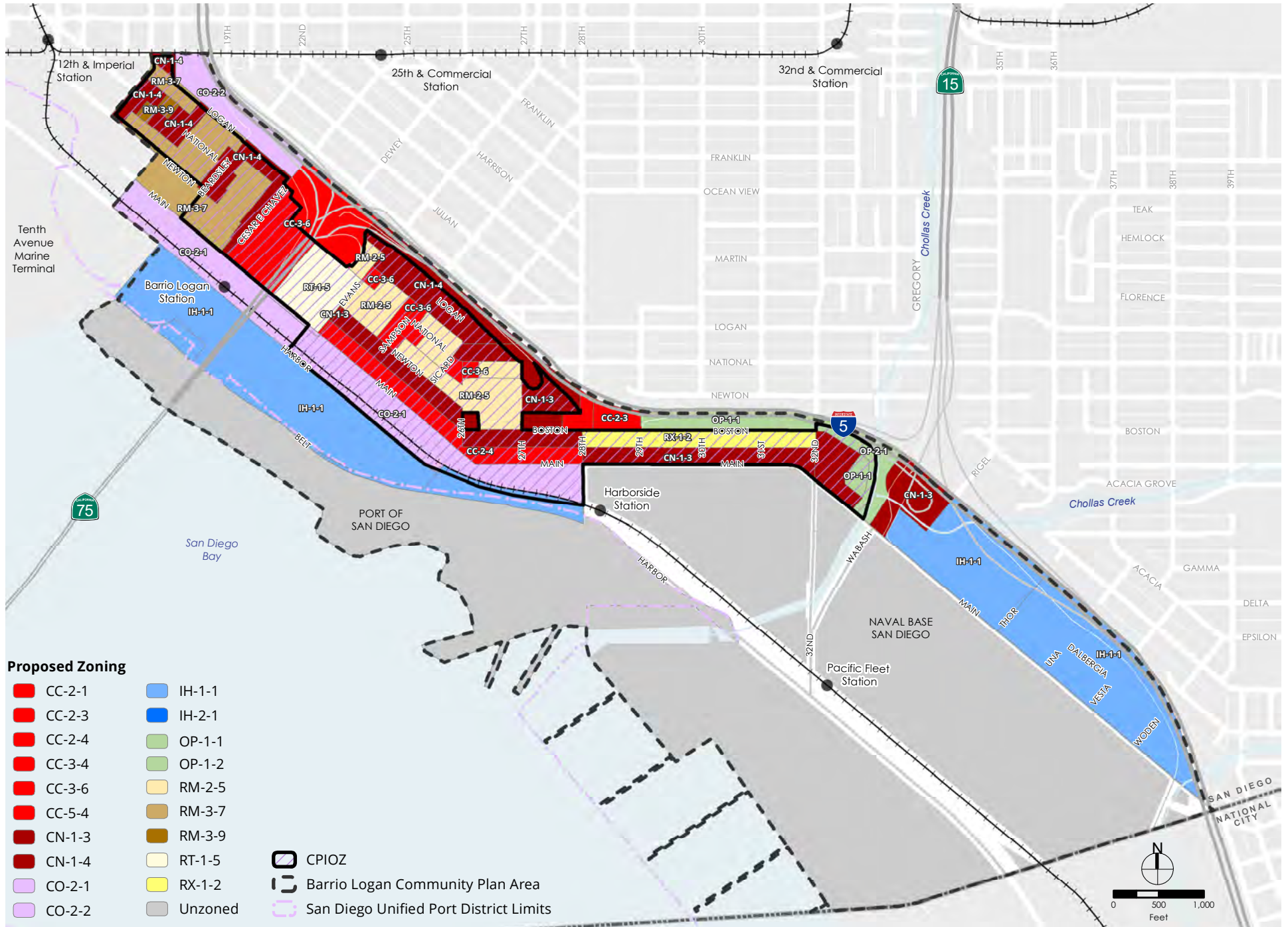
	Barrio Logan CPA ⁽²⁾				City of San Diego				Level of Overcrowding
	Renter-Occupied		Owner-Occupied		Renter-Occupied		Owner-Occupied		
Occupied Units	Units	%	Units	%	Units	%	Units	%	
0.50 or less	283	35%	55	27%	132,453	49%	169,994	72%	<i>Not Overcrowded</i>
0.51 to 1.00	340	42%	132	64%	110,808	41%	60,427	25%	
1.01 to 1.50	131	16%	19	9%	15,767	6%	5,049	2%	<i>Overcrowded</i>
1.51 to 2.00	45	6%	0	0%	8,993	3%	1,585	1%	<i>Severely Overcrowded</i>
2.01 or more	11	1%	0	0%	1,915	1%	589	0%	
Total Occupied Units	810	100%	206	100%	269,936	100%	237,644		

(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.

(2) Reflects readily available data from Block Group 3, Census Tract 39.02 and Block Group 1, Census Tract 50 in San Diego County. Boundary does not fully conform to Barrio Logan CPA boundary.

V. LIMITING CONDITIONS

1. The analysis contained in this document is based, in part, on data from secondary sources such as state and local government, planning agencies, real estate brokers, and other third parties. While KMA believes that these sources are reliable, we cannot guarantee their accuracy.
2. The analysis assumes that neither the local nor national economy will experience a major recession. If an unforeseen change occurs in the economy, the conclusions contained herein may no longer be valid.
3. The findings are based on economic rather than political considerations. Therefore, they should be construed neither as a representation nor opinion that government approvals for development can be secured.
4. Market feasibility is not equivalent to financial feasibility; other factors apart from the level of demand for a land use are of crucial importance in determining feasibility. These factors include the cost of acquiring sites, relocation burdens, traffic impacts, remediation of toxics (if any), and mitigation measures required through the approval process.
5. Development opportunities are assumed to be achievable during the specified time frame. A change in development schedule requires that the conclusions contained herein be reviewed for validity.
6. The analysis, opinions, recommendations, and conclusions of this document are KMA's informed judgment based on market and economic conditions as of the date of this report. Due to the volatility of market conditions and complex dynamics influencing the economic conditions of the building and development industry, conclusions and recommended actions contained herein should not be relied upon as sole input for final business decisions regarding current and future development and planning.
7. KMA is not advising or recommending any action be taken by the City with respect to any prospective, new, or existing municipal financial products or issuance of municipal securities (including with respect to the structure, timing, terms, and other similar matters concerning such financial products or issues);
8. KMA is not acting as a Municipal Advisor to the City and does not assume any fiduciary duty hereunder, including, without limitation, a fiduciary duty to the City pursuant to Section 15B of the Exchange Act with respect to the services provided hereunder and any information and material contained in KMA's work product; and
9. The City shall discuss any such information and material contained in KMA's work product with any and all internal and/or external advisors and experts, including its own Municipal Advisors, that it deems appropriate before acting on the information and material.



CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

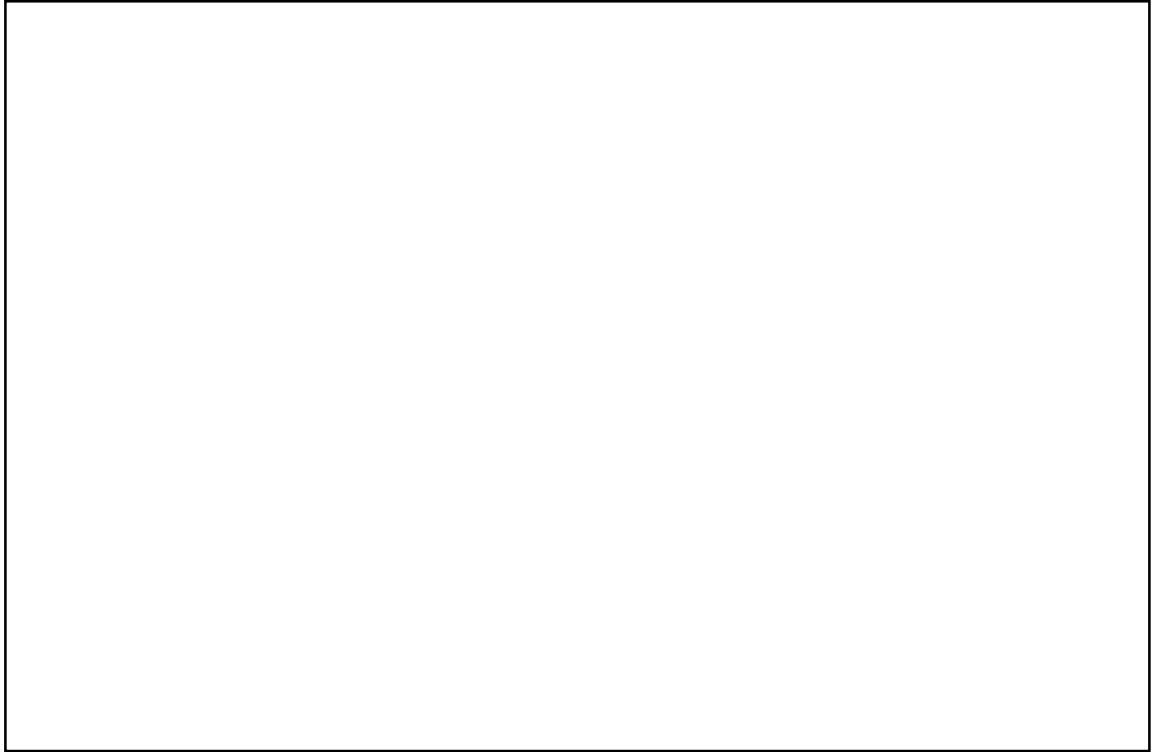
COMMUNITY PLAN:

1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

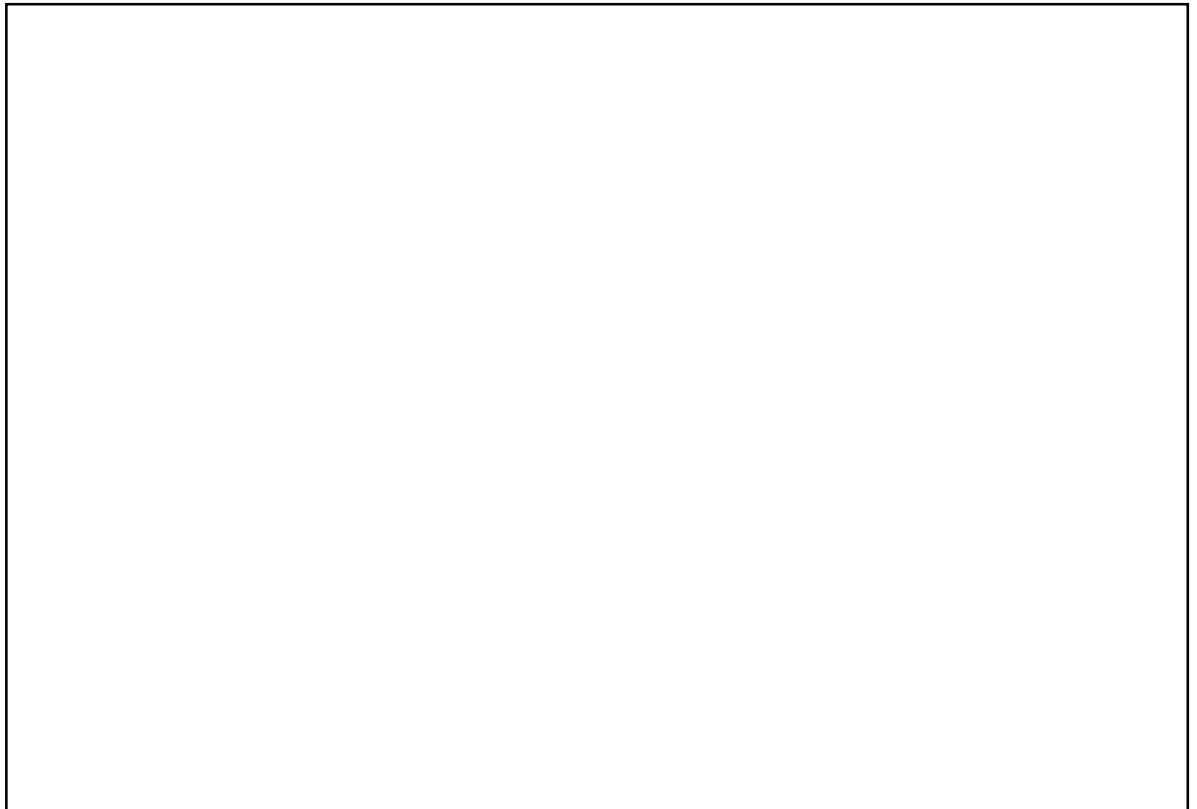
Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

- Is a majority of the additional residential density proposed within TPAs?



- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?



- Is there community-specific data to demonstrate that the proposed plan will lead to an increased number of jobs within TPAs?

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)

Considerations:

- Does the plan support identified transit routes and stops/stations?

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

- Does the plan’s circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users?

5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)

Considerations:

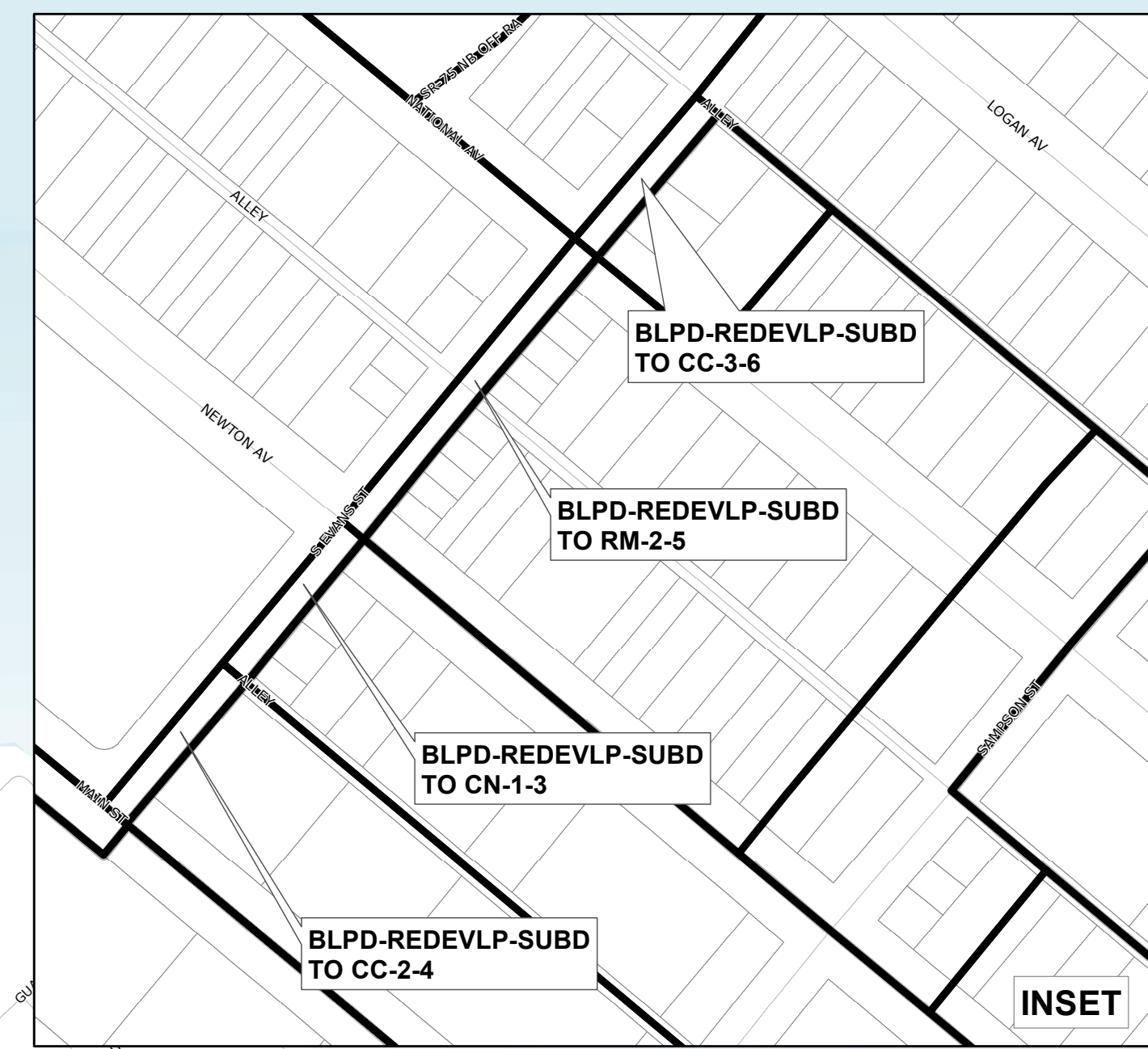
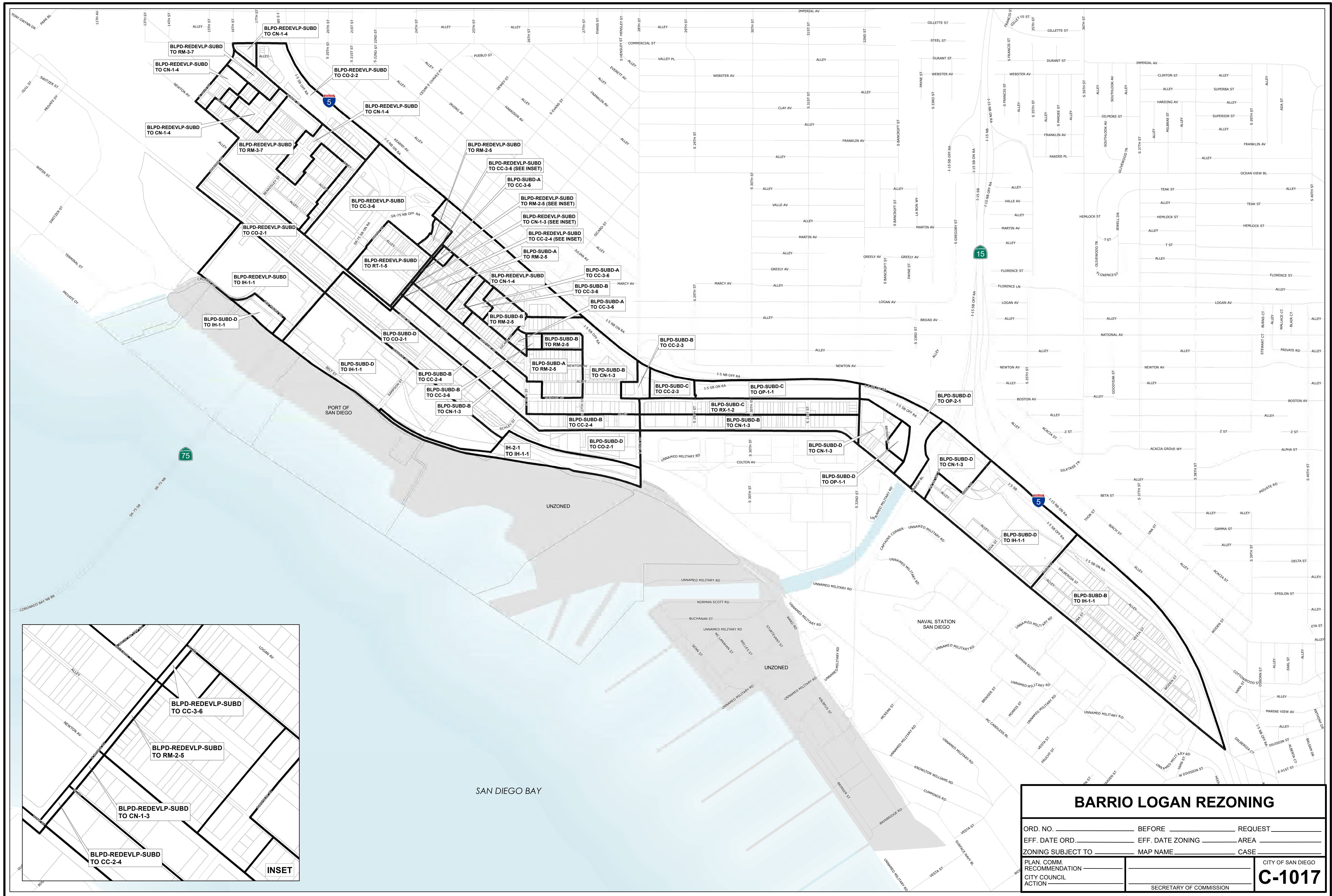
- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

- Does the plan include policies or strategies for preserving existing trees?

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)



BARRIO LOGAN REZONING		
ORD. NO. _____	BEFORE _____	REQUEST _____
EFF. DATE ORD. _____	EFF. DATE ZONING _____	AREA _____
ZONING SUBJECT TO _____	MAP NAME _____	CASE _____
PLAN, COMM. RECOMMENDATION _____	CITY COUNCIL ACTION _____	CITY OF SAN DIEGO
SECRETARY OF COMMISSION		C-1017



BARRIO LOGAN COMMUNITY PLAN UPDATE

Draft Amendments to the Land Development Code Regulations

DRAFT 10/18/21

Introduction

Community plans provide policies that guide actions by the City, property owners and tenants, and community members and organizations, to achieve the community's goals. Community plans are paired with implementation tools, including regulations that control the use of the land which are often called zoning, zoning regulations, or development regulations. The City's regulations for property development and other related land use activities within the City of San Diego are called the Land Development Code. The Land Development Code is part of the San Diego Municipal Code and is regularly reviewed and updated when needed, and amendments may be proposed as part of community plan updates.

The 2021 Barrio Logan Community Plan Update builds on the 2013 draft Plan, incorporates land uses that address a recent agreement among community groups and stakeholders, and identifies village areas for new housing to be developed. Through the outreach and feedback activities for the 2021 Barrio Logan Community Plan, additional policies were added to encourage affordable housing development and programs for existing residential tenants in the Barrio Logan Community Planning Area. The City has heard many community members request a stronger approach to protecting affordable housing and anti-displacement. Therefore, the 2021 Barrio Logan Community Plan Update would require on-site affordable housing, specifically a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling units on land designated Community/Neighborhood Village.

As part of the Barrio Logan Community Plan Update, the City is also proposing amendments to the Land Development Code to strengthen the existing regulations for Dwelling Unit Protection and Condominium Conversion. The purpose of proposing these amendments as part of the Barrio Logan Community Plan Update process is to provide enhanced support for tenants who are affected by new development permitted by the new community plan's land use plan and corresponding zoning regulations in coordination with the adoption of the new community plan and zoning. The proposed amendments are based on the dwelling unit replacement and tenant support requirements in the City's adopted Complete Communities Housing Solutions Regulations (see Land Development Code Section 143.1005) and could be extended to other planning areas during future community plan updates or as part of future affordable housing and tenant protection programs.

Draft Amendments to the Dwelling Unit Protection and Condominium Conversion Regulations

The current regulations for dwelling unit protection and condominium conversion are contained within Chapter 14, the General Regulations chapter of the Land Development Code. The Dwelling Unit Protection Regulations address when and how dwelling units must be replaced if they are proposed to be removed to allow new development. The Dwelling Unit Protection Regulations apply to deed-restricted



affordable housing and naturally-occurring affordable housing as well as housing occupied by very low income or low income households. These regulations were adopted in 2020 to comply with recent state law. The Condominium Conversion Regulations address adequate notice of proposed condominium conversions and relocation assistance. The Barrio Logan Community Plan Update proposes additional protections to the current regulations as shown in underlined text below for Section 143.1212 Replacement of Protected Dwelling Units and Section 144.0505 Tenant Benefits, Rights and Obligation.

§143.1212 Replacement of Protected Dwelling Units

Development subject to this Division that proposes demolition of vacant or occupied *protected dwelling units* on the *premises* shall comply with all of the following:

- (a) The *development* shall include at least as many *dwelling units* as the greatest number of permitted *dwelling units* that existed on the *premises* within the five -year period preceding the application. In the Barrio Logan Community Plan Area, the *development* shall include at least as many *dwelling units* as the greatest number of permitted *dwelling units* that existed on the *premises* within the seven-year period preceding the application.
- (b) The *development* shall replace all existing or demolished *protected dwelling units* on the *premises*.
- (c) The *protected dwelling units* shall be replaced as follows:
 - (1) For a *development* containing any occupied *protected dwelling units*, the *development* must contain at least the same number of replacement *protected dwelling units*, of equivalent size and *bedrooms*, and must be made affordable to and occupied by persons and families in the same or a lower income category as the occupied *protected dwelling units*. For unoccupied *protected dwelling units* in the *development*, the replacement *protected dwelling units* shall be made affordable to and occupied by persons and families in the same or lower income category as the last household in occupancy. If the income category of the last household is unknown, it is rebuttably presumed that the *protected dwelling units* were occupied by *very low income* and *low income* renter households in the same proportion of *very low income* and *low income* renter households to all renter households within the City of San Diego, as determined by the most recently available data from the United States Department of Housing and Urban Development’s Comprehensive Housing Affordability Strategy database, and replacement *protected dwelling units* shall be provided in that same percentage.
 - (2) If all of the *protected dwelling units* are vacant or have been demolished within the five years preceding the application, the *development* must contain at least the same number of replacement



protected dwelling units, of equivalent size and *bedrooms*, as existed at the highpoint of those units in the five-year period preceding the application, and must be made affordable to and occupied by persons and families in the same or a lower income category as those in occupancy at that same time. In the Barrio Logan Community Plan Area, if all of the *protected dwelling units* are vacant or have been demolished within the seven years preceding the application, the *development* must contain at least the same number of replacement *protected dwelling units*, of equivalent size and *bedrooms*, as existed at the highpoint of those units in the seven-year period preceding the application, and must be made affordable to and occupied by persons and families in the same. If the income categories are unknown for the highpoint, it is rebuttably presumed that the *protected dwelling units* were occupied by *very low income* and *low income* renter households in the same proportion of *very low income* and *low income* renter households to all renter households within the City of San Diego, as determined by the most recently available data from the United States Department of Housing and Urban Development’s Comprehensive Housing Affordability Strategy database, and replacement *protected dwelling units* shall be provided in that same percentage.

- (3) All replacement *protected dwelling unit* calculations resulting in fractional units shall be rounded up to the next whole number.
- (4) All rental replacement *protected dwelling units* shall be affordable for at least 55 years through a recorded affordability restriction documented by written agreement, and a deed of trust securing the agreement, entered into by the *applicant* and the President and Chief Executive Officer of the San Diego Housing Commission.
- (5) All for-sale replacement *protected dwelling units* shall be subject to the following provisions:
 - (A) The initial occupant of all for-sale affordable *protected dwelling units* shall be a *very low income* or *low income* household.
 - (B) Prior to, or concurrent with, the sale of each *protected dwelling unit*, the *applicant* shall require the buyer to execute and deliver a promissory note in favor of the San Diego Housing Commission so that the repayment of any initial subsidy is ensured.
 - (C) Each for-sale *protected dwelling unit* shall be occupied by the initial owner at all times until the resale of the *protected dwelling unit*.



- (D) Upon the first resale of a *protected dwelling unit*, the seller shall comply with all conditions regarding the sale of a *dwelling unit*, as applied by the San Diego Housing Commission, and as set forth in California Government Code Section 65915(c)(2).
- (d) The *applicant* shall provide existing residents of *protected dwelling units* with all of the following:
 - (1) The ability to occupy their units until six months before the start of construction activities with proper notice, pursuant to California Government Code Sections 7260 through 7277.

For residents of the Barrio Logan Community Plan Area, any existing residents will be allowed to occupy their *dwelling units* until six months before the start of construction activities with proper notice, which shall occur at least 12 months prior to the anticipated date of termination of tenancy. The property owner shall deliver a notice of intent to terminate tenancy to the Housing Commission and to each tenant household.

- (2) To those households that remain in a *protected dwelling unit*, the *applicant* shall provide:
 - (A) Relocation benefits ~~pursuant to~~ consistent with the requirements of California Government Code Sections 7260 through 7277 for public agencies. The applicant or applicant's agent shall engage a qualified third-party contractor or consultant to oversee the provision of the required relocation benefits. The third-party contractor or consultant shall provide a letter to the San Diego Housing Commission certifying compliance with the relocation benefits requirements after completion of the relocation process.
 - (B) A right of first refusal for a comparable *dwelling unit* available in the new *development* affordable to the household at an affordable rent or affordable housing cost based on household income in accordance with Table 143-12A.
 - (C) For a development located within the Barrio Logan Community Plan Area, residents living within one mile of the development at the time of application shall receive priority for 75 percent of the affordable dwelling units in the development that are reserved for very low income, low income, or moderate income households.



Table 143-12A
Affordability Levels for Replacement *Protected Dwelling Units*

	Rental <i>Dwelling Units</i>	For-Sale <i>Dwelling Units</i>
	shall be affordable, including an allowance for utilities, at a rent that does not exceed:	shall be affordable at an affordable housing cost that does not exceed:
<i>Very Low Income households</i>	30 percent of 50 percent of the area median income, as adjusted for household size appropriate for the unit.	30 percent of 50 percent of the area median income, as adjusted for household size appropriate for the unit.
<i>Low Income households</i>	30 percent of 60 percent of the area median income, as adjusted for household size appropriate for the unit.	30 percent of 70 percent of the area median income, as adjusted for household size appropriate for the unit.

- (3) Any *protected dwelling units* replaced in accordance with this Division may be counted toward compliance with the Inclusionary Affordable Housing Regulations in Chapter 14, Article 2, Division 13; and the Affordable Housing Regulations in Chapter 14, Article 3, Division 7.

§144.0505 Tenant Benefits, Rights and Obligations

- (a) The *subdivider* of a *condominium conversion* project shall provide the benefits specified in section 144.0505(b) to any person whose tenancy in the project the *subdivider* terminates due to the *condominium conversion*.
- (b) The *applicant* shall provide a relocation assistance payment to all tenants of the project. The relocation payment shall be three months rent based on the current San Diego “fair market rent” for apartment size, as established by the U.S. Department of Housing and Urban Development. The relocation payment shall be paid no later than the day on which the *applicant* gives notice to the tenant to vacate the premises and shall be based upon the ~~fr~~ market rent at the time of the notice. For residents of the Barrio Logan Community Plan Area, the applicant shall provide relocation benefits consistent with the requirements of California Government Code Sections 7260 through 7277 for public agencies. The applicant or applicant’s agent shall engage a qualified third-party contractor or consultant to oversee the provision of the required relocation benefits. The third-party contractor or



consultant shall provide a letter to the San Diego Housing Commission certifying compliance with the relocation benefits requirements after completion of the relocation process.

- (c) For residents of the Barrio Logan Community Plan Area, any existing tenants in the project will be allowed to occupy their *dwelling units* until six months before the start of construction activities with proper notice, which shall occur at least 12 months prior to the anticipated date of termination of tenancy. The property owner shall deliver a notice of intent to terminate tenancy to the Housing Authority and to each tenant household.



THE CITY OF SAN DIEGO

ADDENDUM

Addendum to EIR No. 240982
SCH No. 2009091021

SUBJECT: BARRIO LOGAN COMMUNITY PLAN UPDATE: The 2021 Barrio Logan Community Plan Update (BLCPU) is a focused update to the 2013 draft land use plan and related policies. The Barrio Logan Community Plan (BLCP) was originally adopted in 1978 and previously updated in 2013; however, the plan was rescinded by referendum in 2014, and the 1978 plan remains in effect. The proposed 2021 BLCPU builds upon the 2013 draft plan by identifying land uses consistent with the General Plan, addressing mobility and access, and providing design guidance for new development that celebrates the community's arts and culture. The proposed 2021 BLCPU also provides goals and policies for future development within the community for 10 elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture. The proposed 2021 BLCPU also serves to eliminate future land use/zoning conflicts, establish village areas for housing opportunities, create a "Transition Zone" to buffer industrial and residential uses, and maintain the waterfront's unique role in the community. Figure 1 provides the regional location of the community planning area and Figure 2 identifies the community planning area on an aerial photograph.

Distinct from the 2013 draft plan, the 2021 BLCPU designates new land uses within an approximately 65-acre area of the community. Buildout of the 2021 BLCPU is anticipated to result in the allowed development of approximately 4,000 total additional residential dwelling units in the community planning area; with the proposed land use changes accounting for approximately 200 of those total units. The remaining approximately 935 acres of the community planning area would maintain the land use designations and zoning identified in the 2013 draft plan. Table 2 of Section III (Summary of the Proposed Project) includes a description of the land use changes between the 2013 draft plan and the 2021 BLCPU, while Table 3 reports the acres of zoning changes between the two plans.

The 2021 BLCPU also adds a Community Plan Implementation Overlay Zone (CPIOZ) with supplemental development regulations to implement the Community Plan. The CPIOZ is intended to tailor uses within the central portion of Barrio Logan to establish a transition between industrial uses within the Port of San Diego (Port) and the residential community of Barrio Logan and add inclusionary housing requirements. Specifically, the CPIOZ Supplemental Development Regulations would require affordable housing to be constructed for projects of more than 10 residential units proposed in the Community Village and Neighborhood Village areas, and future development in the Neighborhood Village land use designation would be subject to a supplemental development

regulation that requires a connection with the Boston Avenue Linear Park to Chollas Creek Open Space.

In addition to the anti-displacement policies in the 2021 BLCPU, project proposes to amend the Dwelling Unit Protections in the Land Development Code to prioritize Barrio Logan residents' opportunity to live in the new housing developed in the community and strengthen the requirements for residential tenant protections and noticing in the Barrio Logan community planning area. Other Land Development Code actions include the removal of the Planned District Ordinance and the adoption of citywide zones that implement the land use designations and requires an amendment to the adopted Local Coastal Plan.

This Addendum to the 2013 Barrio Logan CPU Final Program Environmental Impact Report (PEIR) (Project No. 240982/SCH No. 2009091021) analyzes the differences and associated environmental impacts between the 2013 draft plan and the 2021 BLCPU. The environmental analysis is included in Section VI (Impact Analysis) of this Addendum.

I. SUMMARY OF 1978 BARRIO LOGAN/HARBOR 101 COMMUNITY PLAN

The current BLCPU, entitled Barrio Logan/Harbor 101 Community Plan, was adopted in 1978. The 1978 plan acknowledged the incompatible mix of land uses that developed throughout the planning area and attempted to reconcile the effects of siting industrial and residential land uses in close proximity to one another (City of San Diego 1978). The 1978 plan proposed an expansion and protection of residential uses with necessary supportive commercial and public facilities. It also recommended the organization, enhancement, and/or relocation of industrial development into identifiable units eliminating or minimizing the incompatible mixed uses. The 1978 plan proposed the development of an industrial park for oceanic industries closely related to the Port's 10th Avenue Terminal that would reinforce the water-oriented industry already located on tidelands. The 1978 land use plan is shown in Figure 3 and the transportation plan is shown in Figure 4.

The major relevant recommendations of the 1978 plan include:

Residential: Rehabilitate existing residential development; encourage residential infill and new development throughout the residentially designated areas.

Industrial: Rehabilitate industrial development throughout to acceptable modern development standards; develop a new industrial park oriented to oceanic industries in conjunction with the Port; establish a rehabilitated industrial park south and east of the Bay Bridge in conjunction with the Port.

Commercial: Rehabilitate commercial development along the Logan Avenue and Main Street areas primarily.

Community Facilities: Provide an educational-cultural center complex to include a reconstructed elementary school, a community college facility, and other cultural and recreational community facilities.

Open Space: Establish community access to San Diego Bay in coordination with the Port in an area just north and west of the Bay Bridge.

Transportation: Major streets should be established on routes that link to the freeway system, routes that link to surrounding communities, and few intermediate links between these; employee parking areas should be established, an important candidate is a linear parking facility along Harbor Drive to serve the needs of the waterfront industry; truck routes should be established to disrupt the community as little as possible, taking advantage of streets that can be designed to accommodate such facility; bikeways should be developed in conjunction with open space development and links to the surrounding communities.

Implementation: Rezone should be undertaken to protect and encourage the development of the land use proposals; zones should be developed to allow for residential/industrial uses and upgraded development standards, compatible with the community's urban design assets and land use proposals; interagency coordination is a must to successfully implement the plan; the community should be established as a redevelopment area in order to provide coordination and funding priority.

The Barrio Logan/Harbor 101 Community Plan Final EIR concluded that implementation of the concept plan would minimize all adverse impacts except for those related to the residential/industrial land use mix. While the plan included development standards (including controls on external effects, air pollution, noise, dust, and fumes) to reduce the impact of industrial use on residential development, the continued mix of residential and industrial uses were found to be significant and unavoidable. Nonetheless, it was determined that social, economic, and planning policy considerations made implementation of the plan more feasible than any other alternative land use plan.

II. SUMMARY OF 2013 BARRIO LOGAN COMMUNITY PLAN UPDATE

Background

The 2013 BLCPU was a comprehensive effort to update the BLCPU culminating in the preparation and certification of the BLCPU Program Environmental Impact Report (PEIR) (Project No. 240982; SCH No. 2009091021) (hereinafter referred to as the 2013 BLCPU Final PEIR). The BLCPU was adopted and the 2013 BLCPU Final PEIR was certified by City Council in 2013. Subsequently, the 2013 BLCPU was repealed by referendum; however, the certified BLCPU Final PEIR was not contested. Therefore, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15168, the 2013 BLCPU Final PEIR still stands as the final legal examination of the environmental impacts of the 2013 BLCPU.

Overall, the 2013 BLCPU provided a comprehensive update to the 1978 policy framework for growth and development in the Barrio Logan community consistent with the City's 2008 General Plan Update through the year 2030 (City of San Diego 2013). The 2013 BLCPU includes 10 elements based on those promulgated in the City's General Plan, with goals and policies for each. The 10 elements are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture, followed by a chapter for implementation of the goals and policies.

The 2013 BLCPU was developed to address planning and environmental justice issues. The primary objective was to engage the community in the update and to develop a Community Plan and zoning program to incentivize new development consistent with the General Plan City of Villages strategy to

provide adequate buffers between incompatible land uses, maintain maritime-oriented uses along the bay, reduce traffic conflicts, enhance local and regional-serving employment opportunities, provide for pedestrian-oriented design principles, encourage affordable and market-rate housing, and incorporate adequate public facilities.

Characteristics of the 2013 BLCPU

To fully evaluate the environmental consequences of the proposed changes to the 2021 BLCPU (see Section III) pursuant to CEQA Guidelines Sections 15162 and 15164, the following paragraphs provide a summary of the main characteristics of the 2013 BLCPU. Details of the Land Use Element are highlighted over the remaining elements because the 2021 BLCPU includes changes to land use and zoning.

Community Plan Elements

The following summary of the Community Plan Elements is taken from both the 2013 BLCPU and 2013 BLCPU Final PEIR.

Land Use Element

The Land Use Element contains detailed descriptions and distributions of land uses proposed for the planning area. The goals for the Land Use Element include separation of incompatible uses, enhancement of the maritime industry and cultural diversity of the community, as well as support increased employment, diverse housing, and neighborhood serving commercial uses.

Land Use Designations

The proposed land use designations under the 2013 BLCPU are shown in Figure 5. The distribution of land uses anticipated at buildout of the plan (Year 2030) is shown in Table 1. Overall, implementation of the 2013 BLCPU would result in the buildout of 3,800 housing units to accommodate 13,500 residents. This is 1,000 more housing units than under the 1978 plan.

A description of the proposed land use designations associated with the 2013 BLCPU as shown in Figure 5 are summarized below. The specific zoning proposed to implement the land use designations is shown in Figure 6.

Residential Land Uses

The 2013 BLCPU focused on the provision of affordable housing opportunities through the construction of new units as well as the preservation and restoration of older homes. The residential land use designations include:

Residential-Low to Medium: both single-family and multi-family housing within a low-medium-density range at 10-14 dwelling units per acre (du/ac). This designation occurs in the Boston Avenue and Main Street Corridor Area.

Residential-Medium: both single-family and multi-family housing within a medium-density range at 15-29 du/ac. This designation occurs in the Community Village Area and on several parcels throughout the Historic Core Area.

Community Village: housing in a mixed-use setting and serves the commercial needs of the community-at-large within a high-density range of 30-74 du/ac. This designation occurs in the Community Village Area.

In summary, residential policies promote diverse and affordable housing, ownership and rental opportunities, and preservation and renovation of culturally and historically significant residential units.

Commercial Land Uses

Commercial uses are located throughout the community planning area, except for the area between Harbor Drive and the San Diego Bay. The various commercial land designations include:

Community Commercial: provides for shopping areas with retail, service, civic, and office uses for the community at large within 3–6 miles. Residential uses are prohibited under this designation.

Neighborhood Commercial–Residential Permitted: designation provides local convenience shopping, civic uses, and commercial services serving an approximate three-mile radius within a medium-density range at 15–29 du/ac.

Neighborhood Commercial–Residential Prohibited: accommodates community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. This designation also provides for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets.

Heavy Commercial: provides 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. Residential uses are prohibited under this designation,

Office Commercial: provides for office employment uses with a neighborhood scale/orientation and limited complementary retail uses. Residential uses are prohibited under this designation.

Maritime-Oriented Commercial: provides for maritime-related retail and wholesale services that cater to the growth and development of water-dependent industries. Residential, wholesale distribution, and heavy manufacturing uses are prohibited. Establishments engaged in chrome plating of materials are prohibited.

Commercial land use policies focus on enhancing maritime and neighborhood serving commercial uses. Additionally, it is noted that Policy 2.3.5 ensures that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community. This is a direct result of the plan's objective to minimize conflicts from incompatible uses.

Institutional Land Uses

Institutional uses provide public or semi-public services to the community. Institutional uses spread throughout the community include private schools, childcare facilities, a vocational college, churches, and centers that provide health, development, and counseling service. Institutional land use policies focus on development of social services and recreational opportunities.

Industrial Land Uses

Industrial lands support employment and economic stimulation and include uses such as warehouses, manufacturing plants, and research and development.

Heavy Industrial: provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.

Industrial land use policies focus on prohibiting the placement of new housing within industrial use areas, reducing incompatible uses, and integrating transit and employment areas.

Open Space and Park Land Uses

The land use designations associated with Open Space and Park Land Uses are consistent with those identified in the Recreation Element.

Open Space: provides for open space that may have utility for passive parkland; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.

Park: provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.

Neighborhood Areas

Applying the General Plan's City of Villages strategy, the 2013 BLCPU divided the planning area into five distinct neighborhoods, to allow for individualized goals and policies that reflect the unique environment and desired land use pattern for each area. These areas are shown in Figure 7, and include the Community Village Area, Historic Core Area, Transition Area, Boston and Main Street Corridor Area, and the Prime Industrial Area. These areas are described as follows:

Community Village Area

The Community Village Area is planned to be a vibrant pedestrian neighborhood with a combination of residential, commercial, and residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. Policies within the BLCPU promote development of enhanced pedestrian experiences along Cesar E. Chavez Parkway, require new development to improve and widen sidewalks, and support small retail establishments and public marketplaces.

Historic Core Area

The Historic Core Area emphasizes small-scale infill development identifying opportunities for live/work units. Policies associated with the Historic Core Area focus on maintenance of small lots, rehabilitation of existing residential units that contribute to the character of the area, and encourage live/work units.

Transition Area

The Transition Area provides a transition between existing heavy industrial uses and the residential portion of the community. The Transition Area 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, support community commercial use, and prohibit residential use. Transition Area policies include promoting the prohibition of residential uses within the area.

Prime Industrial Area

The Prime Industrial Area supports long-term industrial uses. Policies associated with this area focus on sensitivity with adjacent land uses.

Boston and Main Street Corridor Area

Boston Avenue between 28th and 32nd streets is defined primarily by single-family homes. Main Street between 28th and 32nd streets is characterized by a wide array of commercial, industrial, and residential uses. Policies associated with this area provide direction to maintain the low-density residential nature of Boston Avenue, while focusing mixed-use and commercial uses along Main Street. Consistent with these policies, the Mobility Element calls for the reduction of road width of Boston Avenue.

Mobility Element

The intent of the Mobility Element is to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port District tidelands and adjacent communities as well as facilitating movement within the community planning area.

Urban Design Element

This element is intended to work in conjunction with the other elements of the proposed CPU to create a pattern, scale, and character of development and public spaces that complement the existing built environment and build upon land use and mobility goals.

Economic Prosperity Element

The intent of this element is to ensure that industrial uses and locally-serving commercial uses remain viable in the community through the protection and preservation of Prime Industrial lands. The plan creates a transition zone between predominantly industrial and residential areas, promotes infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion.

Public Facilities, Services, and Safety Element

This element includes specific policies regarding public facilities financing, public facilities and services prioritization, fire-rescue, police, wastewater, stormwater infrastructure, waste management, libraries, schools, public utilities, and healthcare services and facilities, as well as health and safety.

Recreation Element

This element includes specific policies and recommendations addressing parks and recreation facilities, preservation, accessibility, and Open Space lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years.

Conservation Element

The Conservation Element addresses the conservation goals and policies that can be effective in managing, preserving, and thoughtfully using the natural resources of the community including sustainability, resource management, and preservation. This element also addresses climate change.

Noise Element

The Noise Element provides goals and policies, supplemental to those within the City's General Plan, to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the community from an excessive noise environment.

Historic Preservation Element

The Historic Preservation Element includes goals related to the preservation of significant historical resources and promotes educational opportunities and incentives to support historic preservation.

Arts and Culture Element

The Arts and Culture Element emphasizes new directions in public art that would encourage a diversity of media so that all segments of the community can participate and be represented. Public art can also be an integral part of public spaces, such as plazas and transit stop, façades of existing buildings and utilities, and design of new developments. These public spaces provide opportunities for other cultural activities to occur, such as festivals and performances.

Environmental Design Considerations

The 2013 BLCPU contains several sustainable building concepts and practices incorporated into the proposed CPU policies. These design elements serve to reduce or avoid potential environmental effects associated with water and energy consumption, consumption of nonrenewable or slowly renewing resources, and urban runoff, and are detailed in Section 3.4 of the 2013 BLCPU Final PEIR.

Implementation of the Community Plan

The 2013 BLCPU included several implementation and funding mechanisms which would be necessary to realize the vision of the plan.

Funding Mechanisms

The plan identified the following strategies for funding needed improvement projects: impact fees for new development; requiring certain public improvements as part of new development; and/or

establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, and sidewalk improvements.

Other mechanisms include updating the City's Public Facilities Financing Plan (PFFP) and pursuit of grant funding. A list of high priority improvements is found in Table 12-1 of the 2013 BLCPU.

2013 BLCPU Final PEIR

The 2013 BLCPU Final PEIR concluded that the project would result in significant and unmitigated environmental impacts to land use (General Plan noise policies) with no feasible mitigation measures at the program level. Additionally, although mitigation measures are proposed, the 2013 BLCPU Final PEIR concluded that impacts related to traffic/circulation, air quality, noise, cultural resources, hydrology, paleontological resources, and greenhouse gas emissions would remain significant and unavoidable at the program level.

All other impacts analyzed in the PEIR were determined to be less than significant.

As it pertains to the 2021 BLCPU, this environmental review tiers from the certified 2013 BLCPU Final PEIR.

III. SUMMARY OF THE PROPOSED PROJECT

Background

The proposed 2021 BLCPU updates and supplements the 2013 BLCPU to resolve concerns about land uses in specific areas that were raised in the referendum that repealed the 2013 plan. Following the appeal of the 2013 BLCPU by referendum, multiple stakeholders and organizations met to identify changes to the 2013 BLCPU that would better define the allowed uses between the Port and the residential community while maintaining the community's needs and vision set out in the 2013 plan. In concert with the community, the City has developed an updated land use plan within an approximately 65-acre area that would resolve the conflicts that resulted in the referendum. The 2021 BLCPU is the subject of this environmental document. The updated plan has also been revised to include a new neighborhood village land use category, updated policies based on more recent planning documents prepared by the City and other agencies and further address mobility and access to public spaces.

Characteristics of the 2021 BLCPU

A summary of the planned land uses at buildout of the 2021 BLCPU are shown in Table 1.

Table 1 Planned Land Uses at Buildout		
Land Use Category	Acres¹	Percentage of Total Uses
Community Commercial	9	1
Community Village	34	3
Heavy Industry	206	21
Maritime Commercial	17	2
Military Use	368	37
Neighborhood Commercial (Residential prohibited/ permitted)	35	3
Neighborhood Village	5	<1
Office Commercial	13	1
Open Space	3	<1
Park	20	2
Residential-Medium Density	26	3
Residential-Medium Low Density	7	1
Transportation/Right-of-way	247	25
School/Institutional	5	1
Total	995	100
SOURCE: 2021 BLCPU Table 2-2.		
¹ Rounded to the nearest acre.		

Community Plan Implementation Overlay Zone

The 2021 BLCPU includes a CPIOZ – Type A which applies to an approximately 65-acre area of the community within which additional regulations apply. The purpose of the Barrio Logan CPIOZ is to allow specified uses that establish a transition between industrial uses within the Port and the residential community of Barrio Logan, provide for new public spaces and parks concurrent with growth in the community, and provide for affordable housing in Barrio Logan. It is intended that the supplemental development regulations in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan. Appendix A of the 2021 BLCPU includes Supplemental Development Regulations (SDR) applicable to the CPIOZ. The SDR prohibits specified uses within the Maritime Commercial, Community Commercial, and Neighborhood Commercial designations in order increase land use compatibility. Additionally, the SDR limits structure height to 40 feet, allows ground floor commercial requirements to be met through development of residential and shopkeeper units, regulates building orientation in relation to pedestrian access, includes regulations to facilitate development of a linear park to connect Boston Avenue Linear Park to the Chollas Creek linear park/trail, and requires a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling units on land designated Community/Neighborhood Village.

Community Plan Elements

The following is a comparison of the 2021 BLCPU to the 2013 plan. The differences identified are the basis for the environmental analysis pursuant to CEQA Guidelines Sections 15162 and 15164.

Land Use Element

The primary focus of change in the 2021 BLCPU compared to the 2013 plan is within the Land Use Element, which reflects updates to the Land Use Map, Community Plan Policies, and permitted and prohibited uses. Implementation of the CPIOZ, discussed above, is additionally presented as part of the Land Use Element as the CPIOZ implements SDRs that further define allowable land uses.

Figure 8 shows the 2021 BLCPU Land Use Plan and Figure 9 identifies the parcel specific rezoning proposed. Figure 10 shows the Neighborhood Areas which remain primarily the same as established in the 2013 BLCPU; however, the Boston Avenue and Main Street Area is extended east, reducing the Prime Industrial Area. The areas of change are all located within the proposed CPIOZ as shown in Figure 11. Table 2 summarizes the changes to the 2021 BLCPU Land Use Map compared to the 2013 plan and Table 3 identifies the acres of zoning changes for the areas of change compared to the 2013 plan. As shown, land use changes are located within three of the Neighborhood Areas shown in Figure 10: the Transition Area, the Historic Core Area, and the Boston Avenue and Main Street Area.

Table 2 Summary of Changes to Land Uses within Community Plan	
2013 Land Use Plan ¹	2021 Land Use Plan ²
Transition Area	
Office Commercial, School/Institutional, Community Commercial (Residential Prohibited)	<p>No change to the Office Commercial, School/Institutional uses along the north end of the transition area. Compared to the 2013 plan, the area adjacent to Harbor Drive along the southern portion of the transition area is designated Maritime Commercial instead of Community Commercial (Residential Prohibited). This would reserve area for commercial services and uses that cater to the maritime industries.</p> <ul style="list-style-type: none"> • Allowable land uses are redesignated Maritime Commercial.
Historic Core Area	
Comprised of Neighborhood Commercial (Residential Permitted) and Residential Medium.	<p>Compared to the 2013 plan, Residential Medium and Neighborhood Commercial (Residential Permitted) are retained in the core of this area, and the following changes are proposed within the Historic Core Area:</p> <ul style="list-style-type: none"> • Adds Community Commercial land uses north of Main Street and south of Neighborhood Commercial (Residential Permitted) to provide an additional buffer between the Maritime Commercial and residential uses. Increases the area of Neighborhood Commercial (Residential Prohibited) along Boston Street to provide

Table 2 Summary of Changes to Land Uses within Community Plan	
2013 Land Use Plan ¹	2021 Land Use Plan ²
	more opportunities for neighborhood serving commercial uses.
Boston Avenue and Main Street Area³	
Comprised of Community Commercial (Residential Prohibited), Neighborhood Commercial (Residential Prohibited), Low Density Residential, and Heavy Commercial east of 32nd Street.	<p>Compared to the 2013 plan, the following changes are proposed within the Boston Avenue and Main Street Area:</p> <ul style="list-style-type: none"> • The Boston Avenue and Main Street Area neighborhood is extended east to I-15, including Chollas Creek (reducing the Prime Industrial Area). • Heavy commercial uses east of 32nd Street are replaced with a new land use designation, Neighborhood Village, to support residential uses adjacent to Neighborhood Commercial, Residential Low Medium, and parkland. • Additional Park designation is added north of Boston Street. • Additional Park and Open Space designations added east of the Neighborhood Village (east of 32nd) to add parkland opportunities and enhance access to Chollas Creek. • Neighborhood Commercial (Residential Permitted) replaces the Community Commercial (Residential Prohibited) designation adjacent to the Naval Base, increasing the buffer between the prior heavy commercial uses and the adjacent low density residential.
<p>¹Refer to Figure 5. ²Refer to Figure 8 and 9. ³The 2013 land use map used Residential Low in the legend to indicate the land use designation described throughout the plan as Residential - Low Medium (10/14 du/ac). This has been updated for consistency in the 2021 land use map.</p>	

Table 3			
Summary of 2021 Zoning Changes Compared to the 2013 Plan			
Zone Category	Base Zone	2013 Plan (acres)	2021 Plan (acres)
Community Commercial	CC-2-1	2.1	-
	CC-2-3	11.4	5.5
	CC-3-4	62.3	14.3
	CC-3-6	27.1	33.7
	CC-5-4	5.3	-
Commercial - Neighborhood	CN-1-3	29.4	55.1
	CN-1-4	51.2	34.0
Commercial -Office	CO-2-1	21.5	49.2
	CO-2-2	11.9	11.9
Industrial - Heavy	IH-1-1	137.0	142.1
Open Space – Park	OP-1-1	-	11.5
	OP-2-1	-	8.5
Residential – Multiple Unit	RM-2-5	25.6	25.8
	RM-3-7	29.3	29.2
	RM-3-9	1.4	1.4
Residential - Townhouse	RT-1-5	11.6	11.6
Residential – Small Lot	RX-1-2	19.7	11.2
Total Areas of Change		446.8	445.1
NOTE: Totals do not add due to rounding.			

As noted in Table 2, the 2021 land use plan refocuses uses to provide greater buffers between the Heavy Industrial uses within the Port and the residential areas within the Historic and Boston Avenue/Main Street Areas. Specifically, the addition of Community Commercial adjacent to the northeast of the Transition Area establishes a transition of uses from Heavy Industrial (Port), to Maritime Commercial (Transition Area), to community commercial (Historic Area), to neighborhood commercial/residential (Historic and Boston/Main Street Areas). The addition of the Neighborhood Village land use east of 32nd Street allows higher density residential uses adjacent to existing lower density to create a village center that supports local retail and diverse housing opportunities. These changes are intended to resolve the previously identified land use conflicts and provide greater transitions between industrial and residential uses. Additionally, the 2021 land use plan allows a greater distribution of residential uses throughout the Neighborhood Commercial Areas (within areas where residential was previously prohibited). Although the 2021 BLCPU accommodates lower density along Boston Avenue consistent with existing conditions and the 2013 land use plan, the 2021 land use plan overall would provide capacity for an additional 200 housing units at buildout compared to the 2013 plan. With the proposed changes to the land use map, buildout of the community planning area would result in the allowed development of approximately 4,000 total residential dwelling units, while prohibiting new industrial uses and new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit within the CPIOZ.

Compared to the 2013 plan, the 2021 BLCPU increases the variety of housing densities and types. Along with providing additional areas for new housing to be developed, the commitment to providing on-site affordable housing is strengthened through the SDRs in the CPIOZ. Specifically, the 2021 BLCPU requires a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling units on land designated Community/Neighborhood Village. In addition, anti-displacement policies have been incorporated into the Land Use Element and corresponding supplemental development regulations have been incorporated into the CPIOZ. The purpose of affordable housing policies are to protect the higher level of affordable housing currently in the community and to protect the existing community of low-income renters.

The 2021 Land Use Element policies includes an added section on Equity and Environmental Justice that addresses providing diverse housing opportunities and equitable access to housing and neighborhood commercial uses without jeopardizing health and safety. Land use compatibility is a key element of environmental justice. Other elements of the 2021 BLCPU also address environmental justice, as follows:

- Establishing a transition area between Industrial Areas and residential neighborhoods to ensure future separation of incompatible land uses (Land Use Element);
- Promotion of active transportation so people can easily walk and bike within the community, and reliable connections to jobs, services, and neighborhood amenities (Mobility Element); and
- Recommendations for new parks, public spaces and urban plazas and complete streets to foster development of safe and active community gathering places (Recreation Element).

Mobility Element

Substantive changes to several Mobility Element policies have been included in the 2021 BLCPU, the most relevant of which are summarized below.

Walkability

New and revised policies reflect support for improved pedestrian accessibility and walkability of neighborhood areas and support collaboration with adjacent jurisdictions and the California Department of Transportation (Caltrans) to improve safety at rail and road crossings, freeway on- and off-ramps, undercrossings, and overcrossings. Additionally, emphasis is placed on providing amenities and treatments associated with the planned pedestrian routes typologies in order to address pedestrian needs and support the walking environment.

Transit Service and Facilities

New and revised policies support inter-agency and private developer coordination to ensure multi-modal accessibility and compatibility between transit operations and new development and infrastructure plans. In particular, collaboration with San Diego Association of Governments (SANDAG), the metropolitan planning organization in charge of the region's transit planning, and with the Metropolitan Transit System (MTS), the transit operator, is emphasized in the 2021 Mobility Element so that transit infrastructure and service enhancements identified in SANDAG's Regional

Plan and future updates to the Regional Plan would be implemented in Barrio Logan. New policies supporting the development of mobility hubs and implementation of transit priority measures at key locations within the community were also included into the 2021 BLCPU to further encourage transit ridership and promote transit as a viable mode choice.

Street and Freeways

New policies are added to continue to encourage and direct many existing and new trips in the community to public transit, walking, and biking, while also accommodating vehicle traffic and minimizing conflicts between modes. Specifically, policy refinements related to targeted street improvements, investments in intelligent transportation systems (ITS), transportation systems management techniques, and traffic calming projects were incorporated into the 2021 Mobility Element to emphasize the need to increase multi-modal capacity and network efficiency, reduce congestion, reduce speeding and improve safety and neighborhood livability.

The 2021 BLCPU updates the planned roadway network along select segments as well as includes policy framework supporting opportunities for public rights-of-ways modifications to further enhance the bicycle and pedestrian facilities. Segments with updated future classifications due to new proposals to repurpose roadway space (i.e., travel lanes or two-way left-turn lanes) to accommodate active transportation include Main Street between 26th Street and Rigel Street and the entire National Avenue corridor within the community. Another modification to the planned network is to maintain the existing classifications for 28th Street between the I-5 Freeway and Harbor Drive. The 2013 plan's proposed roadway widening for an additional southbound travel lane and planned classifications for 28th Street were determined to no longer be needed based on the latest projected volumes anticipated at buildout of the 2021 BLCPU.

In line with recent community plan updates and regional plans, Transportation Demand Management policies have been enhanced and added which encourage developers, employers, and public and private entities to include rideshare programs, transit passes, and other means to reduce reliance on automobiles.

Bicycling

The 2021 BLCPU updates the planned bicycle network with the introduction of Class IV Two-Way Cycle Tracks along Schley Street connecting from the Bayshore Bikeway at Harbor Drive to 26th Street and then traversing along the south side of Main Street from 26th Street and Rigel Street. This bikeway route is planned as a buffered, physically protected bikeway located within the roadway right-of-way for the exclusive use of bicyclists. The bikeway would be separated from vehicular traffic by raised islands, planters, flexible posts, on-street parking, or other objects. Additionally, the 2021 BLCPU upgrades the designated Class III Bicycle Route running along National Avenue through the Community Village and Historic Core Areas to Class II Bicycle Lanes and adds a Class I Bicycle or Multi-use Path along areas within and adjacent to the United States Navy and Caltrans right-of-way, and running parallel to and connecting to Chollas Creek.

New policies are added to support the updated bicycle network and enhance the safety, comfort and accessibility for all level of cyclists.

Goods Movement and Freight Circulation

Following the focus of reducing industrial/residential interface conflicts, several policies have been added to discourage trucks from using local streets for access to/from the freeways and marine terminals including supporting implementation of traffic calming measures (i.e., speed humps, curb extensions) along Sigsbee Street, Beardsley Street, Sampson Street, Boston Avenue, National Avenue, and Cesar E. Chavez Parkway, and improving signage redirecting trucks to designated truck routes with robust enforcement. Additional policies support the transition to and use of advanced clean trucks and zero emission vehicles, and strategic placement of the vehicle charging stations.

Compared to the 2013 plan, the 2021 BLCPU promotes greater pedestrian and bicycle connections, reducing reliance on automobiles, and encouraging separation of truck trips from neighborhood roads. A revised Truck Route and Truck Restrictions map is provided in the 2021 Community Plan as Figure 3-6.

Urban Design Element

Policies and guidance related to landscaping and urban street trees is reorganized in the 2021 BLCPU with minor revisions to policy language; however, no substantive changes are made to the element.

Economic Prosperity Element

Commercial and Office

The 2021 BLCPU adds Maritime Commercial to the community's commercial uses. As described above and shown in Figure 8, the Maritime Commercial designation is identified between Harbor Drive and Main Street and provides for sales and services related to the Port and maritime industry. The designation of Heavy Commercial is removed from the updated plan.

Public Facilities, Services and Safety Element

There are no substantive changes made to the element.

Recreation Element

Policies and guidance related to recreation opportunities is reorganized in the 2021 BLCPU. In addition, relevant sections have been updated where park projects have been implemented since 2013. Although there were no substantive changes made to the goals and objectives related to recreational opportunities, the element has been revised to better align the description of planned facilities with the City's Parks Master Plan framework and provide additional park and recreation opportunities throughout the community.

Conservation Element

Language has been added to the Climate Change and Sustainability section to acknowledge completion of the City's Citywide Climate Change Vulnerability Assessment for sea level rise, heat, flooding, and wildfire and the Port of San Diego's Sea Level Rise Vulnerability Assessment which addresses management of the shoreline as well as the Climate Resilient SD planning effort. It is

noted that implementing adaptation strategies identified in this element and Climate Resilient SD will ensure the community's ability to respond to future climate challenges.

The remainder of this element remains substantively the same as the 2013 plan.

Noise Element

There are no substantive changes made to the element.

Historic Preservation Element

Several specific policies are updated in the 2021 BLCPU for consistency related to current guidelines for Native American consultation, data recovery, and identification of archaeological and Native American sites; however, no substantive changes are made to the element.

Arts and Culture Element

There are no substantive changes made to the element.

IV. ENVIRONMENTAL SETTING

The community of Barrio Logan is located near downtown San Diego and San Diego Bay. Specifically, the area is bounded by Interstate 5 (I-5) to the north and northeast, the Port and U.S. Naval Station San Diego (Naval Station San Diego) along San Diego Bay to the southwest, and National City to the south. Figures 1 and 2 show the regional location and aerial photograph of the community.

The planning area is relatively flat and is characterized by a gently sloping topography, ranging in elevation from a high of approximately 60 feet above mean sea level (AMSL) in the northeastern portion near I-5 to a low of approximately 10 feet AMSL in the western portion near Harbor Drive (City of San Diego 2013).

The area is urbanized and with a limited number of vacant or undeveloped parcels. Given that the majority of the land cover is developed or disturbed, it provides minimal wildlife foraging and sheltering opportunities. Las Chollas Creek runs through the southern portion of the project area and is considered Environmentally Sensitive Land (ESL); the eastern end of the proposed CPIOZ includes parkland which abuts Open Space adjacent to the Las Chollas Creek channel.

Major transportation corridors traverse the area, connecting downtown San Diego to cities south of San Diego.

V. ENVIRONMENTAL DETERMINATION

The City of San Diego (City) previously prepared and certified the 2013 BLCPU Final PEIR (Project No. 240982/SCH No. 2009091021) per Resolution No. R-308444 on October 2, 2013. Based on all available information, considering the entire record, the analysis in this herein, and pursuant to CEQA Guidelines Section 15162 and 15164 it is determined that:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects;

- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous environmental document;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts because of the project. Therefore, pursuant to the CEQA Guidelines, an Addendum to the previously prepared and certified 2013 BLCPU Final PEIR (Addendum) has been determined to be the appropriate environmental document to support the approval of the proposed project.

The 2013 BLCPU Final PEIR has been incorporated by reference pursuant to CEQA Guidelines Section 15150. Public review of this Addendum is not required per CEQA.

VI. IMPACT ANALYSIS

This Addendum includes the environmental issues analyzed in detail in the previously certified PEIR pursuant to CEQA. The analysis in this document evaluates the adequacy of the 2013 BLCPU Final PEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document. Notwithstanding changes to the CEQA Guidelines and CEQA Guidelines Appendix G since the certification of the 2013 BLCPU Final PEIR, this analysis is based on the previous thresholds to ensure a consistent and equitable comparison of impacts. However, with

respect to transportation/ mobility impacts, because the 2013 BLCPU Final PEIR used a prior (Series 11) SANDAG Travel Demand Forecasting Model, the model forecasted higher traffic volumes compared to the newer SANDAG model (Series 13). While this provided a more conservative approach to traffic levels, the Traffic Impact Study (TIS) prepared for the 2021 BLCPU evaluates transportation impacts using vehicle miles traveled or VMT-based modelling as currently required under the CEQA Guidelines.

The 2013 BLCPU Final PEIR identified significant and unavoidable impacts related to the following: land use (General Plan consistency – noise), cultural/historical resources (built environment/archaeology), noise, air quality, transportation/circulation/parking, hydrology/water quality and drainage (cumulative), greenhouse gas (GHG) emissions, and paleontological resources. Mitigation measures were proposed to reduce impacts, however, not to below a level of significance. With respect to cumulative impacts, implementation of the 2013 BLCPU was found to result in significant and unavoidable GHG emissions.

The 2013 BLCPU Final PEIR further demonstrated that the project would not result in a significant environmental effect in the following areas: Land Use, Visual Effects and Neighborhood Character, Human Health/Public Safety/Hazardous Materials, Hydrology/Water Quality/Drainage, Population and Housing, Public Utilities, Public Services and Facilities, Geology and Soils, Biological Resources, and Energy.

A comparison of the project's impacts related to those of the certified 2013 BLCPU Final PEIR is provided below in Table 4. The analysis herein supports the finding that there would be no new significant impacts compared to the previously certified PEIR, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the PEIR.

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
LAND USE						
Issue 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies, and Regulations (except City Noise standards)	Less than significant	NA	Less than significant	Less than Significant	NA	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies, and Regulations (City Noise standards)	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and Unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 3: Airport Land Use Compatibility plan Consistency	Less than significant	NA	Less than Significant	Less than Significant	NA	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 4: Community Division	Less than significant	NA	Less than Significant	Less than Significant	NA	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 5: Adjacent Land Use Compatibility	Less than significant	NA	Less than Significant	Less than Significant	NA	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
TRANSPORTATION/CIRCULATION/PARKING						
Issue 1: Traffic Circulation	Significant	No feasible mitigation	Significant and Unavoidable	Less than Significant	NA/Application of updated CEQA Guidelines since 2013, results in a findings that impacts would be less than significant	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
Issue 2: Alternative Transportation Modes	No Impact	NA	No Impact	No Impact	NA	No Impact/ No new or more severe impacts compared to the previously certified PEIR
Issue 3: Parking	Significant	No feasible mitigation	Significant and Unavoidable	As parking is no longer an issue that requires analysis under CEQA, this issue was not studied further for the 2021 plan.	NA	NA
AIR QUALITY						
Issue 1: Clean Air Standards (Direct and Cumulative)	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Air Pollutant Emissions/Criteria Pollutants and Health Risk Assessment (Direct and Cumulative)	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Air Pollutant Emissions/Odors	Less than significant	NA	Less than Significant	Less than Significant	NA	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
NOISE						
Issue 1: Exposure of Noise-Sensitive Land Uses (Direct and Cumulative)	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Ambient Noise Level Increase	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
Issue 3: Land Use Incompatibility	Significant	No feasible mitigation	Significant and unavoidable	Significant	No feasible mitigation	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
CULTURAL/HISTORICAL RESOURCES						
Issue 1: Prehistoric/Historic Resources (Direct and Cumulative)	Significant	Mitigation Framework included in MMRP	Significant and unavoidable	Significant	Future projects would apply the mitigation guidelines identified in the 2013 BLCPU Final PEIR	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Religious/Sacred Uses and Human Remains (Direct and Cumulative)	Significant	Mitigation Framework included in MMRP	Significant and unavoidable	Significant	Future projects would apply the mitigation guidelines identified in the 2013 BLCPU Final PEIR	Significant and unavoidable/ No new or more severe impacts compared to the previously certified PEIR
VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER						
Issue 1: Landform Alteration	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Public Views	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 3: Neighborhood Character	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
HUMAN HEALTH/PUBLIC SAFETY/HAZARDOUS MATERIALS						
Issue 1: Health Hazards	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Flooding	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
Issue 3: Seiches, Tsunamis, and Mudflow	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 4: Aircraft Operations	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 5: Emergency Response and Evacuation Plans	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
HYDROLOGY/WATER QUALITY						
Issue 1: Runoff (Direct Impacts)	Less than significant	NA	Less than significant	Less than Significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 1: Runoff (Cumulative Impacts)	Significant	No feasible mitigation	Significant and Unavoidable	Significant	No feasible mitigation	Significant and Unavoidable/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Pollutant Discharge	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 3: Water Quality	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
POPULATION AND HOUSING						
Issue 1: Population Displacement	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
PUBLIC UTILITIES						
Issue 1: Water Supply Issue 2: Utilities - Storm Water, Wastewater, and Water	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
Issue 3: Solid Waste and Recycling Issue 4: Energy						
PUBLIC SERVICES/FACILITIES						
Issue 1: Parks	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 1: Library, Schools, Fire Protection, and Police Protection	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
GEOLOGY/SOILS						
Issue 1: Geologic Hazards Issue 2: Soil Erosion Issue 3: Geologic Stability	Less than significant	NA	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
PALEONTOLOGICAL RESOURCES						
Issue 1: Paleontological Resources (Discretionary Projects)	Significant	Mitigation Framework included in MMRP	Less than Significant	Less than Significant	NA/Application of updated LDC since 2013, results in a findings that impacts would be less than significant	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 1: Paleontological Resources (Direct and Cumulative: Ministerial Projects)	Significant	No feasible mitigation	Significant and Unavoidable	Less than Significant	N/A	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR

**Table 4
Impact Assessment Summary**

Environmental Issues	2013 Significance	2013 Mitigation	2013 Finding	2021 Significance	2021 Mitigation	Addendum Conclusion
BIOLOGICAL RESOURCES						
Issue 1: Sensitive Species Issue 2: Sensitive Habitat Issue 3: Encroachment Issue 4: Wetlands Issue 5: Local Policies or Ordinances Issue 6: Noise and Sensitive Species	Less than significant	No	Less than significant	Less than significant	NA	Less than significant/ No new or more severe impacts compared to the previously certified PEIR
GREENHOUSE GAS						
Issue 1: Emissions	Significant	No feasible mitigation	Significant and Unavoidable	Less than Significant	NA/Application of City CAP and new City regulations would reduce impacts to less than significant	Less than Significant/ No new or more severe impacts compared to the previously certified PEIR
Issue 2: Consistency with Plans	Less than Significant	NA	Less than Significant	Less than Significant	NA	No new or more severe impacts compared to the previously certified PEIR

A. Land Use

Land Use is discussed in Section 4.1 of the 2013 BLCPU Final PEIR. The following paragraphs provide a summary of the significance findings by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issues 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies, and Regulations

The 2013 BLCPU Final PEIR identified a conflict with General Plan land use policies regarding exposure of noise-sensitive land uses to noise levels that exceed the City's General Plan standards resulting in a significant impact. Although the 2013 BLCPU included noise control policies and future projects would be required to adhere to City regulations, exterior and interior future noise levels could exceed those standards established in the adopted General Plan, and no additional feasible mitigation was identified at the program level. Therefore, impacts were found to remain significant and unavoidable.

Consistency with all other relevant environmental and planning policies and regulations were determined to be less than significant, or that no impact would occur.

Issue 3: Airport Land Use Compatibility Plan Consistency

The planning area is not within the Airport Influence Area of the adopted Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA) or within an Accident Potential Zone for the published Air Installations Compatible Use Zone Study for Naval Air Station North Island (NASNI); however, future development could require notification to the Federal Aviation Administration (FAA) per Federal Code of Regulations, Title 14, Part 77. Future development would be required to obtain an FAA Determination of No Hazard to Air Navigation prior to the recommendation for approval or approval of a future development project. In addition, the existing General Plan and 2013 plan included policies that, along with the San Diego Municipal Code (SDMC) regulations, would ensure future development would be compatible with airport operations. As such, the 2013 BLCPU Final PEIR determined that no significant impacts would result.

Issue 4: Community Division

The PEIR determined that the BLCPU would not physically divide an established community, and associated land use impacts would not be significant. Community connectivity would be enhanced by provisions in the CPU that establish a Community Village and improve pedestrian and transit amenities. No significant impacts were identified.

Issue 5: Adjacent Land Use Compatibility

The PEIR identified that a primary focus of the BLCPU is to address the existing incompatibility of land uses. The plan adjusts and redesignates land uses to reduce land use conflicts throughout the CPU area. While existing incompatible uses would be allowed to remain until such time as a development project is proposed, the goal is that over time these uses would be relocated to more

appropriate areas. Therefore, the PEIR determined that the CPU would resolve land use incompatibilities over time and through its implementation impacts would be less than significant.

2021 BLCPU

As shown in Figure 11, the CPIOZ encompasses land uses within the Transition, Historic, and Boston/Main Street Areas. Under the 2021 BLCPU new Industrial and Heavy Commercial uses would be prohibited within the CPIOZ. Additionally, the plan would change land uses to provide a transition between commercial and residential uses allowing greater buffers and further reducing land use conflicts between commercial and residential uses.

Issues 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies, and Regulations

The 2021 BLCPU is consistent with the Findings of the 2013 BLCPU Final PEIR. The proposed changes to land uses within the CPIOZ would continue to support relevant plans, policies, and regulations, as follows:

City General Plan

The 2021 BLCPU would be consistent with the General Plan and the Strategic Framework, which includes the City of Villages strategy. Land use and policy updates included in the 2021 BLCPU enhance the availability of pedestrian-friendly mixed-use areas in proximity to transit by increasing Neighborhood Commercial (Residential Permitted) land uses compared to the 2013 plan.

The 2021 BLCPU remains consistent with the General Plan Land Use and Community Planning Element. The 2021 BLCPU adds a Neighborhood Village land use east of 32nd Street which would allow higher density residential uses adjacent to existing lower density to create a village center that supports local retail and diverse housing opportunities. These changes are intended to resolve the previously identified land use conflicts and provide greater transitions between industrial and residential uses. The addition of the Neighborhood Village Residential designation would introduce more housing variability and density proximate to the residential low-medium designation creating the development of diverse and balanced neighborhoods and communities consistent with General Plan LU-H goals, creating balanced communities and equitable development above that included in the 2013 plan. The 2021 BLCPU also supports the development of affordable housing opportunities through a 15 percent inclusionary housing requirement for any residential and mixed-use developments of 10 or more dwelling units on land designated Community/Neighborhood Village. In addition, anti-displacement policies have been incorporated into the plan and would be supported by related Land Development Code amendments, which would further support General Plan LU-H goals.

The opportunities for development of incompatible land uses identified in the 2013 plan have been reduced in the 2021 BLCPU. Specifically, the redesignation of the southern portion of the Transition Area to Maritime Commercial and the removal of the Heavy Commercial designations offer greater buffering between industrial, commercial, and residential uses.

The 2021 BLCPU further promotes locally serving commercial, increasing this designation within the Boston/Main Street Area to support neighborhood community centers and shopping. The

redesignation of allowable uses to Maritime Commercial within the Transition Area ensures that future development and uses contained within this zone do not adversely affect the health and safety of the surrounding community.

The 2021 BLCPU remains consistent with the General Plan Mobility Element. The 2021 BLCPU continues to include policies to support the development of pedestrian-friendly facilities along major roadways and emphasize a safe bicycle network with provision of bicycle parking facilities for transition to pedestrian use within the commercial areas. The 2021 BLCPU also includes Transportation Demand Management policies which promote use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents. Additional policies are added to the 2021 BLCPU as detailed in Section III, Summary of Proposed Project. Each of these policy changes are intended to further enhance the project's consistency with the General Plan relating primarily to community walkability, bike ability, and transit and transportation improvements.

The 2021 BLCPU remains consistent with the General Plan Economic Prosperity Element. The 2013 plan proposed to protect, preserve, and expand Prime Industrial Lands, provide a transition area between predominantly industrial and residential areas, as well as promote infill commercial and office development (City of San Diego 2013). While the designation of Heavy Commercial is removed from the updated plan, the 2021 BLCPU adds Maritime Commercial to the community's commercial uses which allows sales and services related to the Port and maritime industry within the Transition Area. This designation reserves area for commercial services and uses that cater to the maritime industries while providing an appropriate buffer between the port and residential uses.

The 2021 BLCPU remains consistent with the General Plan Recreation Element. Recognizing the limited availability of public parkland within the community, the 2013 plan included specific policies and recommendations to provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years. The 2021 BLCPU further enhances policies related to recreational opportunities, by realigning the description of planned facilities with the City's recently adopted Parks Master Plan framework.

The 2021 BLCPU remains consistent with the General Plan Conservation Element. The changes included in the 2021 BLCPU focus on climate change and sustainability. The element is updated to acknowledge consistency with the City's Climate Action Plan and Climate Resilient SD planning efforts to ensure the community's ability to respond to future climate challenges.

The 2021 BLCPU remains consistent with the General Plan Historic Preservation Element. The 2021 BLCPU updates policies for consistency with current guidelines for Native American consultation, data recovery, and identification of archaeological and Native American sites.

No substantive changes are proposed to the 2021 BLCPU with regards to the Urban Design Element, Public Facilities, Services and Safety Element, Noise, and Arts and Culture Element.

With respect to the General Plan Noise Element, the 2021 BLCPU makes no substantive changes to policies; however, the 2013 BLCPU Final PEIR concluded that impacts to noise-sensitive land uses subjected to noise levels that exceed General Plan standards would be considered significant (City of San Diego 2013). The area within the proposed CPIOZ is surrounded by and includes existing urban uses, railroad and transit rights-of-way, and major roadways and interstates. The 2021 BLCPU

includes land use changes within the CPIOZ to further reduce land use incompatibilities and to provide greater housing diversity and opportunities. However, like the 2013 plan, some proposed residential uses would be located within areas exposed to high noise levels.

The 2021 BLCPU maintains the inclusion of goals and policies to guide compatibility with City standards including the incorporation of noise attenuation measures in future development (see 2021 BLCPU Section 9.1); however, absent any site-specific development proposals, it is not possible to determine whether every project could feasibly reduce noise-related impacts to less than significant levels. Like the 2013 BLCPU Final PEIR, impacts associated with the project's consistency with the General Plan would be less than significant, while impacts to noise-sensitive land uses subjected to noise levels that exceed City standards would be considered significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR and does not represent a new significant, or more severe impact, than previously identified.

Land Development Code

The project would remain consistent with the City of San Diego Land Development Code (LDC). Actions required to implement the 2021 BLCPU are the same as previously required. The project includes the adoption of new or modified zoning within the CPIOZ and adoption of SDRs that would apply within the CPIOZ. Zoning and SDRs include prohibition of specified uses within the Maritime Commercial, Community Commercial, and Neighborhood Commercial designations in order to increase land use compatibility, limits on structure height to 40 feet, allowances for ground floor commercial requirements to be met through development of residential and shopkeeper units, regulations on building orientation in relation to pedestrian access, and requirements for a linear park to connect Boston Avenue Linear Park to the Chollas Creek linear park/trail. None of these regulations would conflict with General Plan policies and many would further support compliance with General Plan policies. Like the 2013 plan, application of the Citywide zones would accommodate existing development that conforms to the future vision for development, encourage new projects consistent with community goals and character, and implement mixed-use development consistent with the General Plan goals and policies (City of San Diego 2013). The 2021 BLCPU also amends the dwelling unit protections in the Land Development Code to provide additional regulations in the Barrio Logan Community Plan.

Like the 2013 plan, the 2021 BLCPU would not directly require provision of parking, and future development would be required to meet applicable City parking standards in effect at the time of development in addition to applicable parking policies in the community plan (City of San Diego 2013).

Consistent with City regulations, any future development proposed on ESL would be subject to the City's ESL Regulations. There is no ESL designated within the proposed CPIOZ.

As discussed herein, the 2021 BLCPU would be consistent with the City's LDC; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

City Multiple Species Conservation Program (MSCP)

The community plan lies within the City's MSCP, but not within any preserve areas designated as Multi-Habitat Planning Area (MHPA). No sensitive habitats, plant species, or wetlands occur within the proposed CPIOZ. As a result, the 2021 BLCPU would be consistent with the City's MSCP; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Coastal Act

The community plan area is located entirely within the Coastal Overlay Zone and therefore must demonstrate conformance to the relevant standards and policies of the Coastal Act. Through coordination with the Coastal Commission, the following policies are proposed to be added to increase consistency with the Coastal Act:

- Policy 2.3.8 Preserve existing hotel/motel/hostel facilities from removal or conversion to residential units.
- Policy 2.3.9 Encourage the addition of overnight accommodations particularly serving the low/moderate cost range in the community.
- Policy 2.3.10 Rehabilitate existing hotel/motel/hostel facilities where feasible.

Like the 2013 draft plan, LDC actions including the removal of the Planned District Ordinance, and the adoption of citywide zones to implement the land use designations requires an amendment to the adopted Local Coastal Plan.

The proposed policies referenced above in addition to the SDRs proposed within the CPIOZ would support compliance with the Coastal Act and would not create any inconsistencies with the provisions of the Coastal Act. Additionally, the analysis contained in Table 4.1-9 of the 2013 BLCPU Final PEIR continues to be applicable to the proposed project.

The 2021 BLCPU would be consistent with the Coastal Act; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

San Diego Forward: The 2021 Regional Plan

Since 2013, SANDAG adopted the 2015 Regional Plan, then the 2019 Federal Regional Transportation Plan, and is currently developing the 2021 Regional Plan to provide an updated vision for growth and development throughout the San Diego region through the year 2050. The 2021 Regional Plan combines the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan to create an integrative approach to land use, mobility, and reduced GHG emissions. Specifically, the SCS describes coordinated transportation and land use planning that exceeds the state's target for reducing per capita GHG emissions set by the California Air Resources Board (SANDAG 2015). The land use changes proposed for the CPIOZ would be consistent

with the goals of the draft 2021 Regional Plan by improving land use compatibility and residential transitions as shown by adding commercial buffers in the Transition Area and mixed-use residential uses adjacent to existing high density and lower density residential uses in the Historic Area and Boston/Main Area, respectively. Policies promoting bus transit use as well as other forms of mobility, including walking and bicycling, as well as policies reducing truck routes through residential areas were enhanced to further align with the current and draft Regional Plan.

The 2021 BLCPU would be consistent with SANDAG's RTP; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Port Regulations and Policies/Naval Station San Diego

The changes to the land uses proposed in the CPIOZ would not result in changes to the plan's compatibility with land uses under the jurisdiction of the Port or land controlled by the Navy because no land use changes are proposed in those areas. As detailed in the 2013 BLCPU Final PEIR (pg. S-1), the northwest portion of the planning area, generally west of Harbor Drive and north of 28th Street, is under the jurisdiction of the Port. The Navy controls lands to the southwest, generally south of 28th Street and south and west of Main Street where the U.S. Naval Station San Diego (Naval Station San Diego) is located. Both the Port District and Naval Station San Diego are within the community plan area boundary; however, the City has not proposed any land use changes in these areas. Only in the event that these entities relinquish their jurisdictional rights might land use authority over the Port District and Naval Station San Diego revert to the City.

Since certification of the 2013 BLCPU Final PEIR, the Port has undertaken an effort to update its master land use plan, known as the Port Master Plan Update. At this time, draft plans have been released but the plan has not been finalized. No conflicts with the proposed 2021 BLCPU and the draft Port Master Plan Update have been identified. The 2021 BLCPU would be consistent with the Port Regulations and Policies/Naval Station San Diego land use policies; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Chollas Creek Enhancement Program

The land use changes proposed within the CPIOZ would not have significant impacts on the Chollas Creek Enhancement Program. Like the 2013 plan, the 2021 BLCPU includes policies that promote the protection and enhancement of Las Chollas Creek consistent with the Enhancement Program. The 2021 BLCPU goes further to integrate the area surrounding Chollas Creek as parkland that may serve the planned Neighborhood Village adjacent to the creek area. Park land is also designated north of Boston Street to support a linear park connecting to the parkland designated around Chollas Creek. To ensure dedication of parkland, the SDRs applicable to the CPIOZ would require dedication of land or an easement to facilitate development of the Boston Avenue Linear Park to the Chollas Creek linear park/trail.

The 2021 BLCPU would be consistent and would support the Chollas Creek Enhancement Program; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The

project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 3: Airport Land Use Compatibility Plan Consistency

The 2021 BLCPU proposes no changes that would affect the previous findings related to the ALUCPs for SDIA and NASNI. The 2021 BLCPU includes policies that would ensure future development would be compatible with airport operations; impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 4: Community Division

The 2021 BLCPU would further enhance community connectivity and improve the relationship among newly planned and existing residential uses by focusing on increased mobility and pedestrian connections and ensuring compatibility of land uses. Impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 5: Adjacent Land Use Compatibility

The update to the 2013 plan is to further address incompatible land uses within the proposed CPIOZ. The 2021 BLCPU refines transitions between commercial and residential areas and redesignates land uses to support new housing opportunities while reducing land use conflicts. Like the 2013 plan, the goal of the 2021 BLCPU is to ensure that existing land use conflicts are lessened over time through phasing out of incompatible land uses and focusing on creating a vibrant, walkable, and healthy community. The 2021 BLCPU incorporates land use changes and regulations through the CPIOZ that would further support land use compatibility. Therefore, impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR and does not represent a new significant, or more severe impact, than previously identified.

B. Transportation/Circulation/Parking

It is noted that the transportation impact analysis for the 2013 BLCPU PEIR was based on CEQA guidance relating to traffic thresholds which focused the determination of significant impacts on changes in vehicle delay or level of service (LOS). After the certification of the 2013 BLCPU PEIR, the CEQA Guidelines were amended to direct the analysis of transportation impacts based on vehicle miles traveled (VMT). Additionally, the issue of parking was removed as a topic area to be addressed in CEQA documents.

Transportation/Circulation/Parking is discussed in Section 4.2 of the 2013 BLCPU Final PEIR. The following paragraphs provide a summary of the significance findings by issue of the 2013 plan as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Traffic Circulation

The 2013 BLCPU PEIR determined that the 2013 plan would result in degraded LOS as compared to the existing condition. Implementation of the CPU would result in intersections and roadway and freeway segments operating at LOS E or F within the community planning area.

Intersections: With implementation of the 2013 plan, the number of intersections operating at LOS E or F would increase to 14 within the BLCPU area. These impacts would occur because the increase in delay would exceed the then allowable City threshold. The 2013 BLCPU PEIR Traffic Impact Analysis (TIA) identified mitigation measures (specific intersection improvements) to reduce or avoid significant impacts, detailed in Table 4.2-15 of the 2013 BLCPU PEIR. Implementation of the identified mitigation measures would reduce significant impacts at all intersections except for three intersections. While implementation of identified improvements would reduce impacts, until funding was identified and assured, impacts associated with intersections operating at an unacceptable level (LOS E or F) would remain significant and unavoidable. Therefore, without feasible mitigation, impacts associated with intersections operating at unacceptable LOS would remain significant and unavoidable.

Roadway Segments: The 2013 BLCPU Final PEIR determined that implementation of the 2013 plan would result in 22 roadway segments to operate at LOS E or F. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F; or because the volume-to-capacity (v/c) ratio increase would exceed the then allowable threshold at a location already operating at LOS E or F. The 2013 BLCPU PEIR TIA identified mitigation measures for five roadway segments, detailed in Table 4.2-17 of the 2013 BLCPU PEIR. Implementation of the proposed mitigation measures would reduce significant impacts along seven segments; however, absent adequate funding mechanisms, impacts associated with roadway segments operating at an unacceptable level would remain significant and unavoidable.

Freeway Segments: The 2013 BLCPU Final PEIR determined that implementation of the 2013 plan would result in significant impacts to five freeway segments. The impacts at these freeway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the then allowable threshold at a location already operating at LOS E or F. The SANDAG 2050 RTP at the time included freeway improvements along I-5 between I-15 and I-8, and an addition of one main lane and one managed lane in each direction between I-15 and State Route 54 (SR-54). The improvements included in the previous RTP were recommended to enhance the regional connectivity and accommodate the forecasted growth of the San Diego region. It was noted that the 2013 BLCPU would generate less traffic than the adopted 1978 Community Plan; however, the BLCPU would not eliminate cumulative freeway traffic impacts. In addition to the proposed freeway improvements listed in the approved SANDAG 2050 RTP, freeway access improvements detailed in Table 4.2-18 of the PEIR were recommended. Several of the proposed improvements would be the responsibility of other agencies (Caltrans, the Port, the Navy). While implementation of identified improvements would reduce impacts, until funding was identified and assured, impacts associated with freeway segments would remain significant and unavoidable. Therefore, without feasible mitigation, impacts associated with freeway segments would remain significant and unavoidable.

Issue 2: Alternative Transportation Modes

The 2013 plan included specific policies and proposed mobility improvements that addressed alternative mode trips in the transportation system. Policies related to walkability, bicycling, transit services and facilities, and transportation demand management supported, and were determined to be consistent with, the General Plan. The proposed mobility improvements, such as roadway improvements, access to public transportation, bicycle lanes, and improved walkability, were anticipated to increase the use of alternative modes. Therefore, the 2013 BLCPU PEIR determined that the 2013 plan would improve alternative mode transportation options in the community when compared to the existing condition. No impacts would result.

Issue 3: Parking Supply

It was determined that the 2013 BLCPU would result in an increase in overall traffic in the community due to the increase in residential units and potential employment opportunities; however, the proportion of travel by single-occupant automobiles was expected to decrease due to the increase in transit use. Increased transit would ultimately decrease the demand for parking relative to the number of residents and workers within the community plan area.

The 2013 plan included the replacement of the City's Parking Impact Overlay Zone with basic parking requirements as an incentive for redevelopment within the community, while at the same time encourage use of alternative transportation modes. By applying standard parking requirements, future projects would not have to provide more parking than required of projects outside the parking impact areas elsewhere in the City. Phased implementation of parking recommendations including new parking facilities, consideration of tandem parking, and street parking improvements to be considered as future projects would also offset impacts. Notwithstanding the parking measures included in the 2013 plan, because the projected demand would continue to exceed supply, parking impacts were determined to be significant. Mitigation measures were proposed to reduce significant parking impacts; however, because implementation of the mitigation measures required approval by other agencies/jurisdictions and because there were no specific development proposals for which the mitigation could be imposed, the measures were deemed infeasible. Therefore, without feasible mitigation, impacts associated with parking would remain significant and unavoidable.

2021 BLCPU

Issue 1: Traffic Circulation/VMT

Since certification of the 2013 BLCPU PEIR, the CEQA Guidelines were amended to require evaluation of VMT instead of LOS. As a result, the analysis that follows is based on a VMT analysis completed for the proposed project.

The 2013 BLCPU PEIR TIA utilized SANDAG's Series 11 Transportation Demand Forecasting Model to forecast roadway volumes and transportation operations. The Series 11 model was a trip-based model reflecting the 2030 San Diego Regional Transportation Plan (2030 RTP) adopted in 2007. Since certification of the 2013 BLCPU PEIR, SANDAG released the Series 13 Activity Based Model (ABM) that uses a completely different methodology for synthesizing population and forecasting vehicle trips under a 2050 horizon year. The ABM model is much more sensitive to travel behavior patterns

and broader planning strategies, as well as better replicates non-auto travel modes. As such, vehicular volumes in the Series 13 model are typically forecasted to be less and trending more closely to observed traffic counts than vehicle volumes forecasted in the Series 11 model. As detailed in the TIS Addendum (Appendix A), 2030 buildout roadway volumes from the 2013 plan (based on SANDAG Series 11) were compared to 2050 buildout roadway volumes for the 2021 BLCPU (based on SANDAG Series 13). For most segments, roadway volumes show a decrease, with an overall communitywide decrease in vehicular volumes.

The TIS Addendum evaluated project CEQA impacts based on VMT metrics as recommended in the Office of Planning and Research’s (OPR’s) Technical Advisory and the City’s Transportation Study Manual (TSM) (2020). For residential uses, the recommended efficiency metric is Resident VMT per Capita; and for employment uses, the recommended efficiency metric is Employee VMT per Employee. However, for retail uses, the recommended metric is a net change of total area VMT due to the nature of retail trips typically redistributing shopping trips rather than creating new trips. The project-specific significance thresholds for the 2021 BLCPU are shown in Table 5.

Table 5 Significant Thresholds for Transportation VMT Impacts by Land Use¹	
Land Use Type	Thresholds for Determination of a Significant Transportation VMT Impact
Residential	15% below regional average ² Resident VMT/Capita
Employment	15% below regional average ² Employee VMT/Employee
Retail	Zero net increase in VMT generated by retail uses
SOURCE: City of San Diego Transportation Study Manual (2020).	
¹ The thresholds included in this table are for the pertinent land use types of the Proposed Project. Other land use thresholds (e.g., institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project-level analyses.	
² The regional average is determined using the Base Year (2012) of the Series 13 Activity Based Model (ID 720).	

Table 6 shows the average Barrio Logan resident and employee VMT for the 2021 BLCPU. As shown, the community plan area is projected to have an average Resident VMT per Capita at 4.8 and an average Employee VMT per Employee at 15.6, which are 27.3 percent and 60.2 percent, respectively, of the Base Year regional averages for these efficiency metrics. These reductions are also attributed to the assumed implementation of the SANDAG 2015 Regional Plan and SCS. VMT associated with residential and employment land uses would not exceed the 85 percent thresholds at buildout of the Proposed Project. Therefore, impacts related to VMT for residential and employment land uses would be less than significant.

Table 6 VMT Efficiency Metrics					
VMT Metric	Base Year 2021 ¹	Proposed Project ²		Percent of Regional Base Year	Significant Impact
	Region	Region	Barrio Logan	Region	Barrio Logan
Resident VMT/Capita	17.6	14.2	4.8	27.3%	No
Employee VMT/Employee	25.9	21.0	15.6	60.2%	No
SOURCE: Barrio Logan Community Plan Update TIS Addendum, September 2021 ¹ Base Year VMT efficiency metrics were obtained from the SANDAG's Senate Bill 743 VMT Map for the region. ² Proposed Project's VMT efficiency metrics were obtained from Fehr & Peer's Senate Bill 743 VMT report specific to the Barrio Logan modeling scenario.					

Between the Base Year and buildout of the 2021 BLCPU, Barrio Logan's commercial retail square footage would increase. The increase in commercial development disaggregated is anticipated to be less than 100,000 square feet per parcel and are all planned to be locally serving commercial, which have been generally grouped into these two categories:

- Maritime/industrial retail – serving the Port District and maritime industry, and
- Neighborhood retail – serving residents and community.

Therefore, per OPR and the City guidelines, locally serving retail is presumed to have a less-than-significant VMT impact as those uses are intended to serve the local community and help reduce overall VMT.

In conclusion, an updated metric is used to evaluate transportation impacts consistent with CEQA Guidelines Appendix G, and CEQA Guidelines Section 15064.3(b), Senate Bill 743, and the City's TSM. The analysis concludes that VMT related impacts would be less than significant, and no mitigation would be required. This finding is different than the 2013 BLCPU Final PEIR conclusion; however, it does not represent a new significant, or more severe impact, than previously identified.

Issue 2: Alternative Transportation Modes

The 2021 BLCPU would be consistent with the Mobility Element of the General Plan and other adopted policies, plans, or programs supporting the transportation system, as it strives to improve pedestrian, bicycle, transit, and roadway facilities. Elements of the 2021 BLCPU would support each of the transportation modes. For example, pedestrian-focused policies are contained in the BLCPU Mobility Element that would support enhancements to pedestrian travel through implementing multi-use pathways, constructing sidewalk upgrades and intersection improvements, and installing missing sidewalks and curb ramps. The 2021 BLCPU Mobility Element identifies bikeways that build on those identified in the Regional Bike Plan and City of San Diego Bicycle Master Plan, while also identifying new recommendations for separated bikeways such as multi-use paths and cycle tracks. The 2021 BLCPU additionally supports implementation of mobility hubs to support future planned transit infrastructure, consistent with SANDAG's Regional Plan (2015 and 2021). Roadway-rail grade separations at 28th Street and 32nd Street are identified in the 2021 BLCPU consistent with improvements identified in SANDAG's Regional plan. Additionally, the bicycle and pedestrian

network is designed to provide improved connections and access to transit. Roadway improvements are also included in the plan that would support alternative transportation modes including but not limited to, repurposing vehicle travel lanes to provide dedicated bicycle facilities, signal operational improvements, reserving right-of-way to implement multi-use paths, and providing bicycle and pedestrian signal enhancements to improve safety. Therefore, like the 2013 plan, no impacts related to alternative transportation modes would occur under the 2021 BLCPU. This finding is consistent with the 2013 BLCPU Final PEIR and does not represent a new significant, or more severe impact, than previously identified.

Issue 3: Parking Supply

As parking is no longer an issue that requires analysis under CEQA, this issue was not studied further for the 2021 BLCPU.

C. Air Quality

Air Quality is discussed in Section 4.3 of the 2013 BLCPU Final PEIR. The following paragraphs provide a summary of the significance findings by issue of the 2013 plan as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Clean Air Standards

The 2013 BLCPU Final PEIR determined that the 2013 plan would result in fewer overall vehicle trips than were anticipated under the previously adopted Community Plan; however, the 2013 plan would result in an increase in residential units and land designated for commercial and industrial uses, which would be inconsistent with currently adopted air quality plans. Because these land use changes would result in greater emissions of pollutants when compared to the previously adopted Community Plan, the 2013 plan would conflict with the Regional Air Quality Standards, representing a significant impact.

Because the significant air impact stems from an inconsistency between the BLCPU and the previously adopted land use plans upon which the RAQS were based, the only measure that could lessen this effect would be the revision of the RAQS based on the revised population and land use acreages. This effort is the responsibility of SANDAG and the APCD and is outside the jurisdiction of the City. As such, no mitigation would be available to the City. Impacts would remain significant and unavoidable until the air quality plans are amended.

Issue 2: Air Pollutant Emissions

Criteria Pollutants: The San Diego Air Basin (SDAB) is nonattainment for the eight-hour federal and state ozone standards, and nonattainment for the state 10-micron particulate matter (PM₁₀) and 2.5-micron particulate matter (PM_{2.5}) standards. Emissions due to construction of small individual projects are not expected to exceed the applicable thresholds. The information related to construction presented in Section 4.3.3.1.a of the 2013 BLCPU Final PEIR illustrates the potential scope of air impacts from future projects that could be implemented under the 2013 plan. Based on the hypothetical construction model, it was concluded that direct construction impacts would be less

than significant; however, the 2013 BLCPU Final PEIR concluded that if multiple projects were developed simultaneously, construction of those projects could result in a cumulatively considerable increase in construction related emissions, which would be considered a significant impact. Likewise, long-term/operational emissions of air pollutants occurring from area and mobile sources would be greater under the 2013 plan than the existing condition resulting in a significant impact. While all future discretionary projects would be evaluated for consistency with City goals, policies, and recommendations related to air quality, it was determined that at the program level, without specific project development plans, it was not possible to conclude for certain that adherence to the regulations would adequately protect air quality, and no way to evaluate project specific mitigation measures that would be further employed to avoid or reduce significant air quality impacts. Therefore, impacts (construction and operations) associated with emissions of criteria pollutants would remain significant and unavoidable.

Health Risk Assessment: The total cancer risk from all sources evaluated, when combined with overall background risks in the SDAB, could approach 900 in one million at certain locations within the community and generally exceeds 10 in one million throughout the community. Although many of the sources are mobile in nature and thus do not have specific standards for evaluating impacts, this was considered to constitute a significant impact to sensitive receivers within the community. The incremental and total cancer risks to the land uses are considered significant. The significant cancer health risk is due primarily to sources outside of the community area and therefore, no feasible mitigation would be available. The impact would remain significant and unavoidable.

Odors: Impacts associated with odors were anticipated to be less than significant and no mitigation would be required.

2021 BLCPU

Issue 1: Clean Air Standards

Buildout of the 2021 BLCPU (2050) is anticipated to result in an overall decrease in vehicle traffic as compared to buildout of the 2013 plan (2030). This is largely based on updated SANDAG modeling that is more sensitive to travel behavior patterns and broader planning strategies, as well as better replicates non-auto travel modes. However, like the 2013 plan, the 2021 BLCPU would result in an increase in residential units and land designated for commercial uses and would therefore also be conflict with implementation of the RAQS representing a significant impact.

Because the 2021 BLCPU forecasts an overall decrease in vehicle traffic, it would not increase the severity of the impacts identified in the 2013 BLCPU Final PEIR. However, because the significant air impact stems from an inconsistency between the 2021 BLCPU and the previously adopted land use plans upon which the RAQS were based, the only measure that can lessen this effect is the revision of the RAQS based on the revised population and land use acreages. As stated above, this effort is the responsibility of SANDAG and the APCD and is outside the jurisdiction of the City. Therefore, like the conclusion reached in the 2013 BLCPU Final PEIR, no feasible mitigation would be available to the City. Impacts would remain significant and unavoidable until the air quality plans are amended.

This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 2: Air Pollutant Emissions

Criteria Pollutants: Construction emissions associated with projects implemented under the 2021 BLCPU would be similar to those illustrated in Section 4.3.3.1.a of the 2013 BLCPU Final PEIR. As with the 2013 plan, it is not anticipated that direct construction impacts would be significant; however, if multiple small projects were developed simultaneously, construction of those projects could result in a cumulatively considerable increase, which would be considered a significant impact.

Long-term emissions of air pollutants resulting from area and mobile sources would be less than those identified in the 2013 plan based on updated transportation modeling that forecasts reduced vehicular traffic with buildout of the 2021 BLCPU. However, the 2021 BLCPU would still result in future emissions of reactive organic gas (ROG), carbon monoxide (CO), sulfur dioxide (SO₂), PM₁₀, and PM_{2.5} that are greater than the existing condition. The 2021 BLCPU would result in a significant impact when compared to existing conditions. While the mitigation framework and measures identified in the 2013 BLCPU Final PEIR would reduce emissions, it may be infeasible for some projects to reduce air emissions below the City's threshold. As with the 2013 plan, the increase in future emissions of particulates and ozone precursors associated with the 2021 BLCPU would remain significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Health Risk Assessment: The total cancer risk from all sources evaluated for the 2021 BLCPU combined with the overall background risk would be similar to that discussed in the 2013 BLCPU Final PEIR and would exceed 10 in one million. Therefore, the 2021 BLCPU would result in significant impacts related to incremental and total cancer risks as detailed in the 2013 BLCPU Final PEIR. Total chronic risk remains less than significant. Unlike the 2013 plan, the 2021 BLCPU would prohibit new uses that would require a permit from the San Diego APCD or emit hazardous pollutants. Therefore, the 2021 BLCPU would lessen impacts associated with stationary sources of pollutants and toxic air contaminants. However, because many of the sources are mobile in nature and the health risk stems from the exposure to diesel particulate matter generated on area freeways and roads, impacts associated with the incremental increase in cancer risk would not be substantially less than those identified in the 2013 BLCPU Final PEIR, and like the conclusions reached therein, no feasible mitigation measures would be available. Therefore, like the 2013 plan the incremental and total cancer risks due to exposure to diesel particulate matter and other toxic emissions under the 2021 BLCPU would be considered significant and unmitigable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Odors: Although the proposed CPIOZ area is in proximity to numerous industrial operations, there are no known sources of specific, long-term odors in the area. There are also no agricultural operations in the area that would generate odors or other air emissions. The 2021 BLCPU would allow a variety of residential and commercial land uses that are not typically associated with the creation of objectionable odors or any specific new sources of odor that could affect sensitive receptors. Therefore, like the 2013 plan, impacts associated with odors are anticipated to be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

D. Noise

Noise is discussed in Section 4.4 of the 2013 BLCPU Final PEIR. The following paragraphs provide a summary of the significance findings by issue of the 2013 plan as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Exposure of Noise-Sensitive Land Uses

The 2013 BLCPU Final PEIR determined that new development would be subject to applicable noise regulations contained within SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the 2013 plan, General Plan, and California Building Code, and would be less than significant. However, buildout of the 2013 plan could potentially expose noise sensitive land uses to future noise levels that exceed land-use noise compatibility thresholds established in the General Plan and levels established in the SDMC. Therefore, impacts would be significant. While the application of the available regulatory framework would provide noise protection measures for future discretionary projects, the 2013 BLCPU Final PEIR determined that at the program level, there was no feasible way to ensure impacts could be reduced to less than significant levels. Therefore, without feasible mitigation, impacts related to noise exposure to sensitive land uses would be significant and unavoidable.

Issue 2: Ambient Noise Level Increase

Noise impacts resulting from buildout of the 2013 plan were assessed in the 2013 BLCPU Final PEIR by comparing projected noise levels to existing conditions. Throughout most of the community plan area, transportation-related noise levels were projected to either (1) not exceed the established City threshold for the predominant surrounding land use, or (2) increase by less than 3 dB by the year 2030, where the noise level already exceeds the established threshold. The 2013 BLCPU Final PEIR did identify, however, several roadway segments where noise levels were expected to either exceed the City threshold for the surrounding land use or increase the ambient noise level by 3 decibels (dB) or greater, thus constituting a substantial increase in ambient noise and a significant impact. Application of the City's regulatory framework would support the placement of future development in existing areas where the urban environment already sustains a higher noise level than less developed areas and would result in the avoidance of major increases in noise in those less developed areas. These regulations would serve to preclude or reduce significant impacts to a degree, but it could not be guaranteed at the program level that all future project-level impacts will be avoided or mitigated to a level less than significant. Therefore, the PEIR determined that absent feasible mitigation, impacts associated with increased ambient noise would remain significant and unavoidable.

Issue 3: Land Use Incompatibilities

The 2013 BLCPU Final PEIR determined that implementation of the 2013 plan would result in the exposure of land uses to noise levels in excess than the compatibility limits in the General Plan. Future discretionary projects within the plan area would be subject to environmental review pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Mitigation measures would be identified for discretionary

projects that exceeded noise levels; however, the 2013 BLCPU Final PEIR concluded that at the program level there was no feasible way to ensure that project level mitigation would alleviate noise impacts associated with land use incompatibility to a level that is less than significant. Therefore, absent feasible mitigation, impacts would remain significant and unavoidable.

2021 BLCPU

Issue 1: Exposure of Noise-Sensitive Land Uses

Construction Noise: Construction noise impacts related to future projects implemented under the 2021 BLCPU would be the same as those identified for the 2013 plan. The City regulates noise associated with construction equipment and activities through enforcement of SDMC Section 59.5.0404 standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. Conformance with the SDMC would generally preclude significant construction noise impacts. However, some construction activities could have the potential to produce noise in excess of 75 A-weighted decibels average sound level [dB(A) L_{eq}] when conducted on a small parcel and would therefore be potentially significant if the construction noise would affect sensitive receptors. This impact would be the same as that identified in the 2013 BLCPU Final PEIR. No feasible mitigation was identified within the 2013 BLCPU Final PEIR at the programmatic level. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Vehicular Noise Impacts: As discussed in the Land Use section, the 2021 BLCPU makes no substantive changes to Noise Element policies. The area within the proposed CPIOZ is surrounded by and includes existing urban uses, railroad and transit rights-of-way, and major roadways and interstates. The 2021 BLCPU includes land use changes within the CPIOZ to further reduce land use incompatibilities and to provide greater housing diversity and opportunities. However, like the 2013 plan, some proposed residential uses would be located within areas exposed to high noise levels. The 2021 BLCPU maintains the inclusion of goals and policies to guide compatibility with City standards including the incorporation of noise attenuation measures in future development (see 2021 BLCPU Section 9.1); however, it is uncertain at this time whether noise-related impacts could be reduced to less than significant levels. Therefore, impacts to noise-sensitive land uses subjected to noise levels that exceed City standards would be considered significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Stationary Noise Sources: Buildout of the 2021 BLCPU would include new stationary sources associated with commercial and industrial land uses. Noise associated with these land uses would be expected from sources such as mechanical equipment, loading docks, and other operations. The 2021 BLCPU includes changes in land uses within the CPIOZ to further reduce land use incompatibilities and a reduction in noise conflict. However, as with the 2013 plan, noise levels generated by activities associated with future development under the 2021 BLCPU cannot be anticipated at the program level. Enforcement of the SDMC and implementation of policies of the Noise Element would assist in reducing noise impacts; however, because residential uses could still be located in close proximity to stationary sources of noise, exposure of noise-sensitive land uses to future noise levels which exceed established standards may still occur and would be considered significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project

would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Interior Noise: Title 24 of the California Building Code (CBC) requires that interior noise levels attributable to exterior sources not exceed 45 community noise equivalent level (CNEL) in any habitable room. Conformance with the CBC would generally preclude significant interior noise impacts for future ministerial and discretionary projects. As with the 2013 plan, the risk of interior noise levels exceeding the identified standard is greater for existing land uses where mitigation of interior noise through site design and construction cannot be achieved. The 2021 BLCPU would therefore continue to result in potentially significant impacts related to the exposure of existing sensitive land uses to future noise levels in excess of City standards. This impact would remain significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 2: Ambient Noise Level Increase

As with the 2013 plan, anticipated buildout noise levels under the 2021 BLCPU are primarily driven by traffic noise sources, including I-5, SR-75, Main Street, Harbor Drive and 28th Street. Other roads such as Cesar E. Chavez Parkway, 32nd Street, Logan Avenue, and segments of National Avenue and Boston Avenue, are also anticipated to generate noise levels in excess of 65 CNEL. Increases in traffic noise gradually degrade the ambient noise environment, especially with respect to sensitive receptors. As previously discussed, an overall decrease in vehicle traffic with buildout of the 2021 BLCPU is anticipated, compared to what was disclosed in the 2013 BLCPU Final PEIR. Therefore, the increase in ambient noise levels over the existing condition would be less than the increases identified in the 2013 BLCPU PEIR. Thus, ambient noise levels would likely be reduced compared to the 2013 BLCPU Final PEIR; however, these impacts may not be reduced to a level that is less than significant because the degree of impact and applicability, feasibility, and success of noise reduction measures cannot be adequately known for each specific project at this program level of analysis. The impact related to ambient noise would remain significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 3: Land Use Incompatibilities

As previously discussed, the 2021 BLCPU includes land use changes within the CPIOZ to further reduce land use incompatibilities, however, implementation of the 2021 BLCPU would result in the exposure of noise sensitive land uses to noise levels in excess of General Plan Noise Element compatibility levels due to proximity to existing urban uses, railroad and transit rights-of-way, and major roadways and interstates. Like the 2013 plan, some proposed residential uses would be located within areas exposed to high noise levels. The 2021 BLCPU maintains the inclusion of goals and policies to guide compatibility with City standards including the incorporation of noise attenuation measures in future development (see 2021 BLCPU Section 9.1); however, it is uncertain at the program level whether noise related impacts could be reduced to less than significant levels. Therefore, impacts to noise-sensitive land uses would be significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact,

nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

E. Cultural/Historical Resources

Cultural/Historical Resources is discussed in Section 4.5 of the 2013 BLCPU Final PEIR. The following paragraphs provide a summary of the significance findings by issue of the 2013 plan as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Prehistoric/Historic Resources

The 2013 BLCPU Final PEIR determined that because the community plan area included known historic and prehistoric resources, construction activities such as grading and excavation, as well as building demolition and surface clearance could result in significant impacts to historic resources.

The 2013 BLCPU Final PEIR included a mitigation framework which applied City goals, policies, and recommendations, combined with federal, state, and local regulations, to future discretionary projects. Details of the mitigation guidelines are set out in Section 4.5.3.3 of the 2013 BLCPU Final PEIR. Overall, the 2013 BLCPU Final PEIR outlined that future development proposals implemented within the community plan area would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of the PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at the program level of analysis, impacts related to effects on a prehistoric or historic building, structure, object, or site remained significant and unavoidable.

Issue 2: Religious/Sacred Uses and Human Remains

The 2013 BLCPU Final PEIR determined that grading for future development has the potential to result in significant impacts to unknown human remains. While it is not expected that human remains would be disturbed, the potential for human remains to be present and disturbed would be a significant impact. In the unlikely event of the discovery of human remains during project grading, work would be required to halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98), State Health and Safety Code (Section 7050.5), would be undertaken. Notwithstanding the regulatory measure, because the degree of future impacts and the applicability, feasibility, and success of future mitigation measures is unknown for each specific future project at the program level of analysis, impacts related to effects on human remains remained significant and unmitigable.

2021 BLCPU

Issue 1: Prehistoric/Historic Resources

Proposed changes to the land within the CPIOZ would not change the potential for underlying archeological resources and/or on-site historic features. Therefore, like the conclusions reached in the 2013 BLCPU Final PEIR, implementation of the 2021 BLCPU could result in significant impacts to

prehistoric and historic resources. Future projects would be required to apply the regulatory framework and implement the guidelines detailed in the 2013 BLCPU Final PEIR; however, like under the 2013 plan, the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known until project specific development plans are reviewed. Therefore, impacts related to prehistoric/historic resources would remain significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 2: Religious/Sacred Uses and Human Remains

Implementation of the 2021 BLCPU is not expected to disturb human remains; however, as determined in the 2013 BLCPU Final PEIR, there remains the potential for human remains to be present. Future development proposals would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of the 2013 BLCPU PEIR. However, because the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the program-level impact related to effects on human remains would be significant and unmitigable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

F. Visual Effects and Neighborhood Character

Visual effects and neighborhood character are discussed in Section 4.6 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 plan by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Landform Alteration

The 2013 BLCPU Final PEIR determined that implementation of the goals and policies contained in the 2013 plan would not result in significant landform alteration impacts. Specifically, implementation of Policy 4.1.32 promotes a step down in heights of future buildings as they approach the bay to reinforce the City's natural topography and to enhance views to the San Diego Bay. In addition, future development would be evaluated to ensure compliance with the City's grading ordinance and significance thresholds related to grading quantities. Therefore, impacts were determined to be less than significant, and no mitigation would be required.

Issue 2: Public Views

The 2013 BLCPU Final PEIR determined that the 2013 plan would not substantially alter or block public views from critical view corridors, designated open space areas, public roads, or public parks. Furthermore, the proposed land use plan would not significantly change the maximum height allowed within the area, with the exception of the Community Village. While some use types would result in greater maximum height limits, the policies of the plan and associated zoning would enhance public view corridors through the use of setbacks and design improvements along major

roadways within the plan area. Therefore, the PEIR determined that public view impacts would be less than significant, and no mitigation would be required.

Issue 3: Neighborhood Character

The 2013 BLCPU Final PEIR determined that the proposed land use plan, design guidelines, and planned mobility and infrastructure enhancements contained within the plan, would encourage residential development which forms neighborhood units and enhances community character while also providing appropriate transitions between residential and neighborhood-serving uses and industrial use areas. Therefore, the PEIR determined that neighborhood character impacts would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Landform Alteration

The 2021 BLCPU would not result in any changes to policies relating to maintenance of natural topography and future development would be required to apply City grading regulations to ensure protection of landforms. Impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 2: Public Views and Issue 3: Neighborhood Character

The 2021 BLCPU would prohibit new industrial uses within the CPIOZ area and would allow new neighborhood commercial and residential opportunities within the Historic and Boston Avenue/Main Street Areas. These proposed changes would not impact public views. The proposed 2021 BLCPU would not result in substantial changes that cause any new significant environmental effects or a substantial increase in the severity of previously identified significant visual effects analyzed in the 2013 BLCPU PEIR as new development would be required to adhere to policies relating to height and scale of development. Regulations applicable in the CPIOZ, including a 40-foot structure height limit and requirements for dedication of right-of-way to support a linear park, would additionally protect views and availability of open space. Additionally, the proposed land use plan would further enhance the Neighborhood Areas by improving transitions between uses and creating neighborhood community centers and shopping area to support increased residential opportunities. Overall, the 2021 BLCPU enhances neighborhood character through regulations in the CPIOZ that promotes compatible development. Impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

G. Human Health/Public Safety/Hazardous Materials

Human health/public safety/hazardous materials are discussed in Section 4.7 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 plan by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Health Hazards

The 2013 BLCPU Final PEIR determined that because the 2013 plan would be implemented over time, some existing industrial uses would continue to operate in areas designated as residential. Additionally, future development and redevelopment may occur in areas of known environmental concern. Future development would be required to adhere to regulations requiring the development to demonstrate that the proposed project site is suitable for the proposed land use. For sites with recorded hazardous material concerns, project applicants must obtain confirmation from the Department of Environmental Health (DEH) that the site has been remediated to the extent required for the proposed use. Therefore, through regulatory compliance, impacts would be less than significant, and no mitigation would be required.

Issue 2: Flooding

As discussed in the 2013 BLCPU Final PEIR, while the 2013 plan includes land designated for industrial development within the 100-year flood hazard areas of Las Chollas Creek, and industrial development within the 100-year flood hazard area for Switzer Creek, compliance with the City's floodplain regulations would require any future development projects to conduct project-specific studies and implement design measures to ensure flooding impacts are avoided or reduced to below a level of significance. Therefore, impacts would be less than significant, and no mitigation would be required.

Issue 3: Seiches, Tsunamis, and Mudflow

The 2013 BLCPU Final PEIR determined that portions of the planning area are within the tsunami inundation area as mapped by the City but are not within the jurisdiction of the City. However, adherence to the policies in the Public Facilities, Services, and Safety Element of the City's General Plan and BLCPU, as well as state and federal regulations, would ensure impacts are reduced to below a level of significance. Therefore, impacts would be less than significant, and no mitigation would be required.

Issue 4: Aircraft Operations

As outlined in the 2013 BLCPU Final PEIR, no proposed land uses under the 2013 plan would be inconsistent with any airport ALUCP. In addition, the community planning area is not with an airport influence area. Future development projects initiated under the 2013 plan would be required to comply with the City requirement to obtain an FAA Determination of No Hazard to Air Navigation prior to obtaining building permits. Therefore, the impacts would be less than significant, and no mitigation would be required.

Issue 5: Emergency Response and Evacuation Plans

As outlined in the 2013 BLCPU Final PEIR, there are no objectives or policies contained in the 2013 plan that would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Improved roadway and transportation modifications

included in the 2013 plan would directly help traffic flow and evacuation time. Therefore, impacts would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Health Hazards

Like the 2013 plan, future development under the 2021 BLCPU, would be required to comply with all applicable federal, state, and local regulations related to human health, public safety, and hazardous materials. The proposed changes to land uses within the CPIOZ would not result in changes to any requirements relating to DEH processes or clearance of development within known hazardous sites. Therefore, impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 2: Flooding, Issue 3: Seiches, Tsunamis, and Mudflow, Issue 4: Aircraft Operations

Under the 2021 BLCPU, land designated for future development would continue to be located within flood zones and the City's mapped tsunami inundation area. Future development would be required to adhere to policies and regulations requiring projects within these areas to submit project-specific studies which recommend the inclusion of design measures to protect against potential impacts relating to flooding and inundation. Likewise, future projects would be required to follow development protocol relating to FAA noticing prior to building permit approval. Therefore, through regulatory compliance impacts would be less than significant, and no mitigation would be required. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 5: Emergency Response and Evacuation Plans

The 2021 BLCPU proposes changes to land uses within the CPIOZ. Specifically, compared to the 2013 plan, additional increased neighborhood-serving commercial and mixed-use areas are added to the Historic Area, and mixed-use is added to the Boston Avenue/Main Street Area. The 2021 BLCPU would result in a modest increase in residential opportunities within the community plan area (approximately 200 units) which could interfere with existing emergency and evacuation plans. However, compared to the traffic volumes disclosed in the 2013 plan, the traffic volumes anticipated at buildout of the 2021 BLCPU are anticipated to be less than what was disclosed in the 2013 BLCPU Final EIR. Additionally, the 2021 BLCPU identifies mobility improvements (same as 2013 plan) to ensure improved traffic flows. Therefore, impacts would be less than significant, and no mitigation would be required. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

H. Hydrology, Water Quality, and Drainage

Hydrology, water quality, and drainage are discussed in Section 4.8 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 plan by issue as well as potential impacts related to the 2021 as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Runoff

As detailed in the 2013 BLCPU Final PEIR, all future development would be subject to drainage and floodplain regulations pursuant to the SDMC and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Compliance with these regulations require projects to include Best Management Practices (BMPs) and Low Impact Development (LID) practices to ensure the volume and rate of overall surface runoff associated with new development throughout the community planning area would be reduced when compared to the existing condition. Impacts would be less than significant at the project level.

Future development along the floodplains, however, could have the potential to increase flooding on- or off-site. Projects would be required to implement citywide floodplain regulations and adopt design measures to ensure the reduction of potential impacts to flood hazards to less than significant levels. However, while impacts would be reduced at the project level, at the program level, without project details necessary to evaluate individual project impacts and required improvements, the 2013 BLCPU Final PEIR determined that buildout of the 2013 could contribute to cumulative flooding hazards within the FEMA flood areas. Therefore, absent feasible mitigation to ensure the reduction of cumulative impacts, impacts would remain cumulatively significant and unavoidable.

Issue 2: Pollutant Discharge

As detailed in the 2013 BLCPU Final PEIR, new development under the 2013 plan would be required to implement storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. Furthermore, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the community plan area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies. The 2013 BLCPU Final PEIR determined that the implementation of LID design and storm water BMPs would reduce the number of pollutants transported from new development to receiving waters. Impacts would be less than significant, and no mitigation would be required.

Issue 3: Water Quality

As detailed in the 2013 BLCPU Final PEIR, because future development would adhere to the requirements of the Municipal Stormwater Permit under the National Pollutant Discharge Elimination System (NPDES) on discharges from municipal separate storm water sewer systems (MS4) and the City's Storm Water Standards Manual, water quality conditions, both surface and groundwater, would not have an adverse effect on water quality. The 2013 BLCPU Final PEIR determined that impacts would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Runoff and Issue 2: Pollutant Discharge

Like the 2013 plan, future development under the 2021 BLCPU would be required to adhere to applicable regulations, policies and planning guidance related to storm water run-off. Future projects would be required to include BMPs and LIDs as necessary to ensure that runoff volumes and rates are maintained. Project design features would also be required to ensure the reduction of surface flows that contain pollutants of concern that affect local tributaries and water bodies. Therefore, impacts associated with runoff and pollutant discharge would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

With respect to on- and off-site flooding, there are no FEMA flood zones within the proposed CPIOZ. Therefore, there would be no change to the analysis or conclusions reached in the 2013 BLCPU Final PEIR. Impacts related to cumulative flooding would remain significant and unavoidable. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Issue 3: Water Quality

Since certification of the 2013 BLCPU Final PEIR, there has been a change in circumstances regarding municipal stormwater regulations. The San Diego Regional Water Quality Control Board (Regional Board) issued a new Municipal Stormwater Permit under the NPDES on discharges from MS4. The new MS4 Permit was adopted by the Regional Board on May 8, 2013 and amended on November 18, 2015. Any application for development would be required to comply with the storm water regulations in affect at the time of permit application. The application of the new permit requirements throughout the community plan area would ensure that impacts related to water quality would be less than significant. Therefore, notwithstanding the updated MS4 permit since the 2013 plan which provides additional water quality regulations to ensure protection of downstream water resources, the less than significant finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

I. Population and Housing

Population and housing are discussed in Section 4.9 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 plan by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Population Displacement

The 2013 plan increased allowable residential density which was consistent with the need for additional and affordable housing throughout the City. Any displacement of residents from future

development under the 2013 would be temporary in nature. Furthermore, the local population increase is consistent with the adopted General Plan and smart growth principles: the community plan area is located close to transit, is served by existing public infrastructure, and is close to major urban amenities and jobs. Therefore, impacts associated with population displacement would be less than significant and no mitigation would be required.

2021 BLCPU

Issue 1: Population Displacement

The 2021 BLCPU would allow greater residential opportunities throughout the CPIOZ, including inclusion of the Neighborhood Village designation within the Boston Avenue and Main Street Area. The 2021 land use would result in the allowed development of approximately 4,000 total residential dwelling units at buildout, which is 200 more units than under the 2013 plan. Furthermore, the CPIOZ is intended to tailor uses within the central portion of the community plan area to establish a transition between industrial uses within the Port and the residential community and add inclusionary housing requirements and anti-displacement measures. Specifically, SDRs applicable to future development within the CPIOZ would require affordable housing to be constructed for projects of more than 10 residential units proposed in the Community Village and Neighborhood Village areas (2021 BLCPU CPIOZ SDR-8). Additionally, affordable housing and anti-displacement policies have been added to the plan's Land Use Element to promote a diversity of housing for existing residents of all income levels (see, 2021 BLCPU Policies 2.2.16 through 2.2.20). The 2021 BLCPU would also update the dwelling unit protection ordinance in the Land Development Code to strengthen the regulations for residential tenants in the Barrio Logan community planning area. The provision of new housing opportunities coupled with the application of plan policies would ensure that impacts associated with population displacement would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

J. Public Utilities

Public utilities are discussed in Section 4.10 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU Final PEIR by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Water Supply

Based on the findings of the Water Supply Assessment (WSA) prepared for the 2013 plan, the 2013 BLCPU Final PEIR determined that there would be sufficient water supply to serve existing and projected demands of the plan, and future water demands within the Public Utilities' Department (PUD) service area in normal and dry year forecasts during a 20-year projection. Therefore, impacts would be less than significant impacts, no mitigation would be required.

Issue 2: Utilities - Storm Water, Wastewater, Water, and Communications

As detailed in the 2013 BLCPU Final PEIR, surface drainage within the community plan area is under capacity and often becomes clogged, resulting in flooding of roadways, alleys, and sidewalks. Future development under the 2013 plan would likely increase demand creating a need to increase sizing of existing pipelines and mains for both wastewater and water. As individual development projects are initiated under the plan, localized improvements to the storm drain system would be required as part of the project design and review, subject to approval by the Stormwater Department. It was determined that because future development would be consistent with the existing urban growth patterns of the community, and the necessary infrastructure improvements to the storm water, wastewater, and water infrastructure would be standard practice for new development to maintain the existing system, impacts relating to utilities would be less than significant, and no mitigation would be required.

The 2013 BLCPU Final PEIR found that private communications companies have the capacity to serve the community plan area; thus impacts would be less than significant and no mitigation would be required.

Issue 3: Solid Waste and Recycling

As detailed in the 2013 BLCPU Final PEIR, the estimated waste generated associated with the 2013 plan would be less than the estimates for the currently adopted plan by approximately 2,000 tons. However, to ensure waste generation and recycling efforts during construction and postconstruction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a Waste Management Plan (WMP), consistent with the requirements of the Department of Environmental Services (DES) would be prepared for any discretionary project proposed under the plan exceeding the threshold of 40,000 square feet or more. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage. Overall, the 2013 BLCPU PEIR determined that compliance with General Plan and proposed Community Plan policies, SDMC regulations, and preparation and submittal of WMPs to DES would ensure that impacts associated with solid waste and recycling would be less than significant, and no mitigation would be required.

Issue 4: Energy

Because the adoption of the 2013 plan did not specifically address any specific development projects, impacts to energy resources was addressed in the 2013 BLCPU Final PEIR generally, based on planned growth. The estimated energy consumption associated with buildout of the 2013 plan was found to result in greater consumption of electricity than the existing condition but would be less than the estimated consumption of electricity under the buildout of the currently adopted Community Plan. Future development under the plan would be required to meet the mandatory energy standards of the current California energy code (Title 24), as well as all General Plan and proposed Community Plan policies addressing energy conservation and reduction measures. Specifically, policies 4.2-1 through 4.2-5 (Urban Design Element) require the inclusion of green building measures. Additionally, proposed policies in the Community Plan Conservation Element sets forth goals to increase building energy efficiency and on-site production of renewable energy. Through policy adherence and implementation of energy reduction measures, the 2013 BLCPU Final

PEIR determined that impacts associated with the generation of excessive amounts of energy would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Water Supply/ Issue 2: Utilities - Storm Water, Wastewater, Water, and Communications/
Issue 3: Solid Waste and Recycling/ Issue 4: Energy

Overall, the 2021 BLCPU would increase allowable residential development by approximately 200 dwelling units. Newly proposed land use designations within the Historic and Boston Avenue/Main Street Areas would not result in increased impacts to public utilities beyond that analyzed in the 2013 BLCPU PEIR. Future development in the community plan area would be required to adhere to proposed community plan policies and SDMC regulations regarding storm water BMPs, WMPs, and recycling requirements. All goals and policies related to energy conservation and green building measures would remain the same under the 2021 BLCPU; however, new development would now also be subject to the latest, more stringent, Title 24 energy requirements for new construction, in addition to City policies implemented through the Climate Action Plan that require energy conservation measures and waste reduction. Therefore, through policy adherence and regulatory compliance, impacts related to public utilities would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

K. Public Services and Facilities

Public services and facilities are discussed in Section 4.11 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Public Services

Parks

The 2013 plan proposed additional parkland and open space, including within the Community Village Area and improved trail access to Chollas Creek. As detailed in the 2013 BLCPU Final PEIR, new parks, or park equivalencies, would be required as the community built out; however, because the provision for recreational facilities is required under the General Plan, future projects would be reviewed on a case-by-case basis at the project-level to ensure that adequate parkland area is provided, either through dedication of park facilities, or payment of in lieu fees. If parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time. Therefore, through implementation of City parkland regulations and future CEQA compliance, the PEIR determined that impacts related to the construction of new park or recreational facilities would be less than significant, and no mitigation would be required.

Libraries

The 2013 BLCPU Final PEIR determined that adherence to General Plan and proposed community plan policies would ensure that future library services provide the necessary resources for CPU area residents. Therefore, impacts associated with the construction of a new library would be less than significant, and no mitigation would be required.

Schools

As detailed in the 2013 BLCPU Final PEIR, based on the school enrollment and capacity data obtained from San Diego Unified School District (SDUSD), the students enrollment associated with buildout of the 2013 BLCPU would be projected to result in a population of school-aged children below the existing capacity and school sizing goal for elementary, middle, and high school. Verification from the SDUSD would be required for all future development within the community plan area to ensure the availability of school facilities or the requirement for Development Impact Fees (DIFs) to accommodate proposed development; however, required construction of new facilities would be unlikely. Payment of the statutory fee would avoid any potential impact. Therefore, the 2013 BLCPU Final PEIR determined that impacts related to the construction of new school facilities would be less than significant, and no mitigation would be required.

Fire Protection

As detailed in the 2013 BLCPU Final PEIR, the construction of a new fire station is specifically contemplated by the current PFFP for the community plan area. The construction of this facility would provide sufficient fire protection coverage and ensure established response times are met throughout the community plan area. Construction of the new facility would be subject to separate environmental review at the time design plans are available. Therefore, the 2013 BLCPU Final PEIR determined that impacts related to the construction of fire protection facilities would be less than significant, and no mitigation would be required.

Police Protection

As detailed in the 2013 BLCPU Final PEIR, the population increase under the 2013 plan would not trigger the need to construct a new police station. The assessed DIFs that would be required for future development projects under the plan would be used to address any identified need in staffing or, while it is unlikely that a new substation would be warranted, those DIFs could also be utilized towards the construction of a new facility, which would require site-specific environmental review at such time. Therefore, the 2013 BLCPU Final PEIR determined that impacts associated with the construction of police facilities would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Public Services

Parks

The 2021 BLCPU proposes additional parkland above that included in the 2013 plan. Specifically, in addition to the parkland located within the Community Village Area, the 2021 BLCPU increases both parkland and open space in the Boston Avenue/Main Street Area to further enhance access to Chollas Creek through a linear park, and provide enhanced amenities associated with the adjacent proposed Neighborhood Village land use. Like the 2013 plan, future development projects under the 2021 BLCPU would be reviewed on a case-by-case basis at the project-level to ensure that adequate parkland area is provided, either through dedication of park facilities, or payment of in lieu fees. However, the 2021 BLCPU additionally incorporates regulations through the CPIOZ to require dedication of park land to support the Boston Avenue linear park. The 2021 BLCPU additionally incorporates updates to reflect the recently adopted Parks Master Plan. Potential environmental effects associated with the development of future parkland and/or recreational facilities would be analyzed at that time they are proposed, consistent with the analysis in the 2013 BLCPU Final PEIR. Therefore, impacts associated with parks would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

Library, Schools, Fire Protection, and Police Protection

Overall, the 2021 BLCPU would increase allowable residential development by approximately 200 dwelling units. Compliance with General Plan and Community Plan policies, along with future City review required for future development approval would ensure impacts associated libraries, schools, police and fire protection services would be less than significant. Applicable development fees would also apply at the time of development to support facility need. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

L. Geology and Soils

Geology and soils are discussed in Section 4.12 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Geologic Hazards

The 2013 plan included numerous goals and policies in relation to geologic hazards. Specifically, an overall goal of the plan's Public Facilities, Services, and Safety Element is to ensure that the community has an adequate plan to prepare and respond to issues resulting from seismic conditions. Several proposed polices promote seismically sound safety measures including the creation and maintenance of emergency notifications systems. Likewise, adherence to the SDMC

would require future development plans to include design criteria for seismic loading and other geologic hazards. The 2013 BLCPU Final PEIR determined that through plan and policy implementation, and regulatory compliance, impacts related to geologic hazards would be less than significant, and no mitigation would be required.

Issue 2: Soil Erosion

The 2013 BLCPU Final PEIR determined that the 2013 plan would allow for the intensification of some land uses that could lead to construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. Future project would be required to adhere to the SDMC grading regulations and construction requirements, including protection of exposed soil during construction and adequately sized drainage basins. Through implementation of these design measures, impacts associated with soil erosion would be less than significant, and no mitigation would be required.

Issue 3: Geologic Stability

The 2013 BLCPU Final PEIR determined that buildout under the 2013 plan could allow for development on a geologic unit or soil that is unstable, thus creating substantial risks to life and property. Future projects would be required to adhere to the SDMC and the CBC relating to the inclusion of construction standards and development measures to ensure that potential development is not adversely impacted by unstable soils. Therefore, impacts relating to geologic stability would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Geologic Hazards, Issue 2: Soil Erosion, and Issue 3: Geologic Stability

The 2021 BLCPU would not result in a potential for increased impacts related to geology and soils. Like the 2013 plan, all future development within the community plan area would be required to comply with federal, state, and local building standards and regulations, as well as geotechnical reconnaissance reports and investigations, where required. All construction activities would be required to comply with the CBC and SDMC, both of which would ensure implementation of appropriate measures during grading and construction activities, as well as structural and treatment BMPs ensure impacts associated with geologic hazards, soils erosion, and geologic stability are less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

M. Paleontological Resources

Paleontological resources are discussed in Section 4.13 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Paleontological Resources

As detailed in the 2013 BLCPU Final PEIR, the community plan contains geologic formations considered to be of high (Old Paralic Deposit) and zero (Artificial Fill) sensitivity for fossils. Additionally, the entire community planning area is currently developed with urbanized uses; however, grading associated with future development projects that involves excavation of native soils in the Old Paralic Deposit could expose this formation and unearth fossil remains, which could destroy paleontological resources if the fossils are not recovered and salvaged. Impacts would be potentially significant.

The 2013 BLCPU Final PEIR included a mitigation framework to address potentially significant impacts associated with paleontological resources. All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, would be required to follow procedures outlined in Section 4.13.3.3 of the PEIR. The 2013 BLCPU Final PEIR concluded that for discretionary projects, subject to implementation of the mitigation framework, compliance with the measures would reduce significant impacts to below a level of significance; however, future ministerial project would not be tied to any mechanism to require the implementation of the mitigation measures. Therefore, for future projects proceeding ministerially, impacts to paleontological resources would remain significant and unavoidable.

2021 BLCPU

Issue 1: Paleontological Resources

Compared to the 2013 plan, the 2021 BLCPU changes land uses within the CPIOZ; however, the remainder of the land uses remain the same. The underlying paleo-sensitivity throughout the community plan area would be the same as analyzed under the 2013 plan. Since the certification of the 2013 BLCPU Final EIR, the City updated the LDC to address potential impacts to paleontological resources for all types of development throughout the City. The City's LDC now provides detailed development regulations related to grading and paleontological monitoring. SDMC Section 142.0151 requires paleontological resources monitoring in accordance with the General Grading Guidelines for Paleontological Resources (Appendix P in the Land Development Manual) for any of the following:

1. Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or
2. Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or
3. Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources. Through compliance with the LDC, impacts to paleontological resources would be less than significant. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

N. Biological Resources

Biological resources are discussed in Section 4.14 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Sensitive Species

As detailed in the 2013 BLCPU Final PEIR, no sensitive plant or wildlife species are supported throughout the community plan area. Future development under the 2013 plan would occur within an existing urbanized area with primarily ornamental species and would not be considered significant. Impacts to sensitive species would be less than significant, and no mitigation would be required.

Issue 2: Sensitive Habitat

The 2013 BLCPU Final PEIR determined that the community plan area does not support any Tier I, II, or III habitats, and contains only limited natural habitat which does not function as a wildlife corridor. Future projects under the 2013 plan could impact disturbed and urban/developed lands which would not be considered significant, as these land types are not considered sensitive habitats. Therefore, impacts to sensitive habitat and wildlife corridors would be less than significant, and no mitigation would be required.

Issue 3: Encroachment

The community plan area is located outside the City's MHPA; therefore, there is no limit to encroachment allowances into sensitive resources. The 2013 BLCPU Final PEIR determined that the community plan area does not support sensitive biological resources and would not conflict with the MHPA regulations. Impacts would be less than significant, and no mitigation would be required.

Issue 4: Wetlands

No wetlands are identified within the community plan area; therefore, the 2013 BLCPU Final PEIR determined that no impacts to wetland vegetation would occur as a result of buildout under the 2013 plan. Furthermore, the 2013 BLCPU Final PEIR determined that future development under the 2013 plan would not impact wetland or riparian vegetation habitat downstream because future development would be required to comply with storm water regulation and the implementation of

required BMPs. Impacts to wetlands would be less than significant, and no mitigation would be required.

Issue 5: Local Policies or Ordinances

As discussed under Issues 1, and 2, the community plan area does not support sensitive species or habitat. The 2013 plan was determined to comply with the City's MSCP and ESL Regulations. Impacts would be less than significant, and no mitigation would be required.

Issue 6: Noise and Sensitive Species

As detailed in the 2013 BLCPU Final PEIR, no sensitive plant or wildlife species were detected within the community plan area. Impacts would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Sensitive Species Issue/2: Sensitive Habitat Issue/3: Encroachment Issue/4: Wetlands Issue/5: Local Policies or Ordinances Issue/6: Noise and Sensitive Species

The changes proposed in the 2021 BLCPU do not affect the underlying biological conditions throughout the planning area. All conclusions related to biological resources would remain the same as under the 2013 plan and impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR. The project would not result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 BLCPU Final PEIR.

O. Greenhouse Gas Emissions

GHG emissions are discussed in Section 4.15 of the 2013 BLCPU Final PEIR. Below is a summary of impacts of the 2013 BLCPU by issue as well as potential impacts related to the 2021 BLCPU.

2013 BLCPU Final PEIR

Issue 1: Cumulative GHG Emissions

The 2013 BLCPU Final PEIR used a conservative approach to determining the projects impacts related to GHG emissions. The GHG forecasting model concluded that notwithstanding GHG reduction measures, the project would result in 21.0 to 21.4 percent reductions relative to business as usual (BAU), falling short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU. Therefore, the 2013 BLCPU Final PEIR determined that the impact associated with GHG emissions for the 2013 plan would be significant.

The 2013 BLCPU Mobility, Urban Design, and Conservation Elements include specific policies to require dense, compact, and diverse development; encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate-sensitive community design. These policies would serve to further reduce the use of fossil-fueled vehicles and consumption of energy resulting in a reduction in communitywide GHG emissions relative to BAU. However, as detailed in the 2013 BLCPU Final PEIR, despite the inclusion of these

policies, and despite the GHG reductions gleaned from statewide regulations on vehicle GHG emissions and building energy and water use, the 2013 plan's projected GHG emissions would continue to fall short of meeting the 28.3 percent GHG reduction target relative to 2020 BAU. The approximate 7 percent gap in meeting the target reductions can be made up through one or a combination of several effective and quantifiable GHG reduction measures that pertain to: building and non-building energy use, indoor and outdoor water use, area sources, solid waste disposal, vegetation/ carbon sequestration, construction equipment, and transportation/vehicles. This gap could be closed by specific additional measures proposed as project-level GHG reduction design features, implemented for future development projects; however. At the program level, there would be no additional feasible mitigation measures and impacts would be significant and unavoidable.

Issue 2: Consistency with Adopted Plans, Policies, and Regulations

As detailed in the 2013 BLCPU Final PEIR, the 2013 plan contains policies that would reduce GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.) that are consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Therefore, impacts associated with plan conflict would be less than significant, and no mitigation would be required.

2021 BLCPU

Issue 1: Cumulative GHG Emissions

Since preparation of the 2013 BLCPU Final PEIR, the use of the 28.3 percent reduction in emissions from a BAU scenario has been challenged in court and can no longer be relied upon to identify the significance of a project's GHG impacts. Additionally, in the time since the certification of the 2013 BLCPU Final PEIR, the City adopted a Climate Action Plan (CAP) in December 2015 that outlines the actions the City will undertake to achieve its proportional share of State GHG emission reductions. The GHG emission reduction targets specified in the CAP include a 15 percent reduction in emissions (compared to year 2010 baseline emissions) by 2020, and a 50 percent reduction by year 2035. To achieve these goals, the City has identified the following CAP strategies to reduce GHG: energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas and waste management); and climate resiliency. In order to ensure that future developments comply with the CAP, the City adopted a CAP Consistency Checklist (revised July 12, 2016), which is the primary document used by the City to ensure individual projects are consistent with the underlying assumptions in the CAP and thereby contribute to the specified CAP emission reduction targets. Based on the most recent CAP Annual Report, in 2018, total GHG emissions were 24 percent below the 2010 baseline.

Future development projects would incorporate the 2021 BLCPU policies and strategies to reduce VMT and promote energy-efficient building design. Additionally, the updated transportation modeling for the 2021 BLCPU shows an overall decrease in vehicle traffic as compared to the 2013 BLCPU, therefore resulting in less mobile-source GHG emissions compared to the previous plan. Further, each future development project would be required to demonstrate consistency with the CAP through completion of a CAP Consistency Checklist. The CAP Consistency Checklist includes a three-step process to determine if a project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and

zoning designations for the site. Step 2 consists of an evaluation of the project's consistency with applicable strategies and actions of the CAP. Step 3 is to determine whether a project with a land use and/or zone designation change within a TPA would be consistent with the assumptions of the CAP. Nearly all of Barrio Logan falls within a TPA which is defined as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. Future projects would be required to implement strategies and actions related to cool/green roofs, water efficient plumbing fixtures and fittings, electric vehicles, bicycle parking, shower facilities, clean air vehicles, and Transportation Demand Management. Through implementation of the City's CAP and CAP Consistency Checklist, impacts related the GHG emissions for future development implemented under the 2021 BLCPU would be less than significant.

This finding is different than the 2013 BLCPU Final PEIR conclusion; however, it does not represent a new significant, or more severe impact, than previously identified.

Issue 2: Consistency with Adopted Plans, Policies, and Regulations

As with the 2013 BLCPU, the 2021 BLCPU contains policies that support reductions in GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.) that are consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. The 2021 BLCPU additionally includes new policies supporting implementation of the City's CAP including the development of pedestrian-friendly facilities along major roadways and providing enhanced bicycle networks, Transportation Demand Management Policies which promote use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents. The changes included in the 2021 BLCPU also focus on Climate Change and Sustainability. The Conservation Element acknowledges consistency with Climate Resilient SD planning efforts to ensure the community's ability to respond to future climate challenges.

Further, future development would be required to demonstrate consistency with the City's CAP which is a qualified GHG reduction plans that outlines how the City would achieve the necessary GHG emissions reductions needed to be consistent with state goals. Through implementation of the City's CAP and CAP Consistency Checklist, future development implemented under the 2021 BLCPU would not conflict with implementation of adopted plans, policies, or regulations aimed at reducing GHG emissions. Impacts would be less than significant. This finding is consistent with the 2013 BLCPU Final PEIR and does not represent a new significant, or more severe impact, than previously identified.

VII. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

The 2013 BLCPU Final PEIR (Project No. 240982/SCH No. 2009091021) proposed mitigation measures for significant and unavoidable impacts to traffic/circulation/parking. Since 2013, the City has updated its CEQA Significance Determination Thresholds to require an evaluation of vehicle miles traveled (VMT) instead of level of service (LOS) when determining transportation impacts under CEQA, consistent with Senate Bill (SB) 743. The State CEQA Guidelines have also been updated and no longer require an analysis of parking impacts under CEQA.

As discussed in Section V, subsection B (Transportation/Circulation/Parking), impacts related to VMT would be less than significant. Thus, mitigation measures associated with roadway and intersection improvements no longer apply to the project and have either been removed from the Mitigation Monitoring and Reporting Program (MMRP) of the 2013 BLCPU Final PEIR or incorporated into the 2021 BLCPU as a project feature. All mitigation measures associated with freeway segment improvements and parking supply (TRFs 25 – 27) have also been removed from the MMRP as freeway-related improvements are outside of the City’s jurisdiction and parking is no longer an issue area that requires an analysis under CEQA. Table 7 includes a list of the roadway and intersection mitigation measures that were either removed from the MMRP or included as a project feature.

Table 7 Intersection and Roadway Mitigation Measures from the 2013 BLCPU Final PEIR		
Potential Significant Impact	Mitigation Measure	Explanation
Intersections		
National Avenue and 16th Street	TRF-1	Footnote 1
Harbor Drive and Sigsbee Street	TRF-2	Footnote 2
Logan Avenue and Beardsley Street/I-5 southbound off-ramp	TRF-3	Footnote 1
National Avenue and Beardsley Street	TRF-4	Footnote 1
Harbor Drive and Beardsley Street	TRF-5	Footnote 2
Logan Avenue and Cesar E. Chavez Parkway	TRF-6	Footnote 1
National Avenue and Cesar E. Chavez Parkway	TRF-7	Footnote 1
Main Street and Cesar E. Chavez Parkway	TRF-8	Footnote 1
Harbor Drive and Cesar E. Chavez Parkway	TRF-9a	Footnote 1
Logan Avenue and Sampson Street	TRF-10	Footnote 1
Main Street and 26th Street	TRF-11	Footnote 2
Harbor Drive and Schley Street	TRF-12	Footnote 1

Table 7 Intersection and Roadway Mitigation Measures from the 2013 BLCPU Final PEIR		
Potential Significant Impact	Mitigation Measure	Explanation
National Avenue and 28th Street	TRF-13	Footnote 1
Boston Avenue and 28th Street	TRF-14a	Footnote 1
Harbor Drive and 28th Street	TRF-15	Footnote 1
Boston Avenue and I-5 southbound on-ramp	TRF-16	Footnote 1
32nd Street and Wabash Boulevard	TRF-17	Footnote 1
Harbor Drive and 32nd Street	TRF-18	Footnote 1
I-5 SB off-ramp and 28th Street	TRF-19	Footnote 1
Roadway Segments		
<ol style="list-style-type: none"> 1. Cesar E. Chavez Parkway between Logan Avenue and National Avenue 2. Cesar E. Chavez Parkway between National Avenue and Newton Avenue 3. Cesar E. Chavez Parkway between Newton Avenue and Main Street 	TRF-20	<ul style="list-style-type: none"> • The 2021 BLCPU proposes to reclassify as a three-lane Urban Major the facility between Logan Avenue and Main Street (2 northbound and 1 southbound), and reclassify as a three-lane major arterial the facility between Main Street and Harbor Drive (2 northbound, 1 southbound, and 1 auxiliary southbound lane). Thus, these two mitigation measures have been removed from the MMRP. • Raised medians have been installed in some portions between Harbor Drive and Logan Avenue. Additional raised medians could potentially be installed in the future, where feasible. Thus, this mitigation measure has been removed from the MMRP. • On-street parking has been implemented along some segments between Logan Avenue and Main Street. Parking is no longer an issue area that requires impact analysis under CEQA. Thus, this mitigation measure has been removed from the MMRP. • A southbound right-turn auxiliary lane has been installed between Main Street and Harbor Drive. Thus, this mitigation measure has been removed from the MMRP. • The 2021 BLCPU proposes a Class III: Bike Route along Cesar E. Chavez Parkway. Thus, this mitigation measure has been removed from the MMRP.

Table 7 Intersection and Roadway Mitigation Measures from the 2013 BLCPU Final PEIR		
Potential Significant Impact	Mitigation Measure	Explanation
28th Street between I-5 and Boston Avenue	TRF-21	Footnote 1
National Avenue between Cesar E. Chavez Parkway and Evans Street	TRF-22	Footnote 3
National Avenue between Sicard Street and 27th Street	TRF-23	Footnote 3
Main Street between Evans Street and 26th Street	TRF-24	Footnote 2
¹ This mitigation measure is no longer applicable as transportation/circulation/parking impacts under the City's VMT threshold are less than significant. ² This mitigation measure is included in the 2021 BLCPU as a transportation improvement. ³ This mitigation measure is not being carried over as the 2021 BLCPU will eliminate the existing and need for a two-way left turn lane in this segment in order to implement newly proposed Class II bike lanes.		

The 2013 BLCPU Final PEIR also proposed a mitigation measure for significant and unavoidable impacts to paleontological resources. As stated above in Section V, subsection M (Paleontological Resources), the City's LDC (SDMC Section 142.0151) includes detailed development regulations related to grading and paleontological monitoring to address potential impacts to paleontological resources for all types of development throughout the City. Thus, the mitigation measure for paleontological resources no longer applies for the project and has been removed from the MMRP for the 2013 BLCPU Final PEIR.

The project shall be required to comply with the applicable cultural resources mitigation measures outlined within the MMRP of the 2013 BLCPU Final PEIR and those identified with the project-specific subsequent technical studies.

SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

Cultural Resources

Historical Resource Evaluations would be required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and there is a likelihood that the resource still exists. Evaluations would not be required if the resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be reevaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. Once it has been determined that a historical resource is present and could be impacted as a result of project implementation, recommendations for mitigation consistent with the

Guidelines must be adopted. Included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval that could result in impacts to historical resources

Mitigation Guidelines for Historic Buildings and Structures

Prior to issuance of any permit for a future development project within the proposed CPU, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.

Depending upon project impacts, measures can include, but are not limited to:

- a. Preparing a historic resource management plan;
- b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

For resources that have been determined eligible or have been designated under federal, state, or local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects.

Mitigation Guidelines for Archeological Resources

Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.

Prior to issuance of any permit for a future development project within the proposed CPU, under Scenario 1, that could directly affect an archaeological resource; the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate

mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

INITIAL DETERMINATION: The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

STEP 1: Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews.

The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable.

STEP 2: Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process.

The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document.

If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

STEP 3: Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required.

The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written

report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

STEP 4: Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

STEP 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the

archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

VIII. SIGNIFICANT UNMITIGATED IMPACTS

The 2013 BLCPU Final PEIR determined that significant impacts to the following issue areas would be substantially lessened or avoided if all the proposed mitigation measures recommended in the Final PEIR were implemented:

- Paleontological Resources (Discretionary Actions)

The 2013 BLCPU Final PEIR further concluded that significant impacts related to the following issue areas would not be fully mitigated to below a level of significance:

- Land Use (Consistency with Plans - Noise)
- Air Quality (Air Standards, Pollutant Emissions, Health Risk Assessment)
- Noise (Exposure of Noise Sensitive Uses, Ambient Increase, Land Use Compatibility)
- Cultural Resources (Historic/Archeological - Human Remains)
- Paleontological Resources (Ministerial Actions)
- Greenhouse Gas (Emissions)

Additionally, the 2013 BLCPU Final PEIR identified the following cumulative impacts:

- Air Quality (Air Standards, Pollutant Emissions, Health Risk Assessment)
- Noise (Exposure of Noise Sensitive Uses)
- Cultural Resources (Historic/Archeological - Human Remains)
- Hydrology (Runoff)
- Paleontological (Ministerial Actions)

As there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the 2013 BLCPU Final PEIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previously certified Final PEIR, new CEQA Findings and/or Statement of Overriding Considerations are not required.

The project would not result in any additional significant impacts, nor would it result in an increase in the severity of impacts from that described in the previously certified 2013 BLCPU Final PEIR.

IX. CERTIFICATION

Copies of the addendum, the certified PEIR, the MMRP, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa/final>.



Rebecca Malone, AICP, Program Manager
Planning Department

October 12, 2021

Date of Final Report

Analyst: MALONE/PASCUAL

Attachments:

- Figure 1: Regional Location of the Barrio Logan Community Plan Area
- Figure 2: Aerial Photograph of Community Plan Area
- Figure 3: 1978 Barrio Logan/Harbor 101 Community Plan Land Use Plan
- Figure 4: 1978 Barrio Logan/Harbor 101 Community Plan Transportation Plan
- Figure 5: 2013 Barrio Logan Community Plan Update Land Use Plan
- Figure 6: 2013 Barrio Logan Community Plan Update Zoning
- Figure 7: 2013 Barrio Logan Community Plan Update Neighborhood Areas
- Figure 8: 2021 Barrio Logan Community Plan Update Land Use Plan
- Figure 9: 2021 Barrio Logan Proposed Rezoning
- Figure 10: 2021 Barrio Logan Community Plan Update Neighborhood Areas
- Figure 11: 2021 Barrio Logan Community Plan Update Community Plan Implementation Overlay Zone

X. REFERENCES

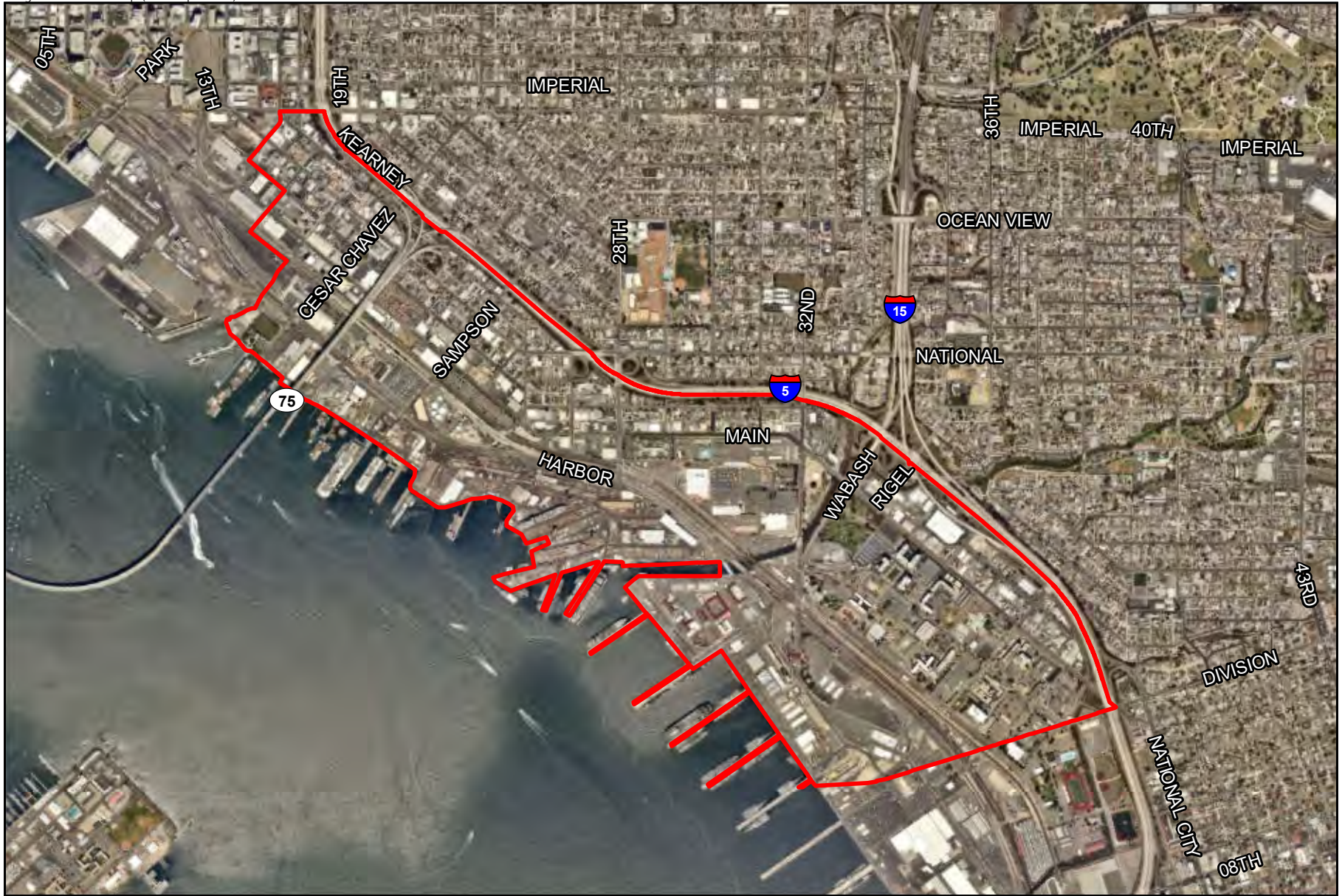
San Diego, City of

- 1978 Barrio Logan/Harbor 101 Community Plan, Adopted 1978.
- 2013 Barrio Logan Community Plan and Local Coastal Program, Adopted 2012 (Repealed 2014).



 Barrio Logan Community Plan Area

FIGURE 1
Regional Location of the
Barrio Logan Community Plan Area



 Barrio Logan Community Plan Area

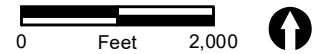


FIGURE 2
Aerial Photograph of
Community Plan Area

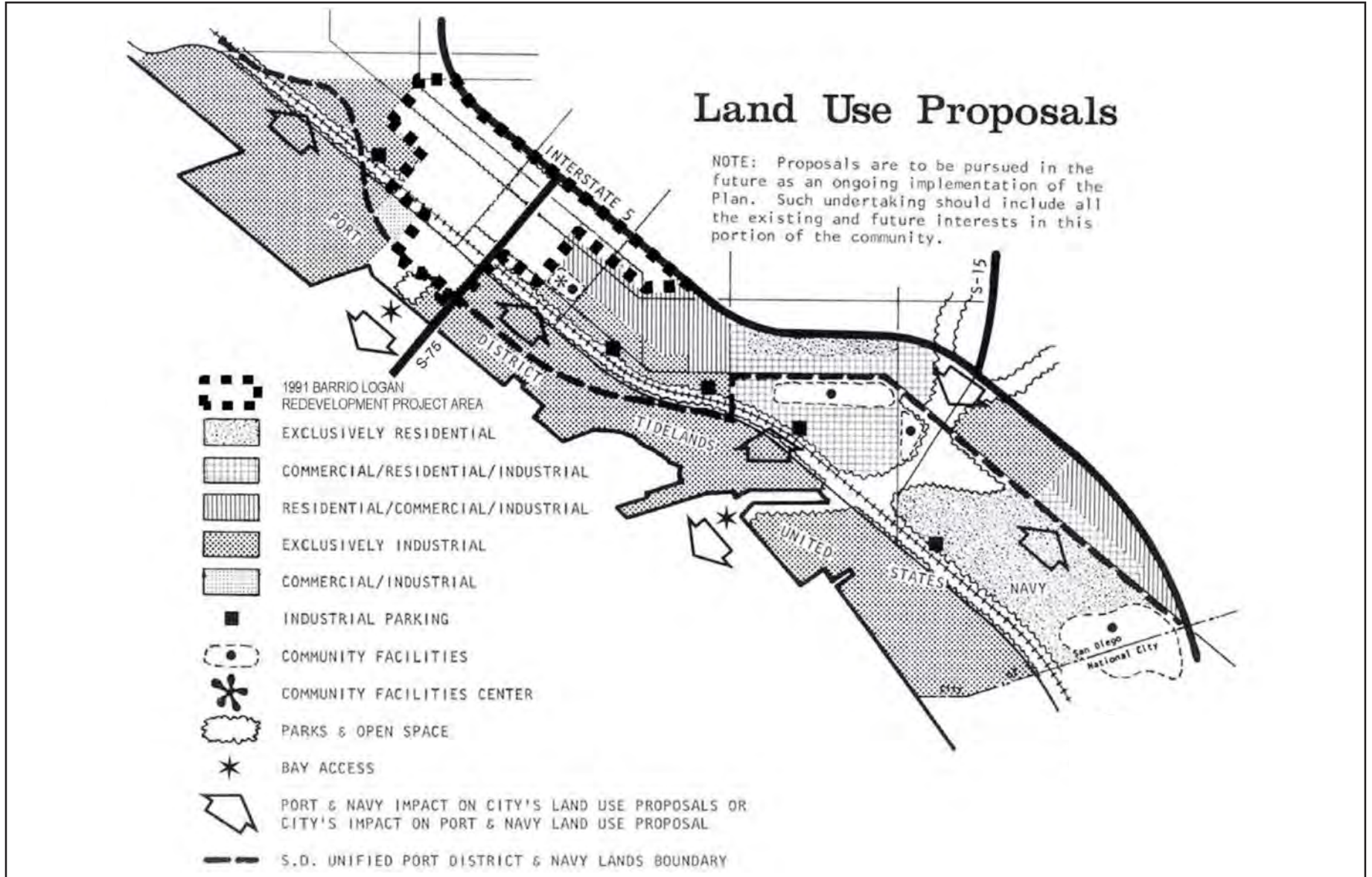


FIGURE 3
1978 Barrio Logan/Harbor 101
Community Plan Land Use Plan

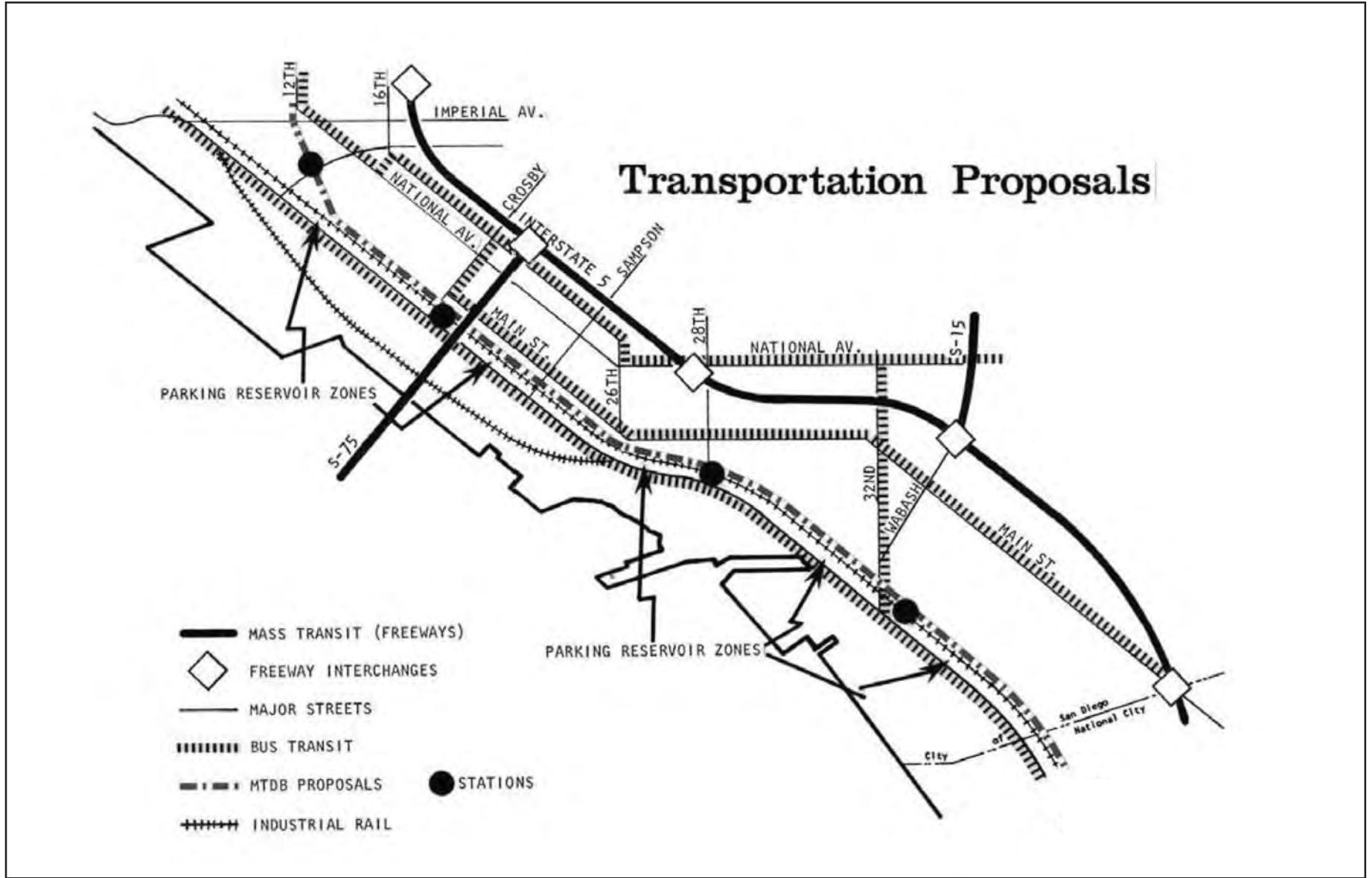


FIGURE 4
1978 Barrio Logan/Harbor 101
Community Plan Transportation Plan

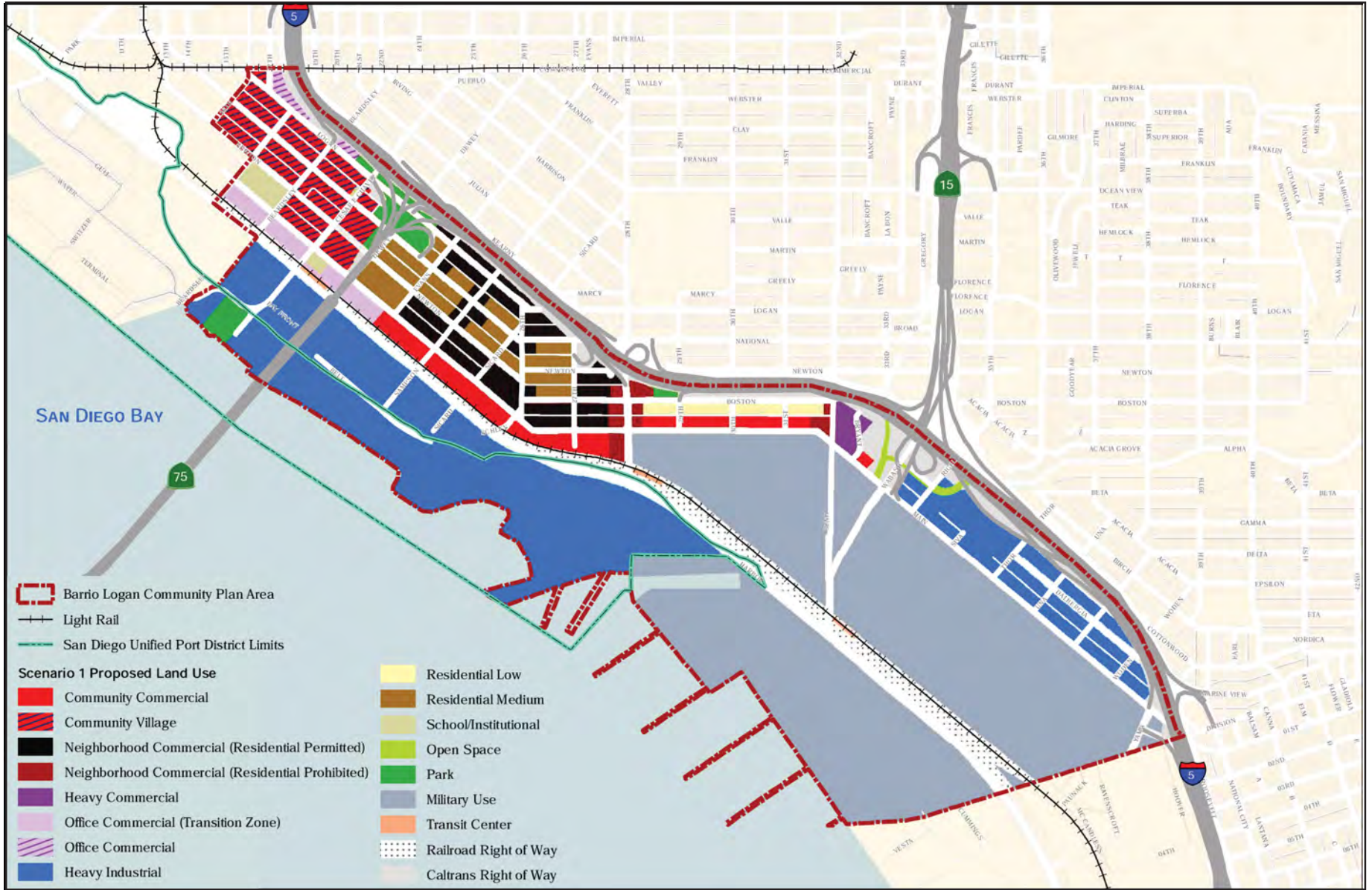


FIGURE 5
2013 Barrio Logan Community Plan Update
Land Use Plan

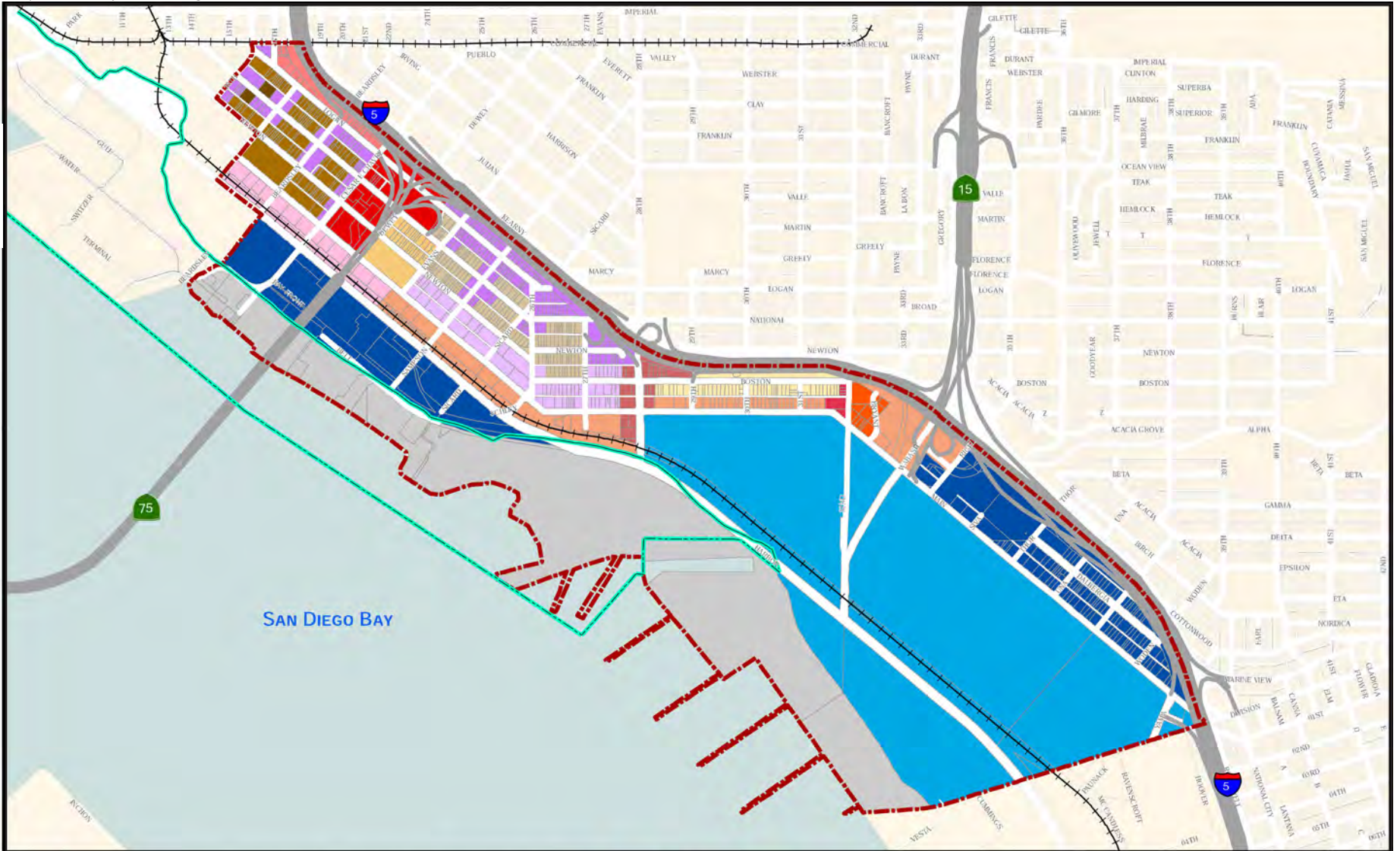


FIGURE 6
2013 Barrio Logan
Community Plan Update Zoning

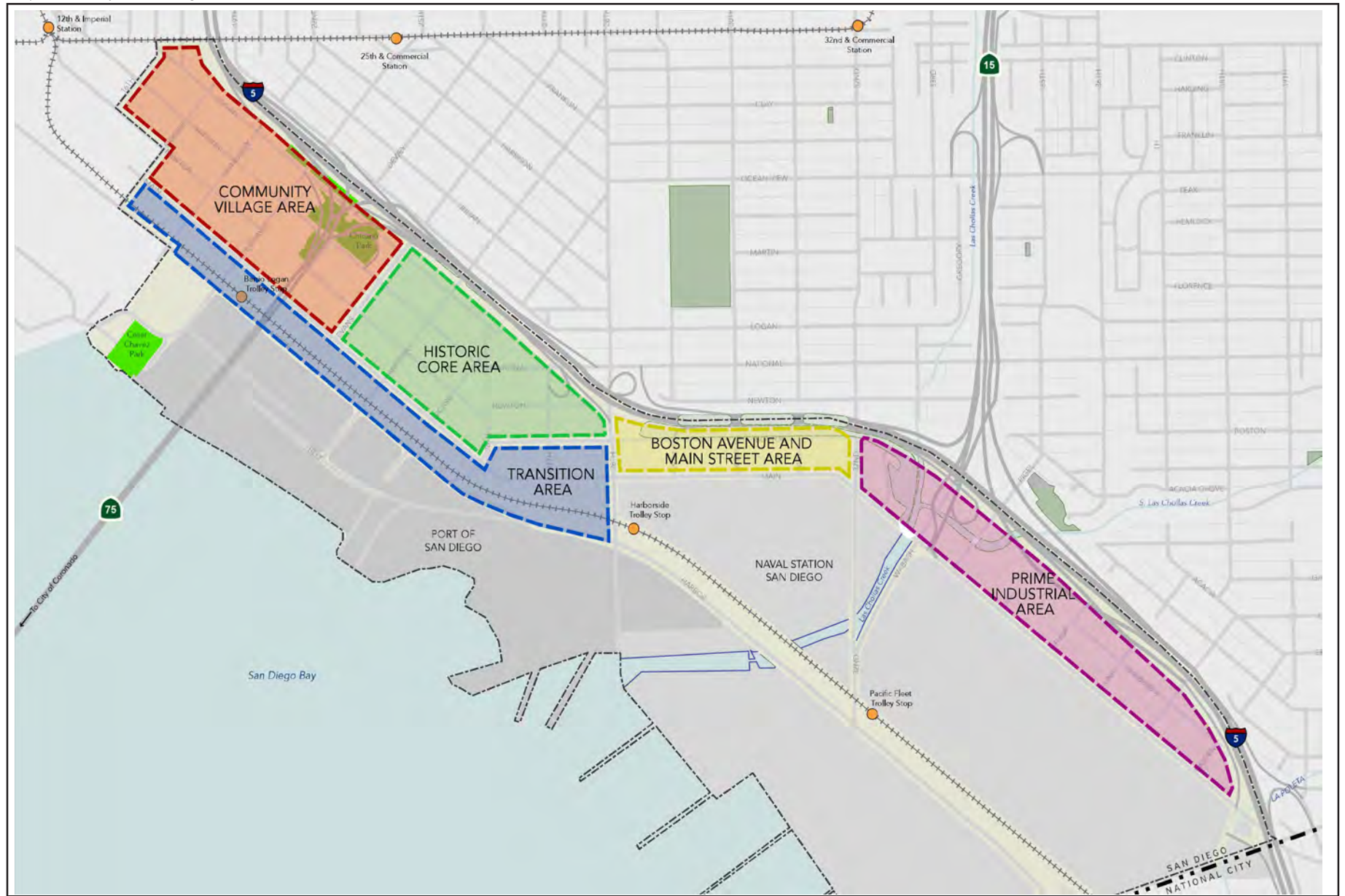


FIGURE 7
2013 Barrio Logan
Community Plan Update Neighborhood Areas





FIGURE 8
2021 Barrio Logan
Community Plan Update Land Use Plan



FIGURE 10
2021 Barrio Logan
Community Plan Update Neighborhood Areas



-  Barrio Logan Community Plan Area
-  Community Plan Implementation Overlay Zone

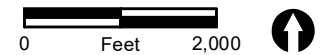


FIGURE 11
2021 Barrio Logan Community Plan Update
Community Plan Implementation Overlay Zone

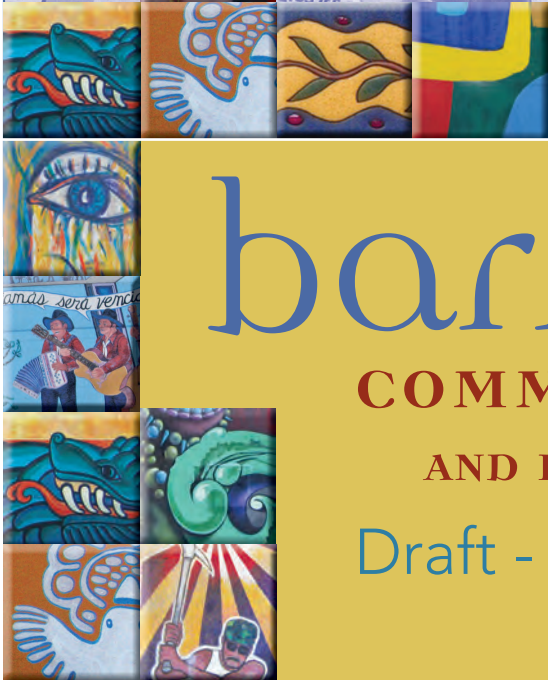


barrio logan

COMMUNITY PLAN

AND LOCAL COASTAL PROGRAM

Draft - October 2021



ACKNOWLEDGMENTS

MAYOR

Mayor Todd Gloria

CITY ATTORNEY

Mara W. Elliott

CITY COUNCIL

Joe LaCava, District 1

Jennifer Campbell, District 2

Stephen Whitburn, District 3

Monica Montgomery Steppe, District 4

Marni von Wilpert, District 5

Chris Cate, District 6

Raul Campillo, District 7

Vivian Moreno, District 8

Sean Elo-Rivera, District 9

PLANNING COMMISSION

William Hofman, Chairperson

James Whalen

Douglas Austin

Dennis Otsuji

Matthew Boomhower

Kelly Modén

Ken Malbrough

PLANNING DEPARTMENT

Mike Hansen, Director

Tom Tomlinson, Assistant Director

Heidi Vonblum, Deputy Director

Tait Galloway, Program Manager

Kelley Stanco, Development Project Manager

Nancy Graham, Development Project Manager

Jonathan Avila, Parks Designer

Lisa Lind, Senior Planner

Liz Saidkhanian, Senior Planner

Julia Chase, Senior Planner

Paola Boylan, Senior Planner

Shannon Mulderig, Senior Planner

Lesley Henegar, Senior Planner

Michael Klein, Information Systems Analyst

Robin Gilson, Information Systems Analyst

Leo DeJesus, Principal Engineering Aide

DEVELOPMENT SERVICES DEPARTMENT

Michael Prinz, Program Manager/Project Manager

Samir Hajjiri, Program Manager

Anna McPherson, Program Manager

Ann Gonsalves, Senior Traffic Engineer

MOBILITY DEPARTMENT

Alyssa Muto, Director

Maureen Gardiner, Senior Traffic Engineer

Christine Mercado, Associate Traffic Engineer

COMMUNICATIONS DEPARTMENT

Richard Brown, Graphic Designer

Tara Lewis, Public Information Officer

BARRIO LOGAN PLANNING GROUP

Mark Steele, Chair

Tom Ryan, Vice Chair

Josie Talamantez, Secretary

Tina Camarillo

Matt Carr

David Duea

Klaus Gohlke

Philomena Marino

Dennis O'Connor

Hector Villegas

Rafael Castellanos, SD Port

Capt. Mark Nieswiadomy, US Navy

FORMER CITY STAFF

William Fulton, Director

William Anderson, Prior Planning Director

Mary Wright, Prior Planning Deputy Director

Lara Gates, Plan Update Project Manager

Dan Normandin, Senior Planner

Deborah Sharpe, Project Officer II

Todd Schmit, Park Planner

Jeff Harkness, Park Planner

Pamela Bernasconi, Facilities Financing

Vicki Burgess, Facilities Financing

Daisy Gonzalez, Intern

Jill Gibson, Intern

Nancy Bragado, General Plan Program Manager

Cathy Winterrowd, Principal Planner

Jan Atha, Principal Engineering Aide

CONSULTANT TEAM

MIG, Inc.
City Thinkers
Chen Ryan Associates
Fehr & Peers
VERITAS Language Services, LLC

2013 CONSULTANT TEAM

MIG, Inc.
Estrada Land Planning
Kimley-Horn and Associates
Dudek Associates

2013 STEERING COMMITTEE MEMBERS

Rachael Ortiz, Barrio Logan Project Area Committee
Ericka Cordero, Barrio Logan Senior Villas
Gloria Medina, Barrio Logan Senior Villas
Carlos Castaneda, Barrio Station
Aida Castaneda, Barrio Station
Ana Nayeli Castaneda, Barrio Station
Jose Rodriquez, Chicano Park Steering Committee
Ramon Chunky Sanchez, Chicano Park Steering Committee
Georgette Gomez, Environmental Health Coalition
Maria Moya, Environmental Health Coalition
Janet Adamian, Family Health Center
Jennette Lawrence, Family Health Center
Matt Carr, San Diego Ship Repair Association
Diego Aguilera
Betty “Isabel” Aguilera
Mary Alvarado
John Alvarado

Ruben Andrews
Clifford Arellano
Maribel Arellano
Kim Austin
Ron Beauloye, Jr.
Axelia Cordero
Patricia Cuevas
David Duea
Albert Duenas
Herlinda Flores
Antonia Garcia
Jerry Grey
Ron Halik
Sandor Halvax
Aimee Heim
Robert Hinkley
Karl Johnson
Robert Leif
Maria Martinez
Isidro Mendoza
Evelyn Ruth Mitchell
Emily Monahan
Berta Ortiz
Rudolph Pimentel
Michael Poutre
Arminda Sainz Ramirez
Norene Riveroll
Sylvia Saldana
James Torti
Hilda Valenzuela
Lee Wilson

EX-OFFICIO MEMBERS

Paul Brown, San Diego Unified Port District
Lucy Contreras, Centre City Development Corporation
Sachin Kalbag, Centre City Development Corporation
Kevin Jackson, United States Navy
Robert Ripley, United States Navy
Connery Cepeda, Anthony Aguirre, Chris Schmidt, CALTRANS
Dr. Anthony Beebe, San Diego Community College District
Dr. Arun Ramanathan, San Diego Unified School District
Reynaldo Pisano, Southeastern San Diego Planning Committee

TABLE OF CONTENTS

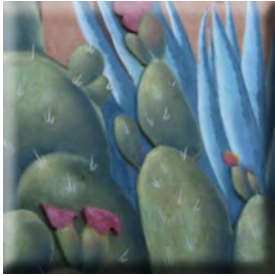
Introduction	i				
1.1 Community Profile	iii				
1.2 General Plan Principles	vi				
1.3 Legislative Framework	vii				
1.4 Planning Process	viii				
1.5 Environmental Impact Report	ix				
1.6 Plan Organization	ix				
1.7 How to Use the Plan	ix				
Land Use Element	LU-1	Urban Design Element	UD-1	Historic Preservation Element	HP-1
2.1 Land Use Distribution	LU-2	4.1 Urban Form and Public Realm	UD-4	10.1 Identification and Preservation of Historical Resources	HP-2
2.2 Residential Land Use	LU-9	4.2 Climate Sensitive Building Policies	UD-13	10.2 Education, Benefits and Incentives Related to Historical Resources	HP-8
2.3 Commercial Land Use	LU-12	4.3 Urban Forest/Street Trees	UD-14		
2.4 Institutional Land Use	LU-13			Arts and Culture Element	AC-1
2.5 Industrial Land Use	LU-13	Economic Prosperity Element	EP-1		
2.6 Airport Land Use Compatibility	LU-14	5.1 Industrial	EP-3	Implementation	IE-1
2.7 Specific Neighborhood Guidelines	LU-15	5.2 Commercial and Office	EP-4	12.1 Funding Mechanisms	IE-2
2.8 Community Plan Implementation Overlay Zone (CPIOZ)	LU-24			12.2 Priority Public Improvements and Funding	IE-2
		Public Facilities, Services and Safety	PF-1		
		6.1 Public Facilities and Services	PF-2	Appendices	AP-1
		6.2 Health and Safety	PF-6	Appendix A	AP-2
				Barrio Logan CPIOZ - Type A	
		Recreation Element	RE-1	Appendix B	AP-5
		7.1 Parks and Recreation Facilities	RE-2	Barrio Logan Street Trees	
		7.2 Preservation, Protection and Enhancement	RE-11	Appendix C	AP-7
		7.3 Accessibility	RE-11	Barrio Logan Historical Resources Survey Executive Summary	
		7.4 Open Space Lands	RE-13		
Mobility Element	ME-1	Conservation Element	CE-1		
3.1 Walkability	ME-2	8.1 Climate Change and Sustainability	CE-2		
3.2 Transit Services and Facilities	ME-6	8.2 Resource Management and Preservation	CE-3		
3.3 Streets and Freeways	ME-8				
3.4 Transportation Demand Management	ME-13	Noise Element	NE-1		
3.5 Bicycling	ME-14	9.1 Commercial and Industrial Activity	NE-3		
3.6 Parking	ME-17	9.2 Motor Vehicle Traffic	NE-4		
3.7 Goods Movement and Freight Circulation	ME-20	9.3 Rail Noise	NE-4		

Figures

Figure 1-1 Regional Location Map
Figure 1-2 Barrio Logan and Surrounding Neighborhoods
Figure 1-3 Regulatory and Jurisdictional Boundaries
Figure 2-1 Land Use Map
Figure 2-2 Neighborhood Areas
Figure 2-3 Community Village Area
Figure 2-4 Historic Core Area
Figure 2-5 Transition Area
Figure 2-6 Prime Industrial Area
Figure 2-7 Boston and Main Street Corridor
Figure 2-8 Community Plan Implementation Overlay Zone (CPIOZ)
Figure 3-1 Planned Pedestrian Routes Types
Figure 3-2 Planned Transit Network
Figure 3-3 Existing Street Classifications
Figure 3-4 Planned Street Classifications
Figure 3-5 Planned Bicycle Network
Figure 3-6 Truck Routes and Truck Restrictions
Figure 4-1 Barriers and Connections
Figure 5-1 Prime Industrial Areas
Figure 6-1 Existing (2020) Public Facilities
Figure 6-2 Geologic and Seismic Hazards
Figure 7-1 Park and Recreation Opportunities
Figure 7-2 Chollas Creek Open Space
Figure 8-1 Views and Topography
Figure 9-1 2030 Projected Noise Contours

Tables

Table 1-1 General and Community Plan Elements
Table 1-2 Coastal Issue Area and Community Plan Elements
Table 2-1 Barrio Logan Land Use Categories
Table 2-2 Planned Land Use
Table 2-3 Future 2050 Housing and Population Estimates Comparisons
Barrio Logan and the City of San Diego
Table 2-4 Public Institutional Uses Serving Barrio Logan
Table 7-1 Planned Population-Based Parks and Facilities
Table 12-1 Barrio Logan Implementation Action Matrix



CHAPTER ONE

introduction

IN THIS CHAPTER

Plan Goals

Community Profile

General Plan Principles

Legislative Framework

Planning Process

Environmental Impact Report

Plan Organization

Barrio Logan is one of the oldest and most culturally-rich urban neighborhoods in San Diego. From historic beginnings in the latter part of the 19th century to the vibrant mix of uses and people who reside and work in Barrio Logan, the neighborhood has played a vital role in the City’s development. The Barrio Logan community is a living example of the change and evolution that have continuously shaped the area’s cultural heritage, development patterns, economic opportunities, and social fabric. The Community Plan respects and builds upon the community’s history while planning for the needs of future residents, businesses, and institutions.

The Barrio Logan Community Plan and Local Coastal Program (Plan) implements the principles of environmental justice by fairly treating people of all races, cultures, and income levels with respect to the development, adoption, and implementation of Plan policies and regulations. The Plan applies land uses that separate new residential and commercial uses consistent with the General Plan’s Environmental Justice policies. The Plan promotes equal access to, and meaningful participation in, the decision-making process to create a healthy environment to live, learn, and work.

The Plan is designed to guide growth and development within Barrio Logan. The Plan is a revision of the Barrio Logan/Harbor 101 Community Plan and Local Coastal Program adopted by the City Council in 1978. Any amendments, additions or deletions to this plan will require that the Planning Commission and City Council follow the City of San Diego General Plan (General Plan) procedures regarding plan amendments.

PLAN GOALS

- A blueprint for development that builds on Barrio Logan’s established character as a mixed-use, working neighborhood.
- Land use, public facilities, and development policies for Barrio Logan, that implement the General Plan.
- Strategies and specific implementing actions to help ensure that the community plan’s vision is accomplished.
- Detailed policies that provide a basis for evaluating public and private projects consistent with the community plan.
- Guidance that facilitates projects that enhance the character of the community, taking advantage of its setting and amenities.
- Detailed implementing programs including zoning regulations.

While this Plan sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program.

Zoning used to implement this Community Plan complies with the General Plan policies (See GP LU-F.1). Proposals within this Plan have been coordinated with and are consistent with the General Plan. Periodic comprehensive reviews of the General Plan may affect the Barrio Logan Community Plan and Local Coastal Program.

This Plan should not be considered a static document. It is intended to provide guidance for the orderly growth and development of the Barrio Logan community. In order to respond to unanticipated changes in environmental, social or economic conditions and to remain relevant to community and City needs, the Plan should be monitored and amended when necessary.

Two additional steps are included as part of the adoption: Implementation and Review. Implementation is the process of putting plan policies and recommendations into effect. Review refers to the process of monitoring the community development and growth conditions and recommending changes to the plan as these conditions change.

Guidelines for implementation are provided in the plan, but the actual work must be based on a cooperative effort of private citizens, developers, city officials, and other agencies. It is contemplated that the residents and businesses of Barrio Logan and other private citizen and institutional organizations will provide the continuity needed for a sustained, effective implementation program.



1.1 COMMUNITY PROFILE

SOCIAL AND HISTORICAL CONTEXT

Barrio Logan, once called Logan Heights due to its connection to the community now east of Interstate-5, has a long history as a working-class Mexican-American waterfront community. Its early days as a base of homes and businesses for primarily Mexican immigrant workers helped shape the community into an important working waterfront neighborhood.

As the community built up around maritime uses, such as tuna canning, military industries, and the Navy, the influx of Mexican migrant workers created a dominant presence in Barrio Logan in the 1910s and 1920s. Many industries relied on the laborers that settled in Barrio Logan and set up neighborhood shops and services.

The growth of the shipbuilding industry and Naval operations, rezoning of the neighborhood to include heavy industrial and commercial uses, and the growth in the construction industry changed the character of Barrio Logan during and after World War II.

The construction of Interstate 5 and the San Diego-Coronado Bay Bridge (State Route 75) in the 1960s fragmented the community into smaller areas that were cut off from each other. These events, together with other impacts on the social and physical well-being of the residents, culminated with a neighborhood revolt that shaped the creation of Chicano Park during the early 1970s. With its collection of maritime

industrial uses, small-scale residential, local retail, and community facilities, Barrio Logan's existing land use mix is unique. However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character. The rezoning of the majority of Barrio Logan to industrial zones in the 1960s attempted to simplify the land use pattern of the neighborhood by removing the residential uses through regulatory means.

However, while some properties transitioned into industrial uses, many of the residential uses that pre-dated the rezone remained, and commercial and community amenities developed to serve the residential population. While there are conflicts between industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. Barrio Logan is primarily a neighborhood with uses mixed side-by-side that provides interest, variety, and identity to the area. This development pattern also provides the opportunity for neighborhood services and jobs to be in close proximity to residences and transit stops, supporting the "City of Villages" General Plan concept.



Development of Chicano Park



The San Diego Coronado Bay Bridge built in the 1960s



CP Kelco Industries along the Bayfront

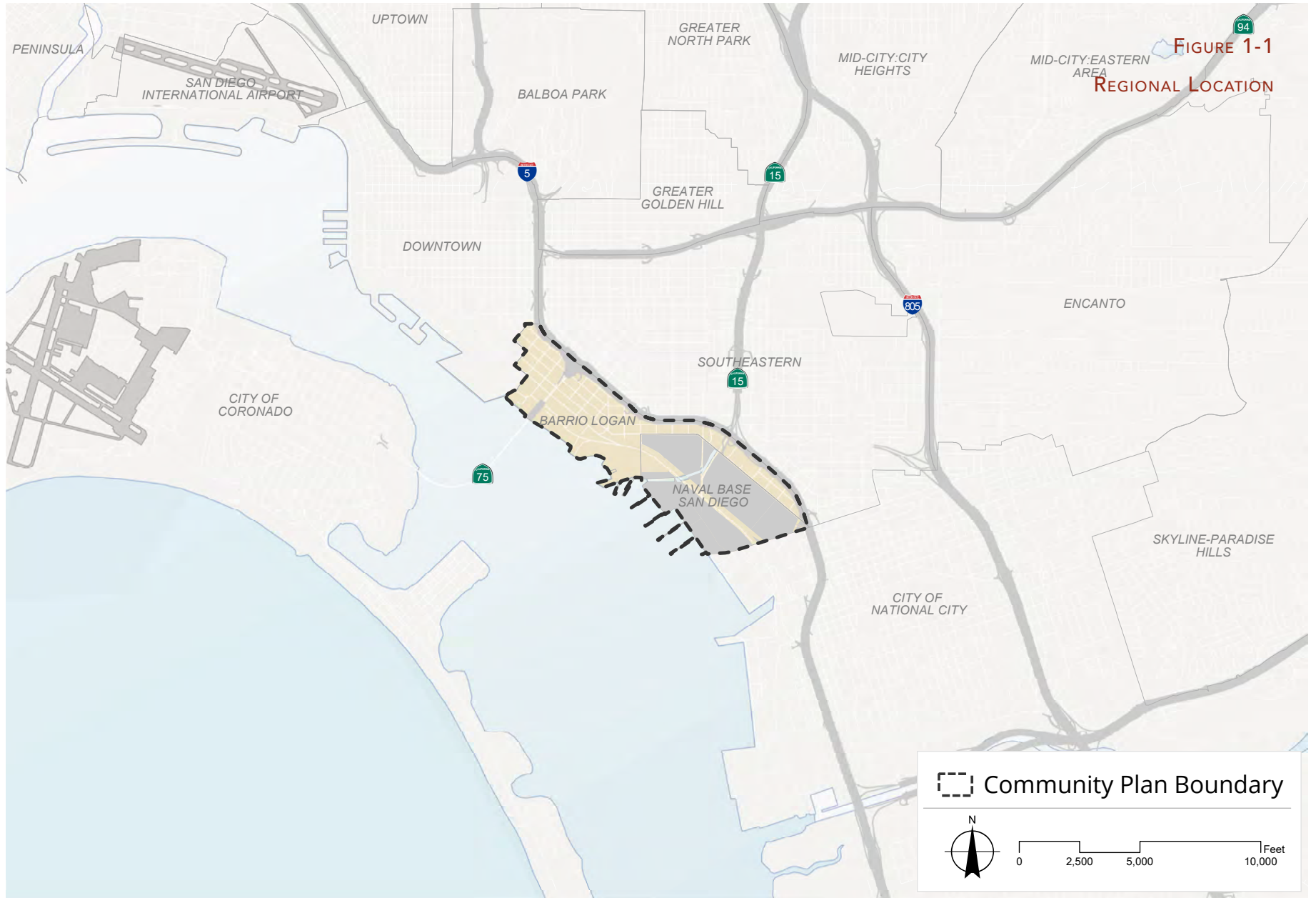


FIGURE 1-1
REGIONAL LOCATION

iv



REGIONAL AND LOCAL CONTEXT

The community is positioned between Downtown San Diego to the north, Interstate 5 to the east, as well as the Unified Port of San Diego and United States Naval Base San Diego along San Diego Bay to the west, and National City to the south (Figure 1-1, Regional Location and Figure 1-2, Barrio Logan and Surrounding Neighborhoods). Barrio Logan comprises approximately 1,000 acres. The Port of San Diego and Naval Base San Diego comprise approximately half of the land area contained within the community planning area.

The City does not have land use authority over the Port of San Diego or the United States Navy properties. Barrio Logan is in the Local Coastal Zone and subject to the California Coastal Act which is implemented by the Barrio Logan Local Coastal Program. Further discussion is included in section 1.3 Legislative Framework.

The Barrio Logan waterfront remains part of the City's core industrial area and contains a significant amount of the city's remaining industrial land. Since the 1880s, the waterfront has played an important and dynamic role within the city's economy and land use system, providing critical land for new and changing maritime and naval industries, and is the last area of the city still suited for this purpose. Along the waterfront, almost half of the land area is controlled by state regulations that only allow maritime-related uses as permanent activities that service the Port. Establishing space for Maritime-oriented



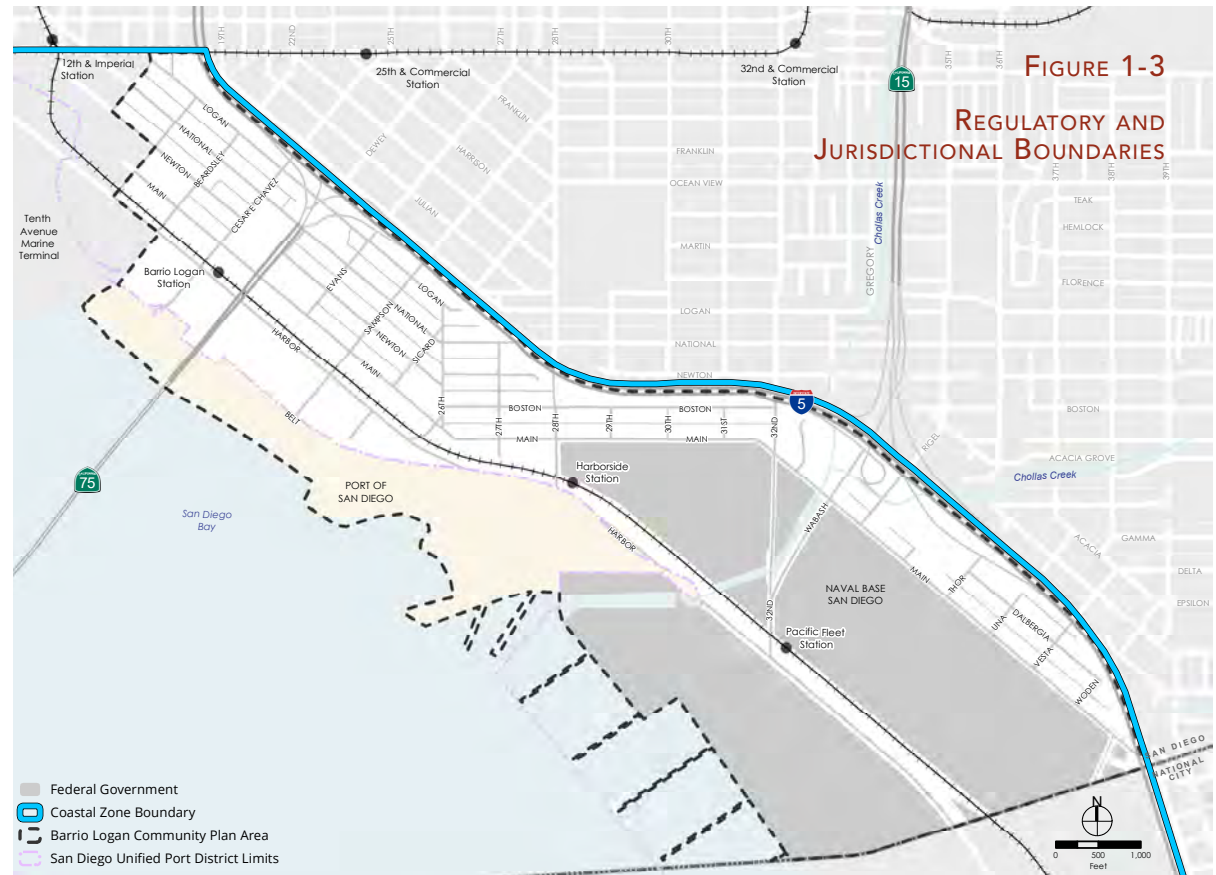
Productions and Repair (MPR) activities that is protected from encroachment by other uses responds to existing policy set forth in the city's General Plan, particularly the Economic Prosperity Element that includes the following pertinent policies:

EP-J.9. Retain land uses to support waterfront commerce and industry that provide for U.S. Naval operations, ship repair, and the movement of waterborne goods.

EP-J.10. Protect and promote good working-waterfront jobs that provide self-sufficient wages.

GENERAL PLAN: GUIDING PRINCIPLES

- Compact and walkable mixed-use villages of different scales within communities.
- Employment centers for a strong economy.
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers.
- High quality, affordable, and well-maintained public facilities to serve the city's population, workers, and visitors.
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities.
- Historic districts and sites that respect our heritage.
- A high aesthetic standard.
- An open space network formed by parks, canyons, river valleys, habitats, beaches, and the Pacific Ocean.
- Diverse residential communities formed by the open space network.
- A clean and sustainable environment.



1.2 GENERAL PLAN PRINCIPLES

The General Plan provides a long-range framework for how the City of San Diego will grow and develop over the next 30 years. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of and are linked to the regional transit system. A

Community Village designation is included in this plan. Additional information on the Community Village can be found in the Land Use Element. In order to reduce impacts associated with collocation, the Plan also includes a Transition Area. Policies and guidelines pertaining to the Transition Area can be found in the Land Use and Economic Prosperity Elements.



1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The Barrio Logan Community Plan is intended to further express General Plan policies in Barrio Logan through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan. The two documents work together to establish the framework for growth and development in Barrio Logan. The Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations.

RELATIONSHIP TO OTHER AGENCIES

Barrio Logan's waterfront is under the land use jurisdiction and ownership of the United States Navy and the San Diego Unified Port District. Property under the jurisdiction of the San Diego Unified Port District is subject to the Port Master Plan as shown in Figure 1-3, Regulatory and Jurisdictional Boundaries. The state allows the San Diego Unified Port District to lease Port tidelands for industrial and commercial related uses. State law precludes residential uses from being developed on Port Tidelands.

CALIFORNIA COASTAL RESOURCES

The Barrio Logan Community is entirely within the Coastal Zone boundary under the jurisdiction of the California Coastal Commission except for the Port of San Diego and the Naval Base San Diego (See Figure 1-3).

The California Coastal Plan designates the Barrio Logan area as a "community with special qualities of greater than local significance." The designation reflects the community's opportunities for low- and moderate-income housing, the importance of the adjacent bayfront industries to the region, and its cultural and historical heritage as a Chicano community. The Community Plan and zoning regulations for Barrio Logan comprise the Local Coastal Plan for Barrio Logan and are consistent with the Local Coastal Program including the policies, standards, and implementation programs established for the seven elements contained within the Local Coastal Act. Table 1-2 identifies the location goals, discussions, and policies specifically related to key coastal issues within the Community Plan Elements.

COMMUNITY PLAN: GUIDING PRINCIPLES

- Diverse housing opportunities for Barrio Logan residents
- Strong neighborhood economy
- Compatible mix of land uses
- Healthy environment
- Safe, efficient streets for people
- Respect of historic and cultural resources
- Community connections

1.4 PLANNING PROCESS

In order to ensure that the Barrio Logan Community Plan was a community-driven update, the City conducted a three-year community outreach process beginning in 2008, where a wealth of valuable community information was received through community outreach meetings. The Community Plan Update Stakeholder Committee convened the public discussion to assist in issue identification and development of plan goals and policies. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives of advocacy groups and the

surrounding neighborhoods, weighed in on issues and provided recommendations. The Barrio Logan Community Plan Update was adopted by City Council in 2013 after a five-year community engagement effort. After the 2013 Community Plan was repealed by a citywide referendum in 2014, stakeholder groups, including the Barrio Logan Community Planning Group (BLCPG), worked together on an agreement and proposed changes to land uses and zoning in a small area between industrial uses at the Port of San Diego and the residential areas of the community.

The update process included extensive community engagements that were conducted in English and Spanish. These included online community workshops, an online survey, regular meetings with the BLCPG, and in person engagements in the community. The community confirmed its values and developed a set of planning principles that were used as criteria in creating land use scenarios.

viii

TABLE 1-1 GENERAL AND COMMUNITY PLAN ELEMENTS

GENERAL PLAN ELEMENTS	BARRIO LOGAN COMMUNITY PLAN ELEMENTS
Land Use and Community Planning	Land Use
Mobility	Mobility
Urban Design	Urban Design; Arts and Culture
Economic Prosperity	Economic Prosperity
Public Facilities, Services and Safety	Public Facilities, Services and Safety
Recreation	Recreation
Conservation	Conservation
Noise	Noise
Historic Preservation	Historic Preservation

TABLE 1-2 COASTAL ISSUE AREA AND COMMUNITY PLAN ELEMENTS

BARRIO LOGAN COMMUNITY PLAN ELEMENT	COASTAL ISSUE AREA
Conservation Element	Natural Resources Scenic Resources Water Quality Public (Coastal) Access
Land Use Element	Industrial Development Planning and Locating New Development
Recreation Element	Recreation
Mobility & Urban Design Element	Public (Coastal) Access
Historic Preservation Element	Historical Resources



Community Workshops drew a diverse group of community members



1.5 ENVIRONMENTAL IMPACT REPORT

The Barrio Logan Community Plan and Local Coastal Program Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the implementation of the Community Plan, pursuant to the California Environmental Quality Act (CEQA). Because Barrio Logan is an urban area, the nature of impacts primarily relates to the changes in land use, use intensity and traffic rather than effects on natural resources. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies and implementing regulations were designed to reduce or avoid such impacts. An addendum to the EIR certified in 2013 addresses the modifications to the plan.

1.6 PLAN ORGANIZATION

The Community Plan is organized into the following ten **Community Plan Elements**:

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

An overall introduction and implementation chapters are also included. The elements are divided into the following major sections:

Introduction: provides a summary of key community issues specific to the element

Goals: express the broad intent and results of implementing policies, recommendations and guidelines.

Policies: reflect the specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City, or another governmental agency.

1.7 HOW TO USE THE PLAN

The Barrio Logan community plan provides a long-range physical development guide for elected officials, property owners and citizens. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in Barrio Logan. When using this community plan to develop projects or determine what uses are appropriate for a site, the applicable zoning regulations found in the City's Land Development Code should also be reviewed to ensure full implementation of the Community Plan.



CHAPTER TWO

land use element

IN THIS CHAPTER

Goals

Land Use Distribution

Land Use Existing and Planned

Equity and Environmental Justice

Residential

Commercial

Institutional

Industrial

Airport Land Use Compatibility

Specific Neighborhood Guidelines

Community Plan Implementation Overlay Zone

The Land Use Element of the Barrio Logan Community Plan contains detailed descriptions and distributions of land uses tailored to Barrio Logan. The Element 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. The Plan addresses these complex issues through land uses that respect the existing and evolving residential character and support the economic viability of businesses in Barrio Logan.

LU-1

GOALS

- A land use plan that separates incompatible uses.
- A vibrant, pedestrian-oriented Community Plan that provides residential, commercial, office and civic uses.
- A compatible mix of land uses that promote a healthy environment.
- Enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan.
- Quality neighborhood and community-serving commercial uses.
- Retention and enhancement of community-supporting institutional uses.
- Diverse housing opportunities for Barrio Logan residents.
- Additional affordable housing opportunities in Barrio Logan.
- Equitable access to housing, jobs, and public facilities
- Stable base sector employment uses and supportive commercial and industrial services.
- Retention of the waterfront’s role as an important location for maritime-oriented production and repair activities.
- Protection of maritime-related activities within the Transition Zone and west of Harbor Drive to support major Port and Naval uses.
- Appropriate measures that ensure maritime-related activities do not affect the health and safety of Barrio Logan residents.
- Protection of Prime Industrial Lands from encroachment from sensitive receptor land uses cover throughout the community.

2.1 LAND USE DISTRIBUTION

Table 2-1 is based on the Land Use categories 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.



Barrio Logan



Neighborhood-serving commercial uses



TABLE 2-1 BARRIO LOGAN LAND USE CATEGORIES

GENERAL PLAN LAND USE	COMMUNITY PLAN DESIGNATION	USE CONSIDERATIONS	DESCRIPTION	DENSITY RANGE (DU/AC)	ZONES
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.	Not Applicable	Not Applicable
	Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable
Residential	Residential - Low Medium	None	Provides for both single-family and multi-family housing within a low- medium-density range.	10-14 du/ac	RX-1-2
	Residential - Medium	None	Provides for both single-family and multi-family housing within a medium- density range.	15-29 du/ac	RT-1-5 RM-2-5
Commercial Employment	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three -mile radius. Establishments engaged in the chrome plating of materials are not permitted.	15-29 du/ac	CN-1-3 CN-1-4 CC-2-4 CC-3-6
	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. Drive-through commercial establishments are not permitted.	Not Applicable	CC-2-4
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	Not Applicable	CO-2-1 CO-2-2
	Maritime Commercial	Residential Prohibited	Provides for commercial services and uses that cater to maritime industries. Establishments engaged in the chrome plating of materials are not permitted.	Not Applicable	CO-2-1
Institutional	School/Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan.	Not Applicable	Not Applicable
Multiple Use	Community Village	Residential Required	Provides for a range of multi-family housing within a medium high density range.	30-44 du/ac	RM-3-7
			Provides for a range of multi-family housing within a high density range.	44-73 du/ac	RM-3-9
	Neighborhood Village	Commercial Permitted	Provides housing within in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials not permitted.	30-44 du/ac	CN-1-4
			Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials not permitted.	15-29 du/ac	CN-1-3
Industrial	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.	Not Applicable	IH-1-1 IH-1-2

LU-3

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

LU-4

LAND USE - PLANNED

A summary of planned land uses in the Barrio Logan Community at buildout is provided in Table 2-2.

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 predominantly industrial areas.
- Increasing housing in Barrio Logan without impinging on or creating conflicts with identified areas of production, distribution, 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
PLANNED LAND USE**

LAND USE CATEGORY	ACRES*	
	ACRES*	% OF TOTAL USES
Community Commercial	9	1%
Community Village	34	3%
Heavy Industrial	206	21%
Maritime Commercial	17	2%
Military Use	368	37%
Neighborhood Commercial	35	3%
Neighborhood Village	5	<1%
Office Commercial	13	1%
Open Space	3	<1%
Park	20	2%
Residential - Medium Density	26	3%
Residential - Medium-Low Density	7	1%
Transportation / Right-of-way	247	25%
School/Institutional	5	1%
TOTAL	995	100%

* Rounded to the nearest acre.



Retain and enhance existing compatible commercial uses



LU-5

Review of data for Barrio Logan in comparison to the City as a whole shows:

- The residential character of Barrio Logan is dominated by multi-family development;
- Households in Barrio (persons per household) are generally larger, and the median household size in Barrio Logan is larger than the those in the City as a whole as shown in Table 2-3;
- 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.

LU-6

ENVIRONMENTAL JUSTICE

Environmental justice is “the fair treatment of people of all races, cultures, and income levels with respect to the development, adoption, implementation and enforcement of environmental regulations and policies.” Protection from environmental and health hazards is uniquely important in Barrio Logan, given the community’s current and historical mix of incompatible uses. Environmental justice ensures everyone has equal access to, and meaningful participation in, the decision-making process to have a healthy environment in which to live, learn, and work.

The built environment plays a critical role in public health and environmental justice. The Community Plan can influence conditions that affect the community’s health. For example, the Plan can affect how often people walk, ride a bike,

drive a car, or take public transportation; their access to healthy food; and the quality of their air and water. The section aims to summarize the elements of the Community Plan that address environmental justice concerns with policy to improve the living conditions and foster better health - both physical and mental - and overall wellbeing for Barrio Logan’s residents and employees.

State and federal agencies are also responsible for protecting community health by creating and enforcing air quality rules as well as enforcing rules concerning use, handling, storage and transportation of hazardous materials identified in the California Hazardous Materials Regulations and the California Fire and Building Code, and laws and regulations of the California Department of Toxic Substances Control and the San Diego

TABLE 2-3
FUTURE 2050 HOUSING AND POPULATION ESTIMATES COMPARISONS
BARRIO LOGAN AND CITY OF SAN DIEGO

	HOUSEHOLD POPULATION	HOUSING UNITS	HOUSEHOLD SIZE
Barrio Logan	12,130	4,000	3.04
City of San Diego	1,777,940	695,700	2.64

SANDAG Regional Forecast 2050 (Series 13) for the year 2050 and Socioeconomic Estimates for the year 2020, and City of San Diego Planning Department.



County Department of Environmental Health. These agencies include the Environmental Protection Agency, the California Air Resources Board, and the San Diego Air Pollution Control District.

Barrio Logan's mix of industrial, commercial, residential, and institutional uses developed in a manner consistent with past land use policies and zoning, which validated the mix of uses existing at that time, while allowing additional new residential and industrial uses to locate side-by-side. Barrio Logan has contaminated sites, auto uses, and industrial uses that pose health risks to residents due to poorer air quality, loud noises from machinery, unappealing facades and open industrial yards, and past and potential hazardous materials and emissions. The Community Plan provides a thoughtful approach to current and future land uses is required to address operations of light industrial and commercial activities and their proximity to adjacent residential land uses. This approach includes:

- Separation of Incompatible Land Uses: The Land Use element applies land uses that separate new residential and commercial uses consistent with the General Plan's Environmental Justice policies.
- Industrial uses. The Land Use Element establishes areas for Prime Industrial uses at a distance from residential uses and creates a transition area of commercial uses between industrial uses on Port tidelands and the residential neighborhoods.
- Mobility Choices: The Mobility Element establishes a network that provides multiple safe and convenient mobility options. The Plan policies promote active transportation so people can easily walk and bike within the community, and reliable connections to jobs, services, and neighborhood amenities.
- Design of the Built Environment: The Urban Design Element and the Noise Element support improved compatibility between land uses through a number of policies and design measures, including noise mitigation (i.e. controlling noise at the source), screening operations with landscaping or well-designed walls, as well as enforcement of the City's existing codes (e.g. containing operations within structures).
- Access to Public Spaces: The Recreation Element recommends new parks, public spaces and urban plazas and complete streets to foster development of safe and active community gathering places.
- Access to Healthy Food: The availability of healthy food options at stores and farmers markets can facilitate better health in individuals. The Land Use Element promotes development of spaces that can be occupied by fresh food retailers and policies that promote community gardens, urban gardening, and farmers' markets.

EQUITY

Equity is necessary to achieve environmental justice. Equity in planning includes the concepts of justice and fairness, promotes the inclusion of underrepresented communities, and takes historical inequities into account when engaging in planning. Equity ensures access to quality housing, parks, public spaces and facilities, and mobility options for all, which create a strong and sustainable city. The Community Plan addresses the past mixing of industrial and residential uses by providing policies to address and avoid this situation in the future.

LU-8



Achieve a diverse mix of housing types and forms

Land Use

Policy 2.1.1 Incorporate measures to improve air quality, which could include increased setbacks, landscaping, ventilation systems, and other measures where appropriate for new residential development.

Policy 2.1.2 Promote affordable space for arts, nonprofit organizations, and other community-based organizations as part of new development.



Mercado del Barrio mixed-use development

Community Engagement

Policy 2.1.3 Ensure that traditionally underrepresented and disenfranchised people are meaningfully involved in the decision-making process.

Policy 2.1.4 Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English.

Policy 2.1.5 Facilitate partnerships between public agencies and community organizations to address community challenges

Public Facilities

Policy 2.1.6 Promote an environment of diversity, inclusion, and respect within Barrio Logan’s public facilities and public spaces.

Policy 2.1.7 Prioritize the delivery of new facilities, services, and community investments in areas with the greatest needs.

Policy 2.1.8 Promote the activation and programming of public spaces to ensure safe and enjoyable community gathering and recreational spaces.

Policy 2.1.9 Incorporate features that improve the livability and enjoyment of the community into public facilities, such as additional trees, vegetation, and living walls.



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 development of small lot housing and companion units in lower density residential areas, and development of live/work style units to accommodate working artists within the community. Furthermore, shopkeeper units are encouraged, which allow families to live above commercial, retail and office space.

In combination with the shift in the housing stock, new businesses, which can afford increased commercial rent, cater to a more affluent base of consumers - further increasing the appeal to higher income earners. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production.

ANTI-DISPLACEMENT

The Community Plan seeks to limit the displacement of residents. Gentrification is a shift in an urban community towards wealthier residents and/or businesses and increasing property values. Gentrification is typically the result of investment in a community by real estate development business, local government, or community activists, and can often spur changes to the economic development and business opportunities of long-term residents as well as displacement and the loss of affordable housing opportunities. For example, gentrification can result in industrial buildings being converted to residences and shops.

Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to be an integral component of overall housing production in Barrio Logan. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with the City's affordable housing policies and programs.



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



Promote construction of larger housing units suitable for families with children



Mixed-use development



Encourage diverse housing opportunities



Mercado Del Barrio Apartments



Housing for families with children

LU-10

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 older residential development where appropriate to provide a balance 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 companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for-sale townhomes.

Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units, particularly in the Historic Core and along Boston Avenue, and provide incentives to retrofit or remodel units in a sustainable manner.

Policy 2.2.7 Preserve existing single family homes which provide affordable housing and contribute to Barrio Logan’s unique character

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Avenue 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. Require soil remediation to occur as part of development when proposing a change in use from Industrial to residential and or mixed residential development.

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Promote the 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 the 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 homebuyer assistance programs for moderate-income buyers.

Policy 2.2.14 Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels.

Policy 2.2.15 Encourage compliance with State and local affordability requirements to ensure that affordable housing will continue to address the needs of the Barrio Logan community.

Policy 2.2.16 Respecting community history and ties, seek to preserve Barrio Logan residents' ability to continue to live in the community.

Policy 2.2.17 Recommend that, in cases of planned demolition of existing residential units, residents are provided extended notice and options to return to new affordable units.

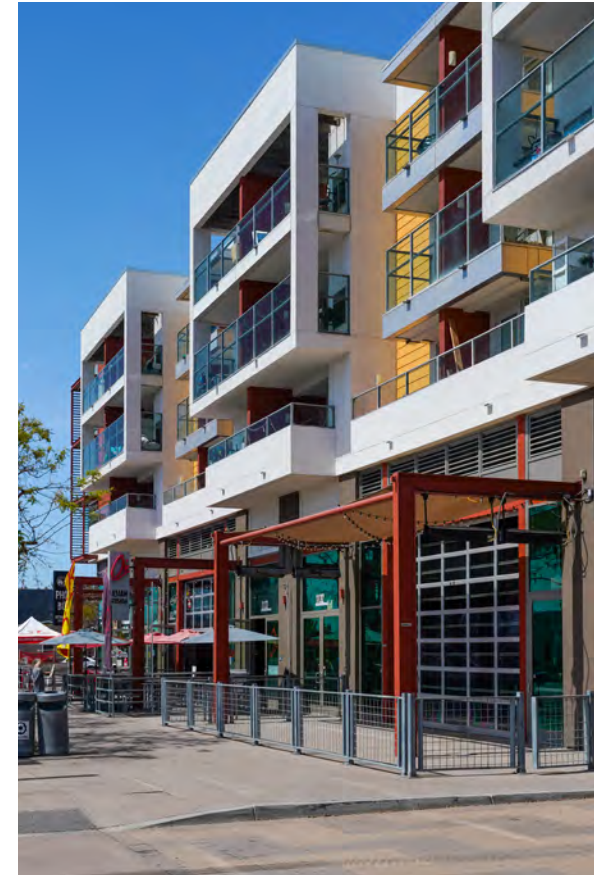
Policy 2.2.18 Strongly encourage inclusion of affordable units on-site and incorporating options to retain and relocate existing tenants by directly engaging with existing tenants and residents.

Policy 2.2.19 Support anti-displacement initiatives, such as the community acquisition/land trust and other programs to increase homeownership opportunities for residents in the community.

Policy 2.2.20 Explore options to promote and preserve affordable housing options in Barrio Logan, including both deed-restricted and naturally occurring affordable housing.



Affordable housing at the Los Vientos Housing Project on National Avenue



The plan promotes a diversity of housing for all income levels

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 Land Use Map for the precise location of these designations.

Barrio Logan has long been home to maritime activities, including the existing ship yards along the San Diego Bay. Maintaining and supporting these marine-related activities, including ship repair, maritime support, warehousing and storage, and shipping, is important to both Barrio Logan and more generally to San Diego's economy.

LU-12

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

Policy 2.3.4 Consider the vacant San Diego Gas & Electric power plant site on Sampson Street as an opportunity for reuse for larger-scale office, commercial, or research activities.

Policy 2.3.5 Ensure that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community.

Policy 2.3.6 Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features within the Transition Zone.

Policy 2.3.7 Allow coffee roasting facilities to be located in areas designated as Community Village and Neighborhood Commercial except where the CPIOZ limits this use.

Policy 2.3.8 Preserve existing hotel/motel/hostel facilities from removal or conversion to residential units.

Policy 2.3.9 Encourage the addition of overnight accommodations particularly serving the low/moderate cost range in the community.

Policy 2.3.10 Rehabilitate existing hotel/motel/hostel facilities where feasible.



Mixed-use office building with retail and office uses



Build on the character of the community



Live/work Units



2.4 INSTITUTIONAL LAND USE

Institutional uses provide public or semi-public services to the community. Table 2-4 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 2-4 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	Downtown
San Diego	Fire Station No. 7	Barrio Logan
	Central Division	Southeastern San Diego
Library	Logan Heights Branch Library	Southeastern San Diego
	Central Library	Downtown
U.S. Government	Post Office 277 Logan Ave.	Southeastern San Diego

INSTITUTIONAL LAND USE POLICIES

Policy 2.4.1 Provide support to community social service institutions.

Policy 2.4.2 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

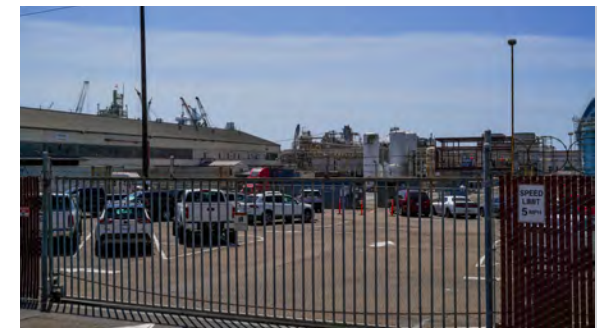
The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies “are intended to strengthen our industries, retain and create good jobs, with self sufficient wages, increase income, and stimulate economic investment in our communities”. The element 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 and to the west of Harbor Drive, as Heavy Industrial due to their industrial character. These areas have also been identified as Prime Industrial lands which contribute to the regional economy and support waterfront related activities.

LU-13



Cesar E. Chavez Campus Continuing Education Center



Port Industry

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, increased use of alternative modes of transportation, and additional parking spaces 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 new industrial buildings be designed to better integrate with the surrounding neighborhood.

Policy 2.5.6 Incorporate active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.5.7 Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.

Policy 2.5.8 The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provided 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 new development proposals are consistent with airport land use compatibility policies and regulations.

LU-14



Promote economic growth in the community



Reduce negative effects through building design



Protect and promote development of maritime-related uses



2.7 SPECIFIC NEIGHBORHOOD GUIDELINES

Barrio Logan is comprised of five distinct neighborhoods. The five specific neighborhood areas coincide with the Landscape Districts of Section 4.3 Urban Forestry and are shown in Figure 2-2. 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. 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.



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 2-3.

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.

LU-16

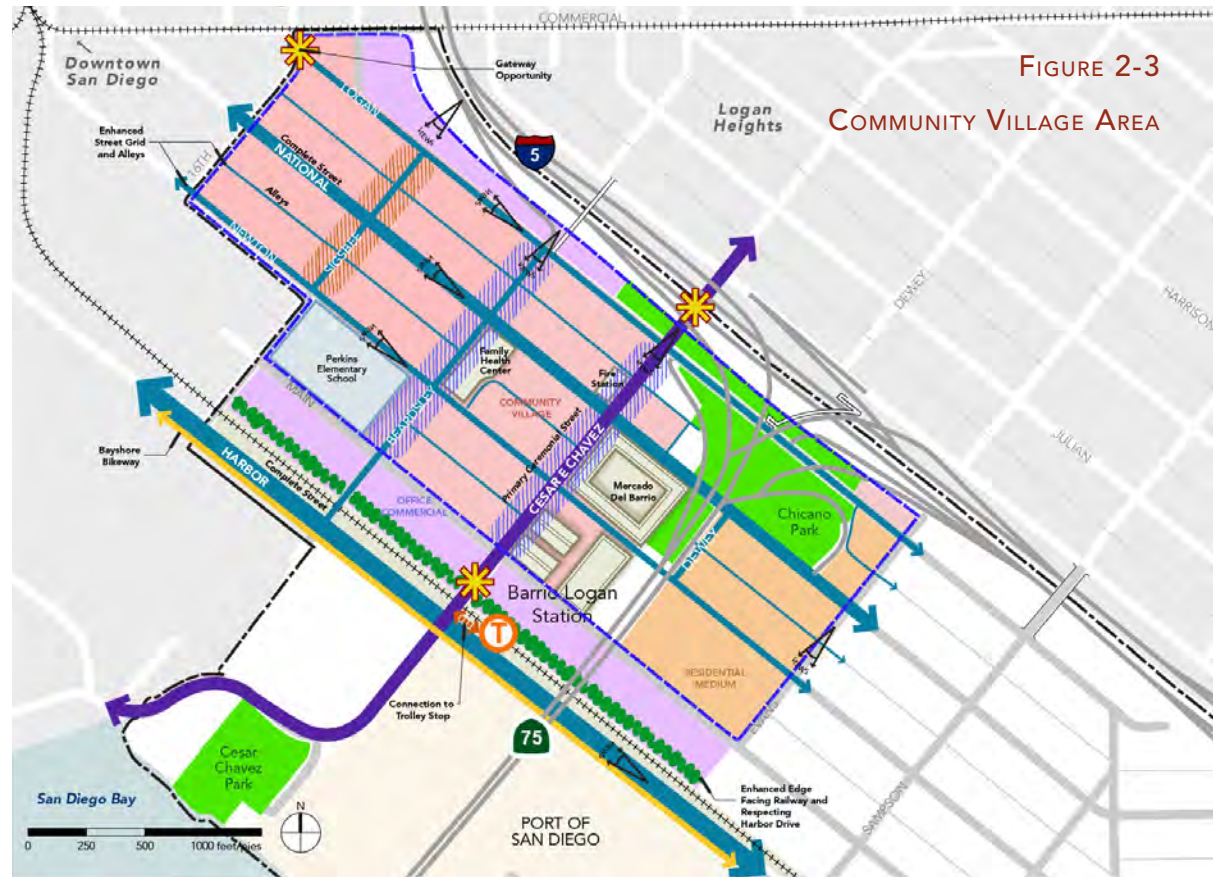


FIGURE 2-3

COMMUNITY VILLAGE AREA

Legend

- | | |
|--|--|
| Barrio Logan Community Plan Area
<i>Área del Plan Comunitario</i> | Primary Ceremonial Street
<i>Calle Ceremonial Principal</i> |
| Neighborhood Area Boundary
<i>Límite del Área Vecinal</i> | Complete Street
<i>Calle Completa</i> |
| Freeway/Ramp
<i>Carretera/Rampa</i> | Enhanced Street Grid
<i>Red de Calles Mejorada</i> |
| SDMTS Trolley Stop
<i>SDMTS Tranvia y Estación</i> | Enhanced Alley
<i>Callejones Mejorados</i> |
| Views to Downtown and San Diego Bay
<i>Visual de Ciudad y San Diego Bay</i> | Bayshore Bikeway
<i>Senda de Bicicletas de la Costa</i> |
| Gateway
<i>Portal de Entrada</i> | Pedestrian Connection
<i>Conexión Peatonal</i> |
| Enhanced Edge Treatment
<i>Tratamiento de Mejora de Bordes</i> | Higher Intensity Mixed-Use
<i>Intensidad Alta de Usos-Mixtos</i> |
| | Commercial/Residential Mixed-Use (Required)
<i>Usos-Mixtos Comerciales/Residenciales (Requeridos)</i> |



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 new development at the intersections of Logan Avenue, National Avenue, Newton Avenue and Main Street to provide sidewalks that are 12 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. Allow for the development of a public market in the Community Village to serve the daily needs of the community and provide educational and economic opportunities for the local and regional economy.

The following list of uses are allowed on parcels that are residentially designated and zoned within the Community Village that are included as part of a public market with a Planned Development Permit:

- Farmers' markets
- Retail sales fresh and prepared foods and cooking related products
- Secondary food manufacturing
- Restaurants, cafes and coffee shops with outdoor seating
- Community gardens
- Certified kitchens
- Community event space

LU-17



Cesar E. Chavez Parkway as a Ceremonial Street



Sidewalks on Cesar E. Chavez Parkway



Protect and preserve small retail establishments

HISTORIC CORE AREA

Development within the historic core (see Figure 2-4) should complement the existing and evolving character of the built environment. Commercial development and housing that provides live/work spaces, small lot housing, shopkeeper units interspersed with the existing quality development of the neighborhood, along with new housing that provides live/work spaces, small lot housing, shopkeeper units, and workspace. Live work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue.

LU-18

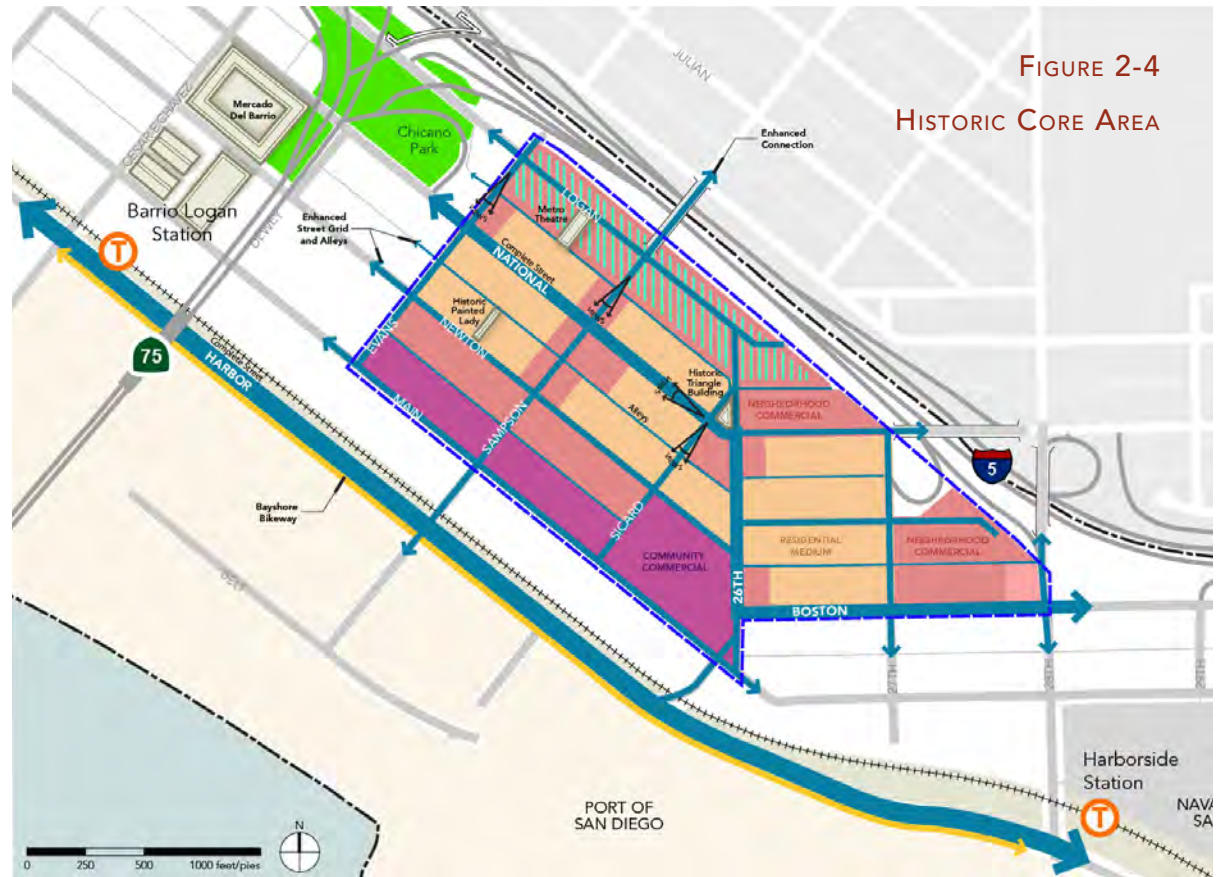


FIGURE 2-4
HISTORIC CORE AREA

Legend

- | | |
|--|---|
| Barrio Logan Community Plan Area
<i>Área del Plan Comunitario</i> | Complete Street
<i>Calle Completa</i> |
| Neighborhood Area Boundary
<i>Límite del Área Vecinal</i> | Enhanced Street Grid
<i>Red de Calles Mejorada</i> |
| Freeway/Ramp
<i>Carretera/Rampa</i> | Enhanced Alley
<i>Callejones Mejorados</i> |
| SDMTS Trolley Stop
<i>SDMTS Tranvía y Estación</i> | Bayshore Bikeway
<i>Senda de Bicicletas de la Costa</i> |
| Views to Downtown and San Diego Bay
<i>Visual de Ciudad y San Diego Bay</i> | Logan Avenue Arts District
<i>Distrito Artístico de Logan Avenue</i> |



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 parcels are consolidated, 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 and shopkeeper units along Logan Avenue and 26th Street in order to increase the vitality and livability of this historic street.



Scale of existing buildings should be reflected through design and choice of materials of new development. Encourage smaller scale infill development.

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 Figure 2-5). 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.

LU-20



FIGURE 2-5
TRANSITION AREA

Legend

- Barrio Logan Community Plan Area
Área del Plan Comunitario
- Neighborhood Area Boundary
Límite del Área Vecinal
- Freeway/Ramp
Carretera/Rampa
- SDMTS Trolley Stop
SDMTS Tranvía y Estación
- Enhanced Edge Treatment
Tratamiento de Mejora de Bordes
- Complete Street
Calle Completa
- Enhanced Street Grid
Red de Calles Mejorada
- Enhanced Alley
Callejones Mejorados
- Bayshore Bikeway
Senda de Bicicletas de la Costa
- Pedestrian Connection
Conexión Peatonal
- Parking Structure Influence Area
Área de Influencia de Estructura de Estacionamiento



TRANSITION ZONE POLICIES

Policy 2.7.14 Protect and promote maritime commercial uses by prohibiting residential and industrial 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.



Treat rail facing facades as primary facades



Provide landscaping and sidewalks



Active uses fronting the sidewalk

LU-21

PRIME INDUSTRIAL AREAS

Barrio Logan’s Prime Industrial lands are long-term assets that serve a critical role in the region’s economy. Industrial structures should be sensitively designed since they are adjacent to residential and mixed-use neighborhoods, and open space systems. Figure 5.1 illustrates the Prime Industrial Area in Barrio Logan.

PRIME INDUSTRIAL AREA POLICIES

Policy 2.7.18 Protect the stock of existing buildings used by, or appropriate for, industrial businesses by restricting conversions of industrial buildings for retail or office uses in areas identified as Prime Industrial land.

Policy 2.7.19 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 2.7.20 Ensure that new land uses adjacent to Prime Industrial areas does not conflict with existing industrial operations characteristic of these areas or conflict with transportation access to these areas.



FIGURE 2-6

PRIME INDUSTRIAL AREA



Older industrial buildings in predominantly residential areas can be adaptively reused for commercial purposes



BOSTON AND MAIN STREET CORRIDOR

Boston Avenue between 28th St. and 32nd St. is defined primarily by 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 to improve safety for residents. Main Street is envisioned to intensify with higher intensity commercial and office uses.

Policy 2.7.21 Provide a diversity of housing options along Boston Avenue that respond to community needs.

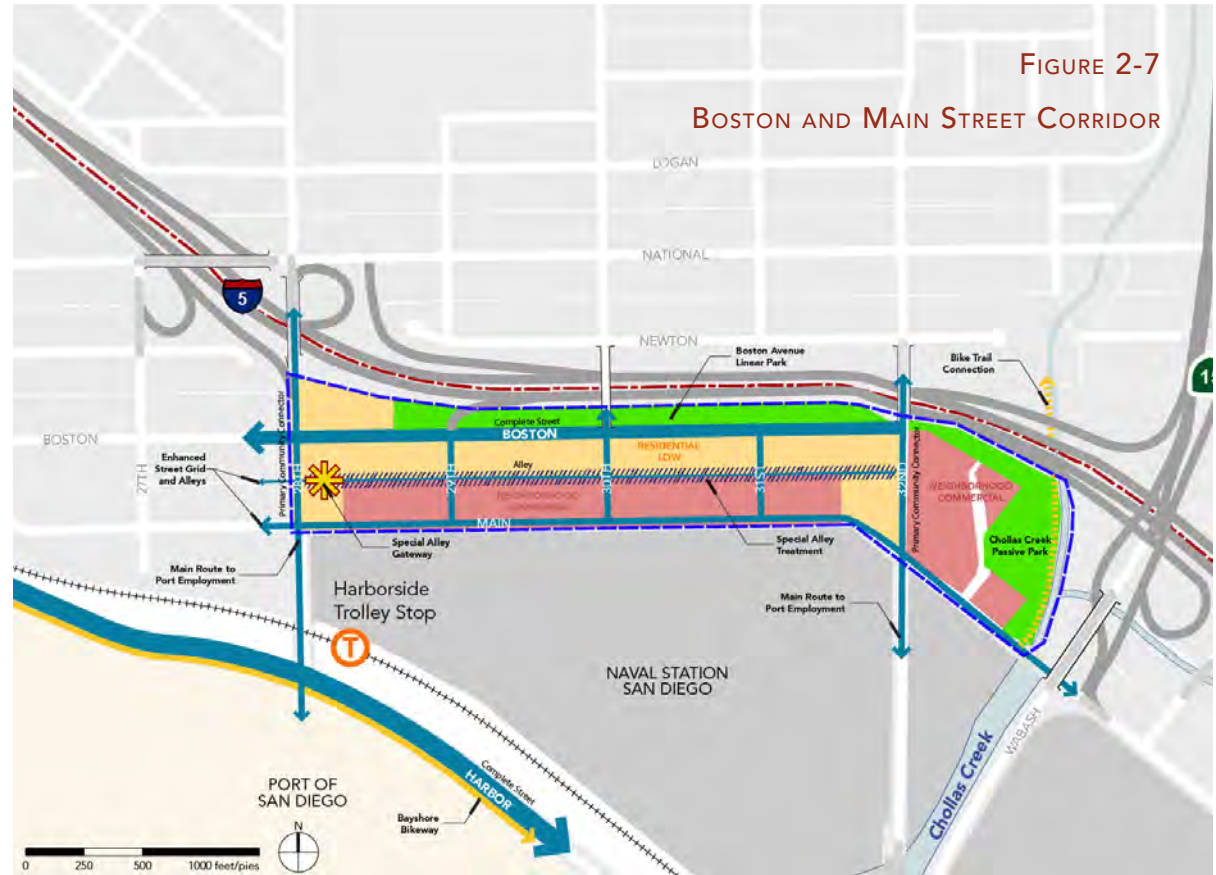


FIGURE 2-7

BOSTON AND MAIN STREET CORRIDOR

LU-23

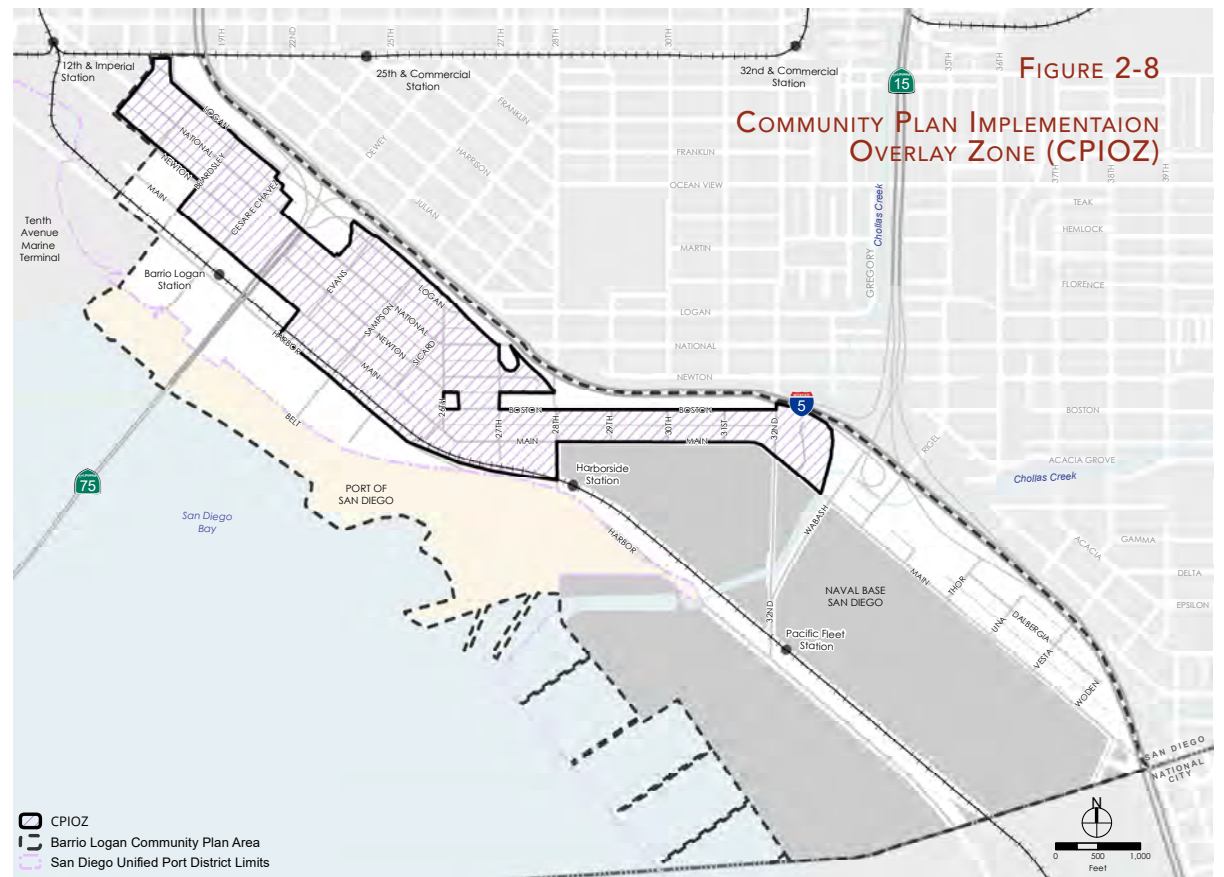
Legend

- | | | | |
|--|--|--|--|
| | Barrio Logan
Community Plan Area
Área del Plan Comunitario | | Complete Street
Calle Completa |
| | Neighborhood Area Boundary
Límite del Área Vecinal | | Enhanced Street Grid
Red de Calles Mejorada |
| | Freeway/Ramp
Carretera/Rampa | | Enhanced Alley
Callejones Mejorados |
| | SDMTS Trolley Stop
SDMTS Tranvía y Estación | | Bayshore Bikeway
Senda de Bicicletas de la Costa |
| | | | Proposed Bike Trail Connection
Conexión de Sendero de Bicicleta Propuesto |
| | | | Special Alley Treatment
Tratamiento Especial de Callejones |

2.8 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

Development within boundaries identified in Figure 2-8 are within the Barrio Logan Community Plan Implementation Overlay Zone (CPIOZ) - Type A. In this area, additional regulations apply. The purpose of the Barrio Logan CPIOZ is to allow specified uses that establish a transition between industrial uses within the Port and the residential community, provide for new public spaces and parks concurrent with growth in the community, and provide for affordable housing in Barrio Logan. It is intended that the supplemental regulations in Appendix A, in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan.

LU-24





CHAPTER THREE

mobility element

IN THIS CHAPTER

- Goals
- Walkability and Complete Streets
- Transit Services and Facilities
- Streets and Freeways
- Transportation Demand Management
- Bicycling
- Parking
- Goods Movement and Freight Circulation

Barrio Logan's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed-use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in Barrio Logan. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Three freeways, Interstate 5 (I-5), State Route 15 (SR-15) and State Route 75 (SR-75) along with the rail corridor parallel to Harbor Drive provide regional access but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular over and undercrossings, these facilities create physical and perceived barriers. The multiple access and exit ramps to and from the freeways contribute to the traffic operations challenges.

It is the intent of the Mobility Element to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port tidelands and throughout the Barrio Logan community. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network.

ME-1

GOALS

- Pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue corridor, and Harbor Drive.
- Transit as a viable mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure.
- Adequate capacity and improved regional access for vehicular traffic on heavily traveled roadways through focused improvements.
- A parking management strategy that reduces the parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Safe and efficient truck routes for access to San Diego Bayfront industries as well as businesses within the Barrio Logan community that minimize the negative impacts associated with truck traffic.

3.1 WALKABILITY

Barrio Logan has several important features of a walkable community including its fine-grained mix of residential and neighborhood serving commercial uses in the village area and basic grid network of streets throughout. Walking is commonplace in Barrio Logan and sidewalks exist on virtually all streets. Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets. Pedestrian routes in Barrio Logan have been classified based on definitions in the City's Pedestrian Master Plan and are shown in Figure 3-1, Planned Pedestrian Route Types:

- **District sidewalks** support heavy pedestrian levels in higher density mixed-use areas.
- **Corridor sidewalks** support moderate pedestrian levels along commercial and mixed-use corridors.
- **Connector sidewalks** support low pedestrian levels and connect to corridor and district sidewalks.
- **Neighborhood sidewalks** support low to moderate pedestrian levels in residential areas.

These route typologies relate to potential facility designs and design treatments to address pedestrian needs.



Barrio Logan served by Blue Line trolley



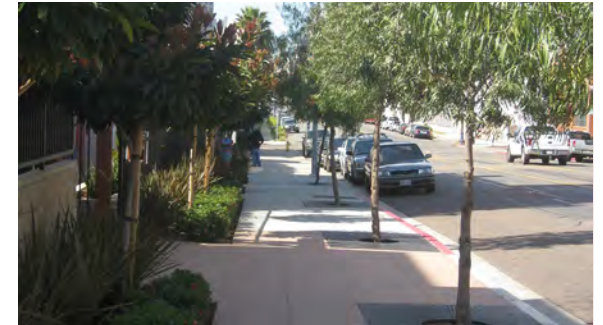
ME-3

The Mobility Element promotes the concept of Complete Streets in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well-designed and well-placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate locations
- Transit amenities and priority treatments
- Accessible pedestrian signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other ‘traffic calming’ techniques which tend to lower speeds and provide a buffer from travel ways
- Center medians with trees and landscaping
- Consolidation of driveways

ME-4

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME- 2, should be consulted for additional policies.



Pleasing pedestrian environment



Improve pedestrian environment



WALKABILITY POLICIES

Policy 3.1.1 Improve pedestrian accessibility and connections that link neighborhood areas to attractions and create safe routes to schools, transit stations, parks, and other activity centers.

Policy 3.1.2 Support and promote complete sidewalk and intersection improvements along Harbor Drive including the intersections at: Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street.

Policy 3.1.3 Support improvements to grade-separate the 28th Street and 32nd Street Trolley tracks in order to enhance pedestrian, bicycle, auto and truck circulation

Policy 3.1.4 Collaborate with the adjacent jurisdictions and agencies to implement improved safety features at rail and road crossings for pedestrians and bicyclists traveling to and from the Barrio Logan Trolley Station and Cesar Chavez Park and the bayfront.

Policy 3.1.5 Support street design improvements, treatments, and operational measures that work towards accomplishing Vision Zero goals.

Policy 3.1.6 Install missing sidewalk and curb ramps and remove accessibility barriers.

Policy 3.1.7 Provide high visibility crosswalks, pedestrian countdown timers, and ADA compliant ramps at all signalized intersections.

Policy 3.1.8 Coordinate with the California Department of Transportation (Caltrans) to improve the pedestrian and bicycle environment, improve active transportation access to nearby communities, and reduce conflicts with motor vehicles at all freeway on- and off-ramps, undercrossings, and overcrossings.

Policy 3.1.9 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, lighting, crosswalks, and other appropriate measures.

Policy 3.1.10 Coordinate with developers and property owners to create an attractive, comfortable pedestrian environment by providing the recommended amenities and treatments that support Figure 3-1: Planned Pedestrian Route Types.

Policy 3.1.11 Redesign underutilized portions of streets as public spaces, such as widened sidewalks and curb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway.

Policy 3.1.12 Provide shade-producing street trees and street furnishings with an emphasis in the Community Village and Historic Core areas.

Policy 3.1.13 Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main

Street to accommodate public gathering spaces while maintaining the safety and flow of vehicular traffic.

Policy 3.1.14 Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass.

Policy 3.1.15 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route where possible for pedestrians. Prioritize improvements for the areas along the east side of Harbor Drive between 32nd Street and Downtown San Diego and adjacent to I-5, SR-75 and SR-15 where the freeway is at-grade or elevated.

3.2 TRANSIT SERVICES AND FACILITIES

Transit is the most efficient way of moving the greatest amount of people from place to place. Barrio Logan is well served by both local and regional transit. Nearly all of the community falls within transit priority areas (TPAs), which are areas within one-half mile of an existing or planned major transit stop. Taking advantage of such opportunities and encouraging transit use, the Plan's proposed land use pattern integrates stations and stops into walkable transit-oriented villages, districts, and corridors further improving transit accessibility and increasing ridership.

Regional and citywide planning efforts continue to promote transit as the ideal choice of travel for many trips. The San Diego Association of Governments (SANDAG) is the metropolitan planning organization in charge of transit planning within the region, and they periodically prepare regional plans that identify service upgrades as well as new transit system connections to activity centers, neighborhoods and major employment areas. Under the currently adopted regional plan, rapid bus transit and upgraded trolley service in the form of frequency and infrastructure enhancements are planned. Figure 3-2 illustrates the existing transit facilities, along with the general alignment assumptions of the planned regional transit corridors.

The Metropolitan Transit System (MTS) operates the buses and trolleys throughout the region.

As shown in Figure 3-2, MTS will continue to provide trolley service via the Blue Line that runs from the University Town Centre to San Ysidro, with stations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. The at-grade rail crossings at these stations are where rail-based transit service operations can conflict with pedestrian, bicycle, and vehicle circulation. This Plan supports reducing conflicts at these locations by providing a policy framework to coordinate with other agencies and adjacent jurisdictions and identify solutions, which could include grade separation of the rail crossings as a long-term option.

This Plan envisions enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan. To help achieve this vision, the establishment of mobility hubs in the community can enhance the transit rider experience by offering a variety of amenities and access to shared micro-mobility devices or other travel options that would connect people from transit to their job, home, or other community destinations (i.e., first/last mile infrastructure). Additionally, complete streets improvements discussed in other sections, plus the implementation of transit priority measures and other intelligent transportation systems, will support efficient transit service and further promote transit use as a viable mode of choice. General Plan policies ME-B.1 through ME-B.10 should be consulted for additional policies and guidance.

TRANSIT SERVICES AND FACILITIES POLICIES

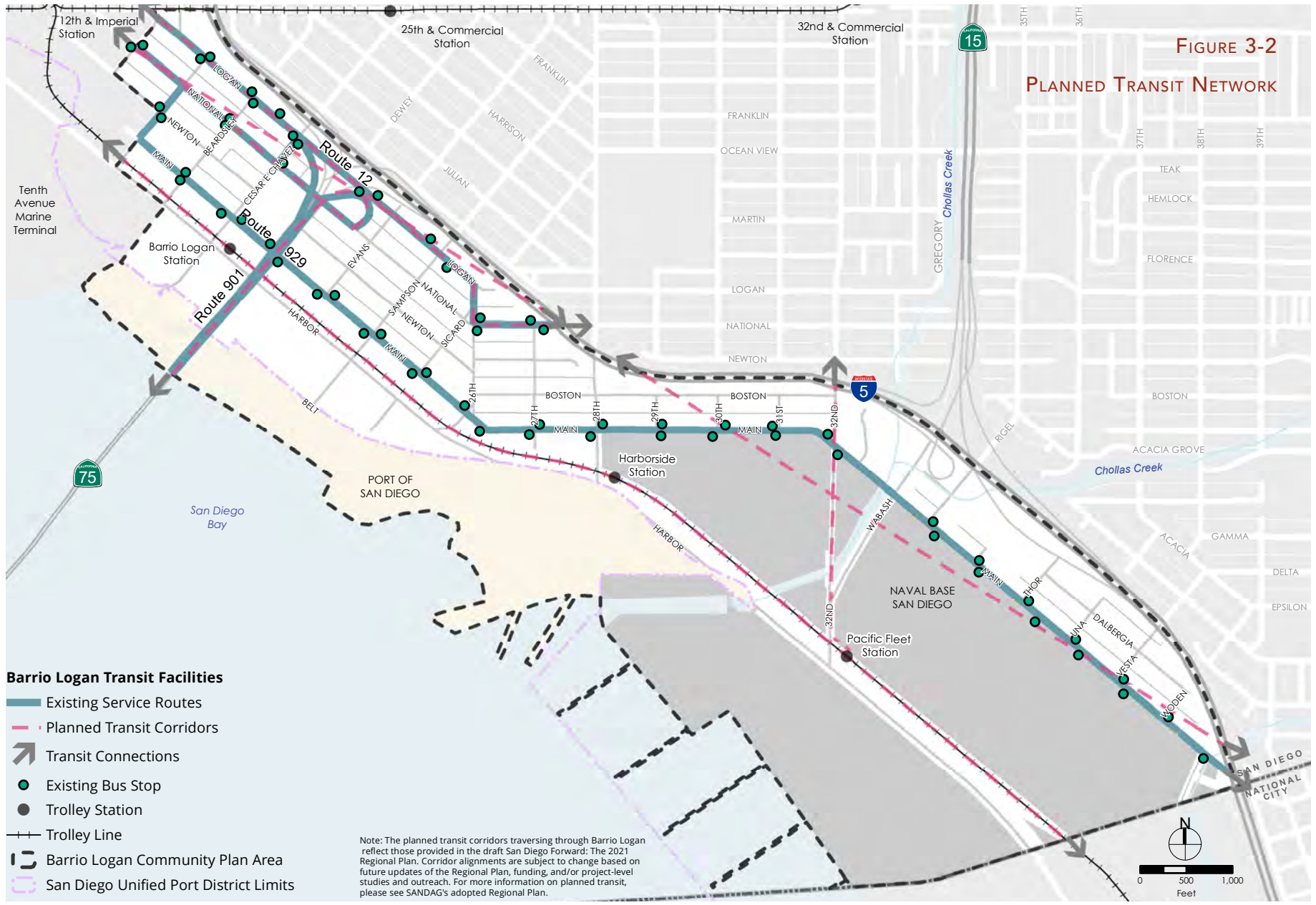
Policy 3.2.1 Coordinate with public entities and private developers to ensure multi-modal accessibility and compatibility between transit operations and future development or infrastructure plans.

Policy 3.2.2 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit corridors and neighborhood commercial streets such as National Avenue and Main Street.

Policy 3.2.3 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

Policy 3.2.4 Collaborate with MTS and SANDAG to develop mobility hubs at key transit stops/stations, including, but not limited to, Barrio Logan Station, Harborside Station, Pacific Fleet Station, Cesar Chavez Parkway/Logan Avenue intersection, Chicano Park, and Cesar Chavez Park, to encourage transit ridership and multi-modal trips and provide first and last-mile connections.

Policy 3.2.5 Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information.



ME-7

Policy 3.2.6 Highlight the presence of each of the three trolley stations through street treatments and signage on pedestrian and bicycle routes to and from each of the stations.

Policy 3.2.7 Coordinate with MTS, SANDAG, and the California Public Utilities Commission to reduce trolley, train, vehicle, bicycle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, safety improvements at existing rail crossings, and aesthetic improvements to strengthen active transportation access and walkability.

Policy 3.2.8 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

Policy 3.2.9 Work with MTS and SANDAG to incorporate transit infrastructure and service enhancements for Barrio Logan, including those warranted by future demand and identified in SANDAG’s Regional Plan and future updates to the Regional Plan. Future projects that are particularly of interest are the roadway-rail grade separations at 28th Street and 32nd Street.

Policy 3.2.10 Implement transit priority measures such as queue jumpers and transit priority signal operations, where feasible, to allow transit to bypass congestion and result in faster transit travel times at critical locations.

3.3 STREETS AND FREEWAYS

Barrio Logan has regional connections, served by three freeways (Interstate 5, State Route 75, State Route 15), and several regionally significant arterials that connect across communities, including National Avenue, Harbor Drive, and Main Street. The community’s street system connects various users internally, as well as to the bayfront, Port of San Diego terminals, military facilities, and surrounding communities and freeways. Figure 3-3 illustrates the circulation roadways and their existing street classification.

There are several unique traffic generators, such as maritime uses and Naval Base San Diego, that cause congestion for short periods during certain times of the day due to changing or ending work shifts. New residential, commercial and industrial development in Barrio Logan will generate additional travel in and through the compact area. Both the existing and projected traffic characteristics in the community and adjacent areas, makes it imperative that Barrio Logan’s street system be utilized in the most efficient way possible.

ME-8



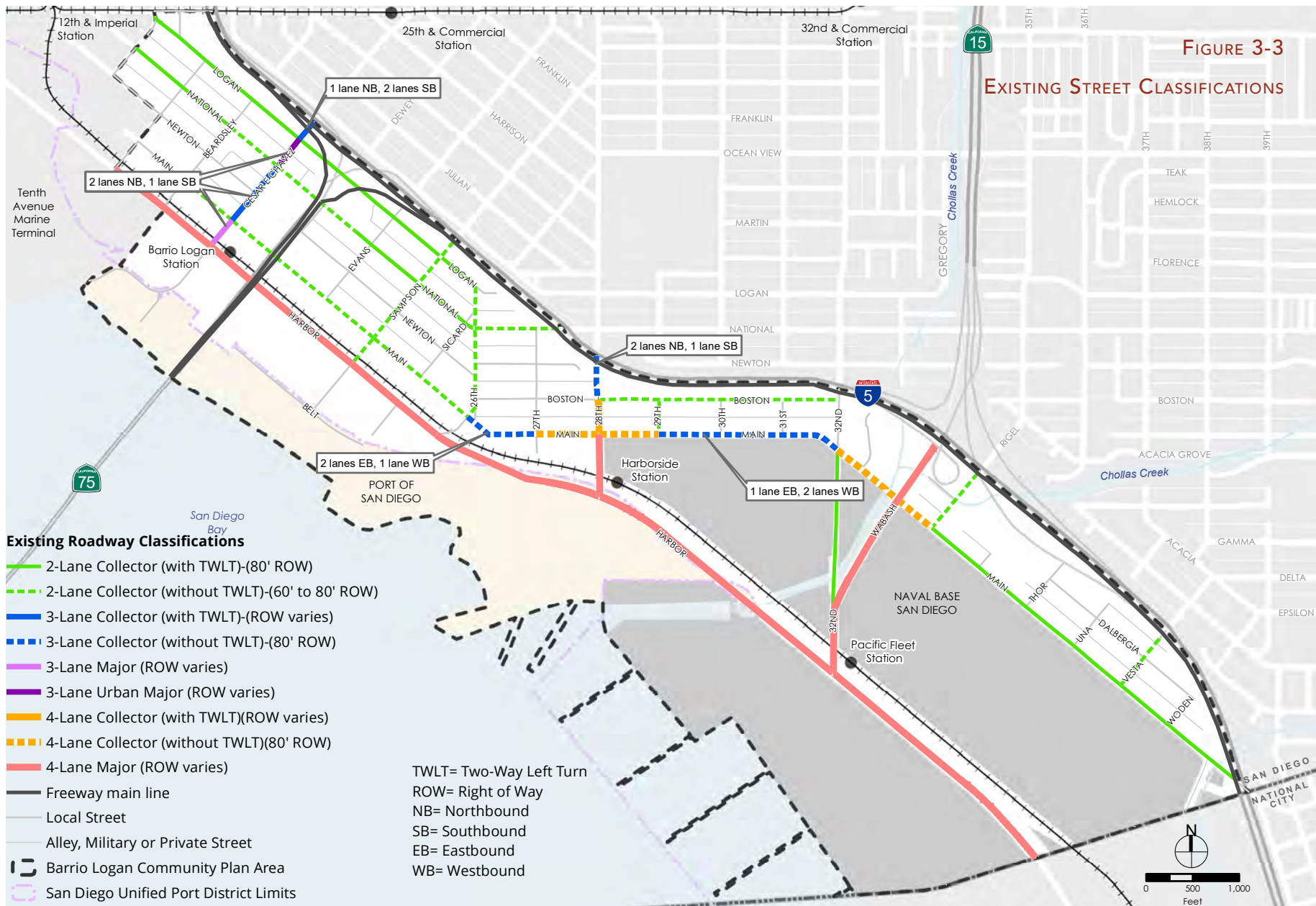
Maximize shade producing trees



Provide additional amenities at the Barrio Logan trolley station



Barrio Logan trolley station



ME-9

Efforts should be made to direct many of the existing and new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase multi-modal capacity, reduce congestion, reduce speeding and improve safety and neighborhood livability.

New technologies and intelligent transportation systems (ITS) should be pursued to respond to current traffic conditions and move people and goods safely and efficiently throughout the community. Potential integration of ITS technologies could include interconnected signals that work together in a synchronized manner, adaptive signals that adjust timings to accommodate changes in traffic, advanced analytics, and high-speed communication networks to allow smartphones, future connected vehicles, and roadways to communicate and share real-time data.

Additionally, seeking collaboration opportunities for the City, Caltrans, the US Navy, Port of San Diego, and SANDAG to study long-term grade separation options or other infrastructure investments would be beneficial in identifying regional access improvements to minimize congestion on local streets, improve access to the freeway system, and alleviate bottlenecks.

Figure 3-4 shows the planned buildout street classifications. The hierarchy of street classifications contained in the General Plan and its companion community plans, such as this, is intended to provide for safe and orderly traffic flow and efficient circulation. While planned street classification of the roadway network shall maintain such a hierarchy, the organization of right-of-way surface improvements for a classified roadway is contingent upon several factors including, but not limited to, safety and mobility for all users, transit performance, emergency response, freight movement, and travel delay. The configuration of surface improvements including travel lanes is determined at the time of need and be based on the best available data and analysis that addresses the aforementioned factors, to the satisfaction of the City Engineer. General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.

CESAR E. CHAVEZ PARKWAY CEREMONIAL STREET

The Cesar E. Chavez Ceremonial Street serves as the spine of the Community Village and is anchored by the Mercado Commercial Mixed Use project. Planned modifications to the Ceremonial Street include bicycle facilities and expanded sidewalks for an enhanced multi-modal connection between Chicano Park and the bayfront, as well as abutting businesses and the Barrio Logan Transit Station. Portions of the planned roadway modifications have been implemented along select segments as part of redevelopment projects that have been constructed. As the surrounding Community Village Area continues to transform into a vibrant pedestrian-oriented neighborhood, the City could explore opportunities for additional roadway and urban design modifications to further enhance the active transportation realm and streetscape, as well as increase community spaces along the Cesar E. Chavez Ceremonial Street.



Artist rendition of proposed Cesar E. Chavez Parkway Ceremonial Street



ME-11

STREETS AND FREEWAY POLICIES

Policy 3.3.1 Maintain the grid network of streets and alleys.

Policy 3.3.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

Policy 3.3.3 Discourage vacating or selling streets, alleys, or public rights-of-ways except in cases where significant public benefits can be achieved, or where:

- The vacation of streets or alleys adjacent to I-5 would create public space and affordable housing as part of future developments.
- The vacation of excess right-of-way would create a pedestrian plazas or nodes.
- The vacation would increase the community's overall tree canopy within the public right-of-way and development sites to provide air quality benefits and urban runoff management.

Policy 3.3.4 Encourage the Port to site new structures on Port lands so as not to obstruct public views of the bay from City streets, and to extend east-west streets to the water's edge to facilitate public access to the waterfront.

Policy 3.3.5 Implement the Boston Avenue Linear Passive Park Trail and enhance the pedestrian and bicycle connection through this area.

Policy 3.3.6 Introduce traffic calming measures where appropriate to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways. Corridors for traffic calming treatments include, but are not limited to, Sigsbee Street, Beardsley Street, Sampson Street, Boston Avenue, National Avenue, Cesar E. Chavez Parkway.

Policy 3.3.7 Implement ITS strategies such as smart parking technology, dynamic message signs, adaptive signals, advance preemption at rail crossings, and traffic signal coordination to improve safety and reduce traffic congestion especially along Harbor Drive, Cesar E. Chavez Parkway, 28th Street and 32nd Street.

Policy 3.3.8 Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address regional and local transportation demand in Barrio Logan.

Policy 3.3.9 Coordinate with the US Navy and Caltrans to reduce congestion on 32nd Street through the construction of the Vesta Street bridge at Harbor Drive and operational and ITS improvements at multiple intersections including 32nd Street, Norman Scott Road and Wabash Street, Harbor Drive and 32nd Street, and Main Street and I-15 Ramps.

Policy 3.3.10 Coordinate with adjacent agencies and jurisdictions, such as National City, on multi-modal improvements to provide an interconnected transportation network between communities and to enhance mobility for all modes.

Policy 3.3.11 Support street design improvements and operational measures that work towards implementing systemic safety actions and countermeasures. These could include, but are not limited to, the following:

- A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities
- Roundabouts, where feasible and appropriate
- Traffic calming measures that reduce speeding and traffic diversion
- Roadway features that eliminate crash prone conflicts
- Protected intersections

Policy 3.3.12 Consider the installation of roundabouts, in lieu of signalization, throughout the community to minimize conflicts, reduce traffic speeds, and reduce fuel consumption, where feasible and appropriate, and evaluate roundabout intersection control for all new intersections.



Policy 3.3.13 Support opportunities to explore additional roadway and public rights-of-ways modifications to further enhance the bicycle facilities, pedestrian realm, and streetscape along the Cesar E. Chavez Ceremonial Street. This could include, but not limited to, a Cesar E. Chavez Parkway corridor study to determine the feasibility of a 2-lane configuration with roundabout control at intersections.

3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and carpooling. These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

TRANSPORTATION DEMAND MANAGEMENT POLICIES

Policy 3.4.1 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

Policy 3.4.2 Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

Policy 3.4.3 Continue to encourage developers to incorporate additional TDM practices, such as providing transit passes, in new residential, commercial, office, and industrial developments and make their residents, employees, or patrons aware of TDM programs.

ME-13



Retrofitting freeways with architectural lighting



Transportation Demand Management practices should encourage the use of bicycling and walking



Innovative parking management strategies

Policy 3.4.4 Encourage employers to participate in and inform employees about TDM programs, which could include, but are not limited to:

- Continued promotion of SANDAG's Transportation Demand Management programs
- Encourage rideshare, carpool, and commuter programs for major employers and employment centers
- Promote car/vanpool matching services
- Provide flexible schedules and telecommuting opportunities for employees

Policy 3.4.5 Work with public and private entities to encourage bike share, carshare, and scooter share program(s) establishment or expansion, with an initial focus on transit stations, mobility hubs, and other locations where appropriate to reduce the necessity of automobile ownership and use in the community.

3.5 BICYCLING

Barrio Logan's flat topography and short distances between residential and commercial areas makes it well suited for bicycling. Critical to making bicycling a more attractive mode of transportation, especially for short trips less than five miles, is the development of a safe, continuous bicycle network that is connected to activity centers and bikeways in neighboring communities. Recommended bicycle facilities range from shared paths to separated lanes are shown on Figure 3-5:

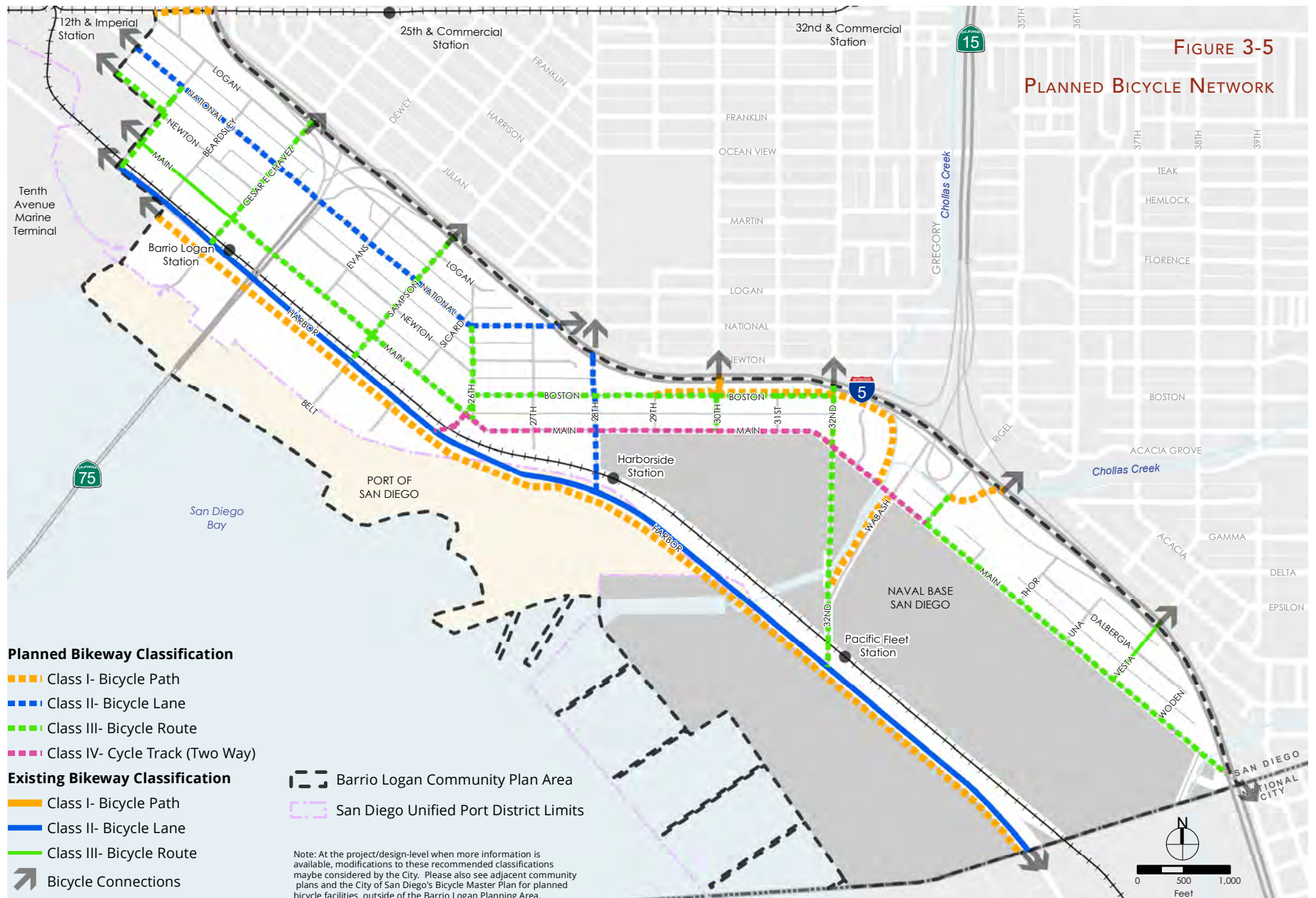
- **Class I Bikeway (Bike Path)** - Shared paths or multi-use paths provide a completely separated right-of-way designated for the exclusive use of bicyclists and pedestrians with minimal crossings by motorists.
- **Class II Bikeway (Bike Lane)** - A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles using a painted buffer to separate bicycles from vehicle travel or parking lanes.
- **Class III Bikeway (Bike Route)** - A roadway for shared use of traffic lanes by both vehicles and bicyclists identified by signage and street markings known as "sharrows".
- **Class IV Bikeway (Cycle Track)** - Buffered and physically protected bikeways located within the roadway right-of-way for the exclusive use of bicyclists and are separated from vehicular traffic by raised islands, planters, flexible posts, on-street parking, or other objects.

As depicted on Figure 3-5, most of the planned facilities along the community's circulation roadways will be Class III routes, where bicyclists and motorists share the same travel lane without specific vehicle or bicycle lane delineation. The need to maintain vehicle capacity and on-street parking on both sides of the streets, limits the potential to install bicycle lanes or cycle tracks throughout the community. The Plan proposes to still create a safe, comfortable environment for bicyclists through other means of heightening motorists' awareness of bicyclists, which could include enhanced signs, pavement markings, and traffic calming measures.

Also planned for Barrio Logan's bicycle network is the implementation of separated bikeways, where feasible. Separated bicycle facilities are known to enhance the comfort and safety of the bicycling environment and to promote increased cycling rates among the general population, the majority of whom are uncomfortable riding in unprotected facilities.



**FIGURE 3-5
PLANNED BICYCLE NETWORK**



ME-15

Key proposed bike corridors include:

- National Avenue which provides a direct connection to Downtown and centralized connections to important institutions and commercial uses within the community.
- Harbor Drive which connects to downtown and is the location for the Bayshore Bikeway.
- 28th Street which provides connections to Southeastern San Diego, Golden Hill and Balboa Park.
- Cesar E. Chavez Parkway which provides connections to San Diego Bay, Southeastern San Diego, Golden Hill and Balboa Park.
- Main Street which provides a connection between Chollas Creek and the Bayshore Bikeway.
- Bayshore Bikeway which provides a continuous loop route around San Diego Bay comprised of Class 1 and Class 2 facilities along the Harbor Drive corridor.

General Plan policies ME-F.1 through ME-F.6 should be consulted for additional policies and guidance.



Bike lane along Harbor Drive



BICYCLING POLICIES

Policy 3.5.1 Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting Barrio Logan to the citywide bicycle network and implementing the San Diego Bicycle Master Plan, the Regional Bike Plan, and the Bayshore Bikeway.

Policy 3.5.2 Provide secure, accessible and adequate bicycle parking throughout the community especially at all trolley stations, within shopping areas such as the Mercado Commercial District, and at concentrations of residential and employment uses.

Policy 3.5.3 Work with Caltrans to retrofit the active transportation bridges over I-5 Freeway at Beardsley Street and 30th Street to improve accessibility for pedestrians and bicyclists. Improvements could include, but not limited to, ADA compliant amenities and treatments and bike rails on the stairways to facilitate wheeling a bicycle up the stairs.

Policy 3.5.4 Support opportunities to explore a Class IV cycle track connection from Harbor Drive to Main Street along 32nd Street in consultation with the US Navy redevelopment of the Navy Exchange and the Vesta Street Bridge project.

Policy 3.5.5 Coordinate with Caltrans and the US Navy on multi-modal improvements along areas within and adjacent to their right-of-way, this could include, but not limited to, alternative Chollas Creek connections and alignments to/from Barrio Logan and the bayfront.

Policy 3.5.6 Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, secure bike parking, bicycle signals, bike boxes, buffered bike lanes, and protected facilities, where feasible and applicable.



Well-designed and convenient bicycle facilities

3.6 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in Barrio Logan. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

There is a high demand for on-street parking in most of Barrio Logan. Most of the parking shortage is directly related to employees parking on City streets and walking a few blocks to their place of employment. Implementing parking management programs and strategies on the impacted street segments can increase turnover and parking availability. Parking management programs can provide solutions such as park-once strategies, creation of parking districts, restrictions like time limits and permitted parking, demand-based pricing, and a community circulator. Specifically, to support the needs of businesses and create successful commercial areas, on-street parking spaces should be managed to favor short-term shoppers, visitors, and loading. In residential areas such as Boston Avenue and along Newton Avenue, curbside parking should be managed to favor residents.



A typical parking garage



A reduction of minimum off-street parking requirements in new residential and commercial developments, while continuing to permit reasonable amounts of parking if desired, allows developers more flexibility in how they choose to use scarce developable space but may cause community parking impacts.

Development could be built with reduced off-street parking yet still accommodate the parking needs of drivers through supply and demand measures such as innovative shared parking arrangements, provision of community parking garages, or other means. Community parking garages would ideally be located within the Community Village area and in the Transition Zone. These future shared parking structures are envisioned to provide parking for multiple users. General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.

PARKING POLICIES

Policy 3.6.1 Establish parking policies and mechanisms that better manage parking supply/demand. Of particular interest, is support to create a parking district that will seek funding, create, and implement parking-related strategies, plans, and programs to manage parking utilization.

Policy 3.6.2 Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

Policy 3.6.3 Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4 Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

Policy 3.6.5 Implement on-street parking management strategies and enforce parking regulations and restrictions in the Community Village, Historic Core and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6 Encourage the repurposing of on-street parking for alternative uses (i.e., physically separated bicycle facilities, landscaped buffered sidewalks, placemaking opportunities, corrals for micro-mobility, etc.), where appropriate and feasible.



Well managed and business friendly on-street parking

3.7 GOODS MOVEMENT AND FREIGHT CIRCULATION

Certain areas in the Barrio Logan community experience higher than average truck traffic volumes due to the industrial land uses in the community and in the adjacent Port. Truck restrictions have been implemented on various roadways in the community to eliminate the impacts of trucks traveling to and from the Tenth Avenue Marine Terminal and other Port-related industries. Within the community, truck trips to industrial uses and deliveries to retail uses are legitimate reasons why community streets are being used by trucks. Along the recommended truck routes shown on Figure 3-6, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. Specific design concepts and operational features that facilitate the effective movement of goods via trucks will be identified at the project-level of infrastructure improvements, development, and traffic service requests. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

GOODS MOVEMENT AND FREIGHT CIRCULATION POLICIES

Policy 3.7.1 Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects and minimize loading and storage spillover onto adjacent streets.

Policy 3.7.2 Provide an adequate amount of short-term, on-street curbside freight loading spaces.

Policy 3.7.3 Ensure that adopted goods movement routes including Harbor Drive 28th Street and 32nd Street meet the demands of the local businesses and Maritime industries.

Policy 3.7.4 Support the Port and Caltrans efforts to develop improvements to facilitate truck access to and from Harbor Drive and SR-15, while relieving congestion and impacts to the community's transportation network. This includes supporting and coordinating with these agencies on the Harbor Drive 2.0 project for potential "flexible" lanes in each direction of Harbor Drive would be dedicated for trucks, transit buses, and/or shuttles with the primary goal to enhance freight connectivity between the marine terminals and freeways.

Policy 3.7.5 Discourage trucks from using local streets as a means of cutting through the community to access the freeways and marine terminals. Measures to minimize conflicts between trucks, residential needs, commuter access, and other users of the community's neighborhood roadways, could include but not limited to:

- Implementation of traffic calming measures, such as speed humps, diverter islands, or other treatments, where appropriate and feasible.
- Incorporate features on designated truck routes that make the prescribed streets more attractive and accommodating to these vehicles
- Improved truck signage regarding designated truck routes
- Robust enforcement of the use of truck routes, including investment in technologies and/or programs that monitor and enforce truck route compliance.

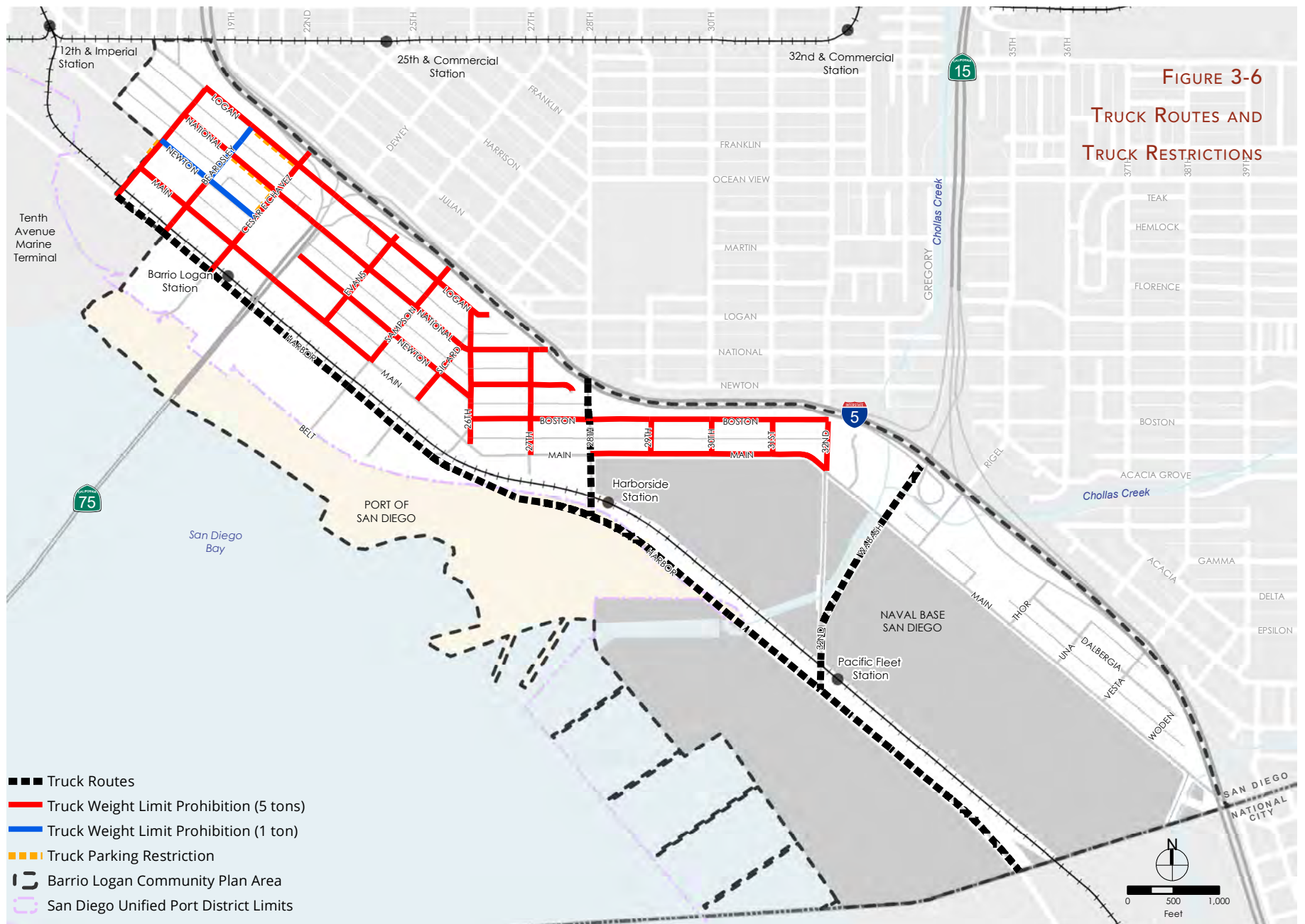
Policy 3.7.6 Support efforts to provide street improvements along Cesar E. Chavez Parkway to dissuade trucks accessing the Tenth Avenue Marine Terminal from using the street.

Policy 3.7.7 Provide improvements and clear regulatory and wayfinding signage to facilitate legal local truck access within the community while minimizing impacts to residential and other sensitive uses.

Policy 3.7.8 Support the transition to and use of advanced clean trucks and zero emission vehicles, and strategic placement of the vehicle charging stations.

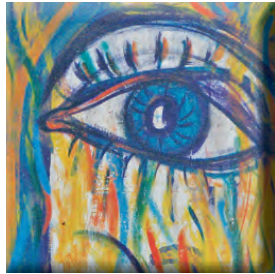


**FIGURE 3-6
TRUCK ROUTES AND
TRUCK RESTRICTIONS**



ME-21

ME-22



CHAPTER FOUR

urban design element

The Barrio Logan Urban Design Element works in conjunction with the other elements of the Community Plan. The intent is to create a pattern, scale, and character for the built environment that complements the existing community while fulfilling the land use and mobility goals. The Urban Design Element supports and implements the General Plan at the community plan level by including specific design policies for Barrio Logan.

UD-1

IN THIS CHAPTER

Goals

Urban Form and Public Realm

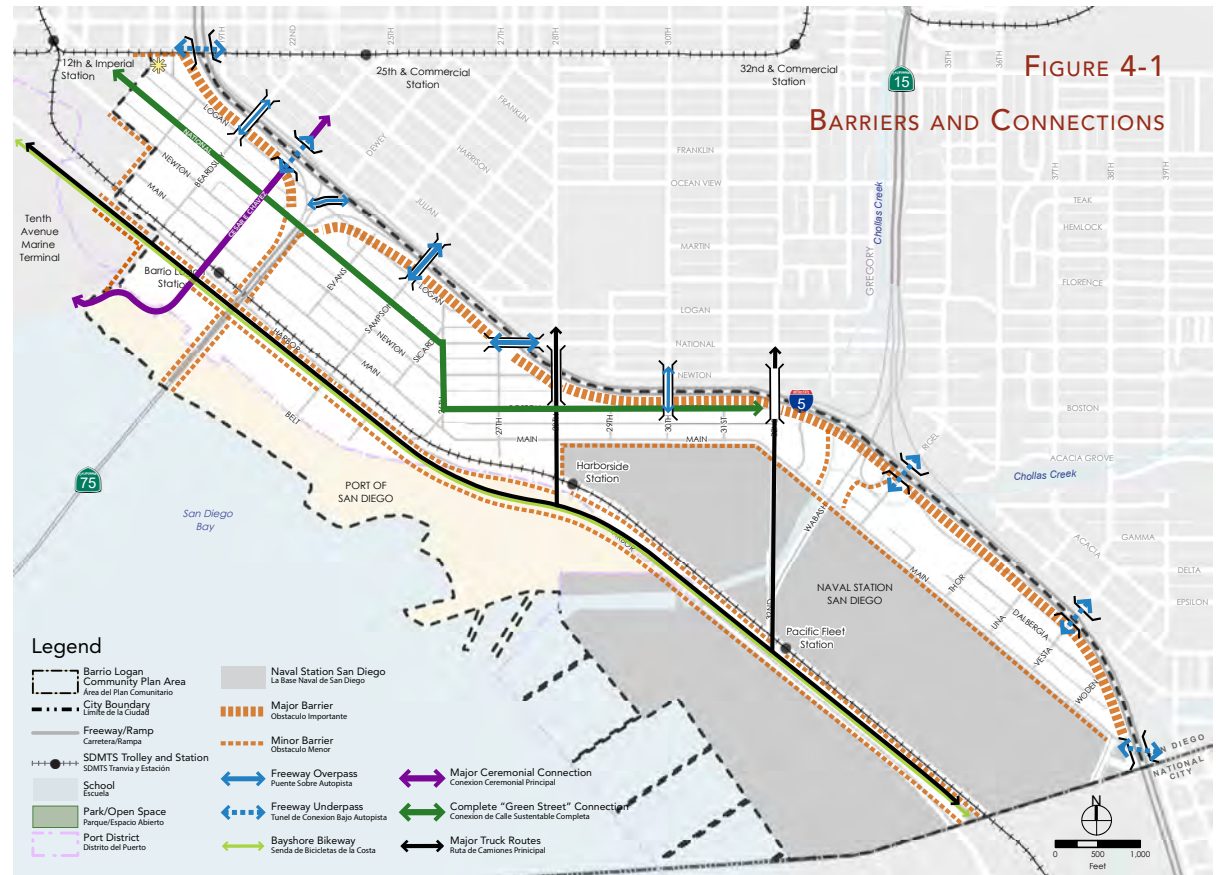
Climate Sensitive Buildings

Public Views

Urban Forest/Street Trees

GOALS

- A built environment that respects the physical, historic, and cultural character of Barrio Logan.
- Development that promotes a healthy, safe, secure, and attractive urban environment.
- An enhanced, expanded and connected public realm throughout the community.
- A pattern and scale of development that meets the diverse needs of the community.
- A community that is connected with the San Diego Bay water-front and the surrounding communities of Logan Heights, National City, and Downtown San Diego.
- An enhanced visual environment as seen and experienced throughout the community.
- A comprehensive urban forestry program throughout the community that significantly increases the canopy cover throughout the community.



As one of San Diego's oldest communities, Barrio Logan has a long history that is evidenced in the built form, community character, and street patterns that help to establish a distinct identity. Barrio Logan's historical development along the bayfront and its varied parcel sizes - from large industrial facilities to small scale commercial, industrial and residential lots - creates unique urban design opportunities and challenges. Of importance is reestablishing the historical linkages

that were broken with the construction of the freeways and railway infrastructure throughout the community as shown in Figure 4-1.

Freeways and railways are a permanent part of the urban fabric of Barrio Logan. However, urban design techniques can be used to enhance the urban environment and reconnect the important places within and outside of Barrio Logan through the design of the built environment.



New development at different scales is likely to occur given the demand for housing and services in Barrio Logan. Potential development ranges from façade renovations, to modest structures that will fill in gaps on small parcels within the Historic Core and in the Community Village area, to more substantial development of large parcels within the community. Development should add to Barrio Logan’s character, create a human-scaled public realm, and fit within the surrounding fabric. Large developments should not overwhelm the character of the area and should help establish a pedestrian-scale pattern along the street grid system.

Barrio Logan’s urban form is comprised of a distinctive street grid pattern that helps residents and visitors alike navigate through its streets, understand relationships between different neighborhoods, and feel the uniqueness of place.

The northwest to southwest traditional street grid pattern, creating unique view corridors reinforced by tightly-knit street front buildings, is the strongest existing organizing pattern in Barrio Logan. This traditional grid pattern should be reinforced and used to connect the activity centers in the plan area, and link Barrio Logan to its neighboring communities and the San Diego Bay.

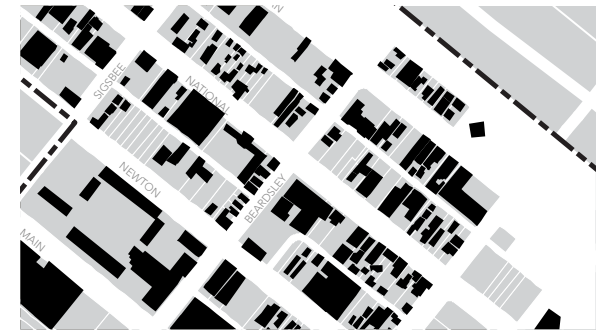


UD-3

Artist's rendering of National Avenue



Typical Barrio Logan Block Configuration



Typical Barrio Logan Building Footprint Configuration

4.1 URBAN FORM AND PUBLIC REALM

The urban design policies are intended to respect and reflect historic development patterns while allowing for new growth and development to occur consistent with the urbanized nature of Barrio Logan. The policies promote neighborhood-focused design while allowing for freedom of architectural expression. As such, architectural style is not addressed in these policies.

Instead, the guidelines pertain to the elements of high-quality building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm.

The intent is to encourage high quality design of buildings and public spaces that will create an inviting and visually interesting neighborhood.

URBAN FORM AND PUBLIC REALM POLICIES

Policy 4.1.1 Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

Policy 4.1.2 Design buildings so that they are sensitive to scale, form and quality of the neighborhood while respecting the context of well established streets, landmarks.

Policy 4.1.3 Articulate new buildings, especially with large street frontages, with strong, well defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.

Policy 4.1.4 Differentiate changes in use of vertically mixed-use buildings visually through changes in material, upper floor stepbacks or other means, and not solely by color alone.

Policy 4.1.5 Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.



Create a visually appealing streetscape (view is of Cesar Chavez and Main Street looking north)



Policy 4.1.6 Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.

Policy 4.1.7 Terminate brick, stone, tile, veneers, or other applied materials logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.

Policy 4.1.8 Use non-reflective glass windows on all ground floor retail and first floor office uses that front onto pedestrian streets and alleys. Frame windows with protruding vertical and horizontal shading elements to provide required protection from overheating when windows face southwest and west.



Visually differentiate changes in use of vertically mixed-use buildings

Policy 4.1.9 Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible.

1. Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible.
2. Place utility boxes and access panels underground, or out of the public right-of-way to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.



Use non-reflective glass windows on ground floor retail and first floor office

Policy 4.1.10 Ensure that development includes appropriate setbacks.

1. Provide space for an entry and front landing between the public sidewalk and the private entryway for commercial and residential streets.
2. Use setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks to make the façade of the building attractive and more compatible to the surrounding context.

Policy 4.1.11 Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages. (Refer to General Plan Policy UD-A.17).



Provide space for an entry and front landing between the public sidewalk and the private entryway

GROUND FLOOR RETAIL POLICIES

Policy 4.1.12 Design storefront space with minimum 12 to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.

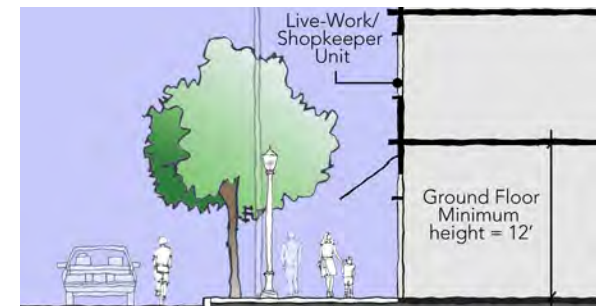
Policy 4.1.13 Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.



Locate active uses on the ground floor



Design all ground floor commercial development to have 15-foot high ceilings



Design live/work units on the ground floor to appear like storefront space with minimum 12-foot-high ceilings



PARKING POLICIES

Policy 4.1.14 Minimize the land area dedicated to parking, on-site space dedicated to automobile circulation, and the associated visual impact of parking by creating access to parking from the alleyway and by other means (Refer to General Plan Policies UD-A.11-12).

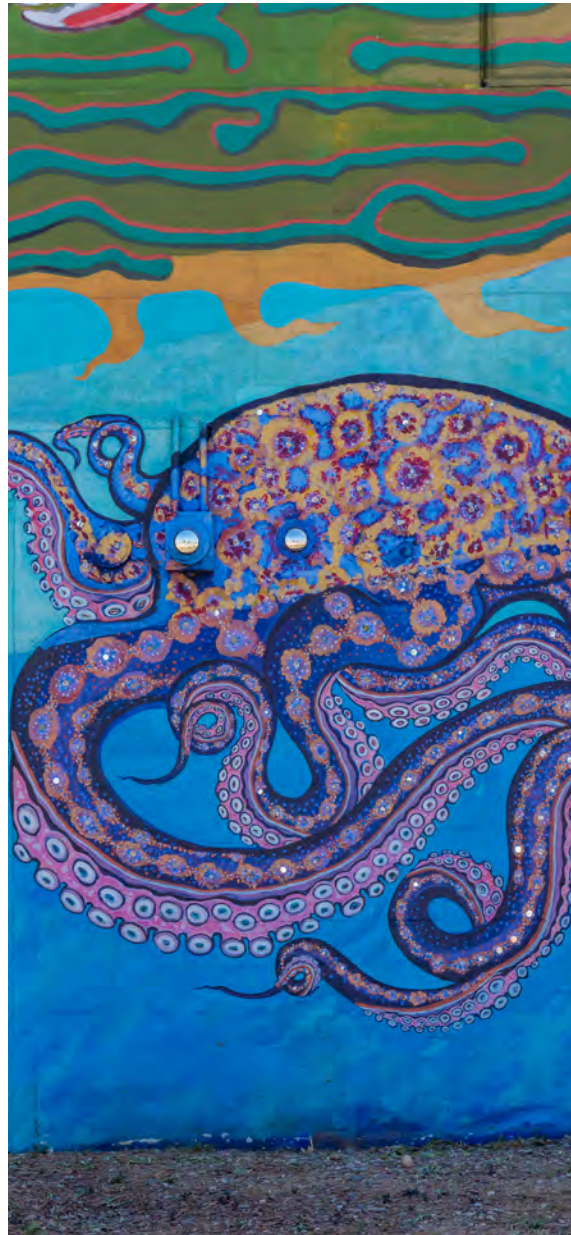
Policy 4.1.15 Place parking underground wherever site conditions allow.

Policy 4.1.16 Consolidate parking for multiple properties, where opportunities arise, to minimize the number of curb cuts and garage entrances.

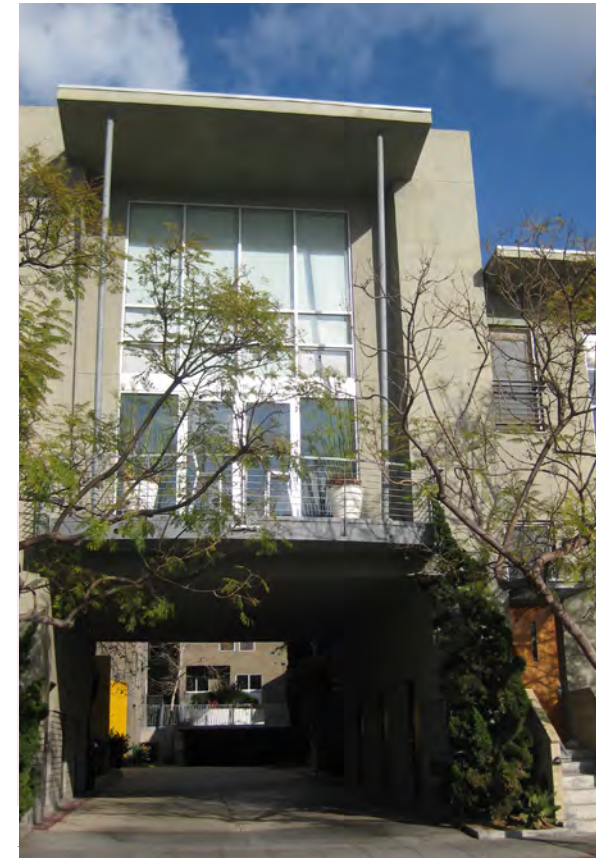
Policy 4.1.17 Strongly discourage at grade parking. Wrap at-grade parking with a minimum of 15 feet of active use, such as residential and/or retail, on both the primary and secondary street frontages, except for the minimum frontage required for fire doors and parking access.

Policy 4.1.18 Eliminate curb cuts concurrent with development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

Policy 4.1.19 Prohibit drive-throughs in all new commercial and retail development.



Screened parking areas can be an opportunity for public art



Screen curb cuts and automotive entryways with low building elements



Create access to parking from the alleyway

BUILDINGS AND FRONTING SIDEWALK POLICIES

Policy 4.1.20 Ensure that building openings and fenestration represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Recess windows a minimum of 3 inches.

Policy 4.1.21 Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

Policy 4.1.22 Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

Policy 4.1.23 Clearly identify entryways by adding awnings, creating a landing area or front porch, or adding design details.

1. Residential units fronting a street or alley should have their primary entryway accessible from the street or alley.
2. Garages should not take the place of the main entryway.

Policy 4.1.24 Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect. This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.

Policy 4.1.25 Enhance setback areas with high quality streetscape elements and landscape.

Policy 4.1.26 Prohibit chain-link fencing on parcels adjacent to the street or public right of way.

Policy 4.1.27 Ensure that building form celebrates corner locations where topography permits. Retail entrances should be located at corners for neighborhood-serving commercial and mixed-use projects. Primary residential entrances may be located away from the corner to prevent congestion.

1. For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.
2. Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.



Active uses on the ground floor



Buildings should be set back to accommodate front steps and stoops to help embrace the sidewalk



Building form should celebrate corner locations



ACCESS TO LIGHT AND AIR POLICIES

Policy 4.1.28 Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

1. Avoid building configurations that rely on narrow side yards for access to air and light.
2. Provide courts, niches, alcoves, and other spaces in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

Policy 4.1.29 Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

1. Windows and balconies should not face or overlook each other.
2. Minimize the number of windows looking into neighboring interior private yards when possible. Otherwise, provide landscape or architectural features that afford privacy.
3. Encourage residential balconies designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.



Orientation and configuration of development should allow for adequate access to light and air



Residential and mixed-use development shall maximize access to private outdoor space

BUILDING HEIGHT POLICIES

Policy 4.1.30 Use the surrounding buildings to inform variations in height and massing of development.

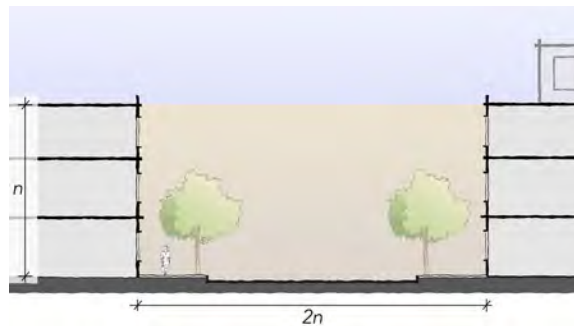
Policy 4.1.31 Step down development in height as it approaches the Bay to reinforce the city’s natural topography and to enhance views to the San Diego Bay (Figure 8-1).

Policy 4.1.32 Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.

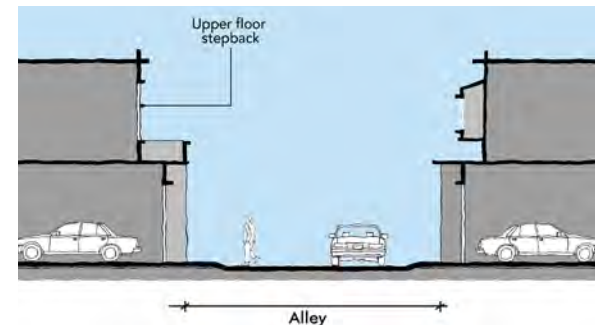
UD-10



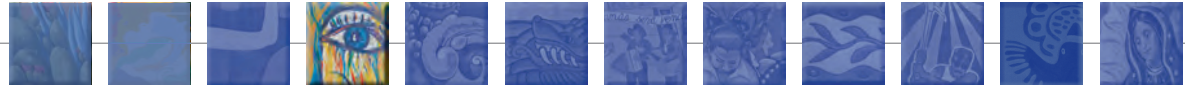
Variation in building heights informed by surrounding development



Establish building heights to be proportional to street widths



Provide upper story setbacks along alley frontages



PUBLIC VIEW POLICIES

Policy 4.1.33 Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

Policy 4.1.34 Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.

Policy 4.1.35 Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.

Policy 4.1.36 Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.



National Avenue view corridor

HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDING POLICIES

Policy 4.1.37 Design infill development to positively reflect the qualities of historically and culturally significant buildings and not merely replicate the architectural style.

Policy 4.1.38 Maintain the fine-grained scale of much of Barrio Logan by developing projects to match existing parcel footprints.

Policy 4.1.39 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.

Policy 4.1.40 Site buildings so that they reinforce street frontages and alleyways and relate to the context of existing and planned buildings.

Policy 4.1.41 Encourage buildings to express a variety of architectural styles, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the high quality (desirable) older buildings that surround them.

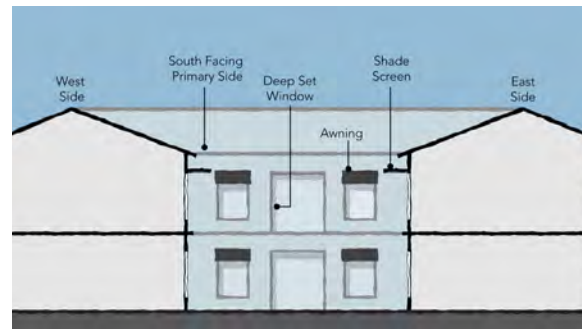


Infill development should provide positive additions to the best of the old



4.2 CLIMATE SENSITIVE BUILDING

Development of infill buildings and retrofitting of existing buildings should take into account energy efficient design. When energy efficient design is incorporated into the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the Barrio Logan neighborhood. Macro and micro level design solutions may include the following recommendations.

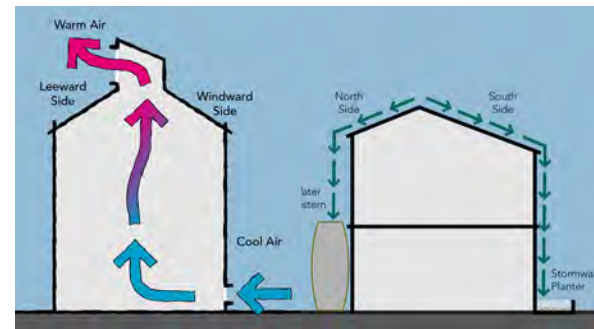


Minimize building heat gain with appropriate courtyard configurations and shading fenestration techniques

CLIMATE SENSITIVE BUILDING POLICIES

Policy 4.2.1 Minimize building heat gain and appropriately shade windows for all new development.

1. Orient buildings to minimize east and west facing facades.
2. Configure buildings to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
3. Provide awnings, canopies and deep-set windows on south facing windows and entries.
4. Provide exterior shades and shade screens on east, west and south-facing windows.
5. Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.



Maximize natural and passive cooling

6. Provide vertical shading and fins on east and west facing building facades.

Policy 4.2.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay.

1. Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
2. Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
3. Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.
4. Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
5. Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

GREEN BUILDING POLICIES

Policy 4.2.3 Incorporate environmentally sustainable building practices and materials.

1. Use durable construction materials, as well as re-used and recycled materials.
2. Encourage the use of permeable paving elements in auto and non-auto-oriented areas.
3. Minimize impervious surfaces that have large thermal gain.



Greenwalls to minimize heat gain and provide attractive landscaping

Policy 4.2.4 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments.

1. Plant deciduous trees on the south side of buildings to shade the south face and roof during while allowing sunlight to penetrate buildings in the winter.
2. Plant vegetation adjacent to exposed east and west facing walls.
3. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

Policy 4.2.5 Integrate stormwater Best Management Practices (BMPs) on-site to maximize their effectiveness.

1. Encourage use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from buildings for re-use.
2. Use downspouts to discharge into areas that can effectively reduce direct flows of rainwater from buildings to the stormwater drainage system.
3. Minimize on-site impermeable surfaces, such as concrete and asphalt, and encourage use of permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to effectively detain and infiltrate more run-off on-site..

4.3 URBAN FOREST/STREET TREES

Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees provide economic, environmental, social and aesthetic benefits.

Street trees can give a distinctive character to the community, encourage residents to walk shaded sidewalks, increase access to parks, establish visual harmony along the street, increase property values, enhance civic pride, absorb carbon dioxide, improve health, reduce stormwater runoff, and help reduce air pollution.

Policy 4.3.1 Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix B for a list of Street Trees.



Landscaping along Cesar Chavez Parkway

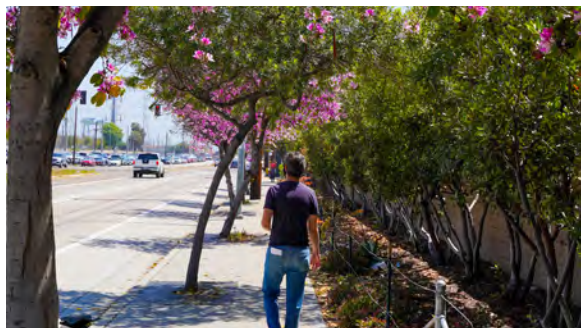


COMMUNITY CORRIDORS

Principal thoroughfares will be consistently planted with selected primary trees, establishing strong, recognizable community-wide design elements. The community corridor street tree plan establishes individualized streetscape concepts for major thoroughfares in the community.

These streetscapes act as linear gateways to the community, they help to connect the community the greater City fabric, and contain significant commercial areas. These streets include Logan Avenue, National Avenue, Newton Avenue, Main Street and Cesar E. Chavez Parkway. In addition to giving the streetscape a unified character, the following should be considered:

1. Primary trees are the dominant species and will establish the character of the street.
2. Secondary trees are also appropriate and should be used when conditions for the Primary Tree are inappropriate, or when there is a need to separate the dominant species for disease prevention or visual accent purposes.



Streetscapes act as linear gateways to the community

LANDSCAPE DISTRICTS

For purposes of neighborhood street tree selection, the community has been divided into the following six districts based on their built environments: Community Village, Historic Core, Transition Area, Main and Boston Corridor, Harbor Drive, and Prime Industrial (See Figure 2-3 for Neighborhood Areas map). Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the primary tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.

Policy 4.3.2 Require a double row of street trees where sidewalks/setbacks exceed a total of 15 feet.

Policy 4.3.3 Provide for necessary care of existing street trees and replace trees which are damaged with in-kind trees in a timely manner.

Policy 4.3.4 Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.



Shade-producing street trees along Dalbergia Street

Policy 4.3.5 Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives.

1. Coordinate with public agencies and private enterprises when impacting street trees.
2. Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.

Policy 4.3.6 Space street trees no further than 30' on center to achieve a continuous canopy.

Policy 4.3.7 Encourage contiguous tree-lined parkways along residential streets, such as Boston Avenue.

Policy 4.3.8 Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.

Policy 4.3.9 Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix B), for each neighborhood street, or block is recommended to create local continuity and identity.

Policy 4.3.10 Maintain existing parkways and provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.

PRIMARY TREE

These are trees that form the dominant character of the street. Primary trees should be used to unify the street unless site conditions require that an secondary or an accent tree be used.

SECONDARY TREE

These are trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, or micro-climate conditions.

New planting should use the primary trees, however when conditions for the tree cannot be achieved, or when there is a need to separate the primary tree for disease prevention purposes a secondary tree should be used.

ACCENT TREE

Accent trees should be selected based on flowering habit, foliage color, foliage texture, and/or tree form. Accent trees should complement the primary tree.

URBAN FOREST/STREET TREES POLICIES

Policy 4.3.11 Incorporate shade-producing street trees along all streets and roadways.

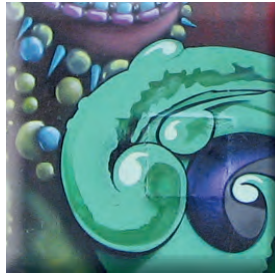
1. Maximize tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
2. Plant different species of trees along blocks to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another.
3. Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
4. Provide a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.
5. Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.

6. Plant trees that are not on the California Invasive Plant Council (CAL-IPC) list of invasives for southern California.
7. Prioritize street tree canopy expansion within a park's 10-minute walkshed to increase access to the park and the cooling benefits it offers.

Policy 4.3.12 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.



Encourage tree-lined streets



CHAPTER FIVE

economic prosperity element

IN THIS CHAPTER

Goals

Industrial

Commercial and Office

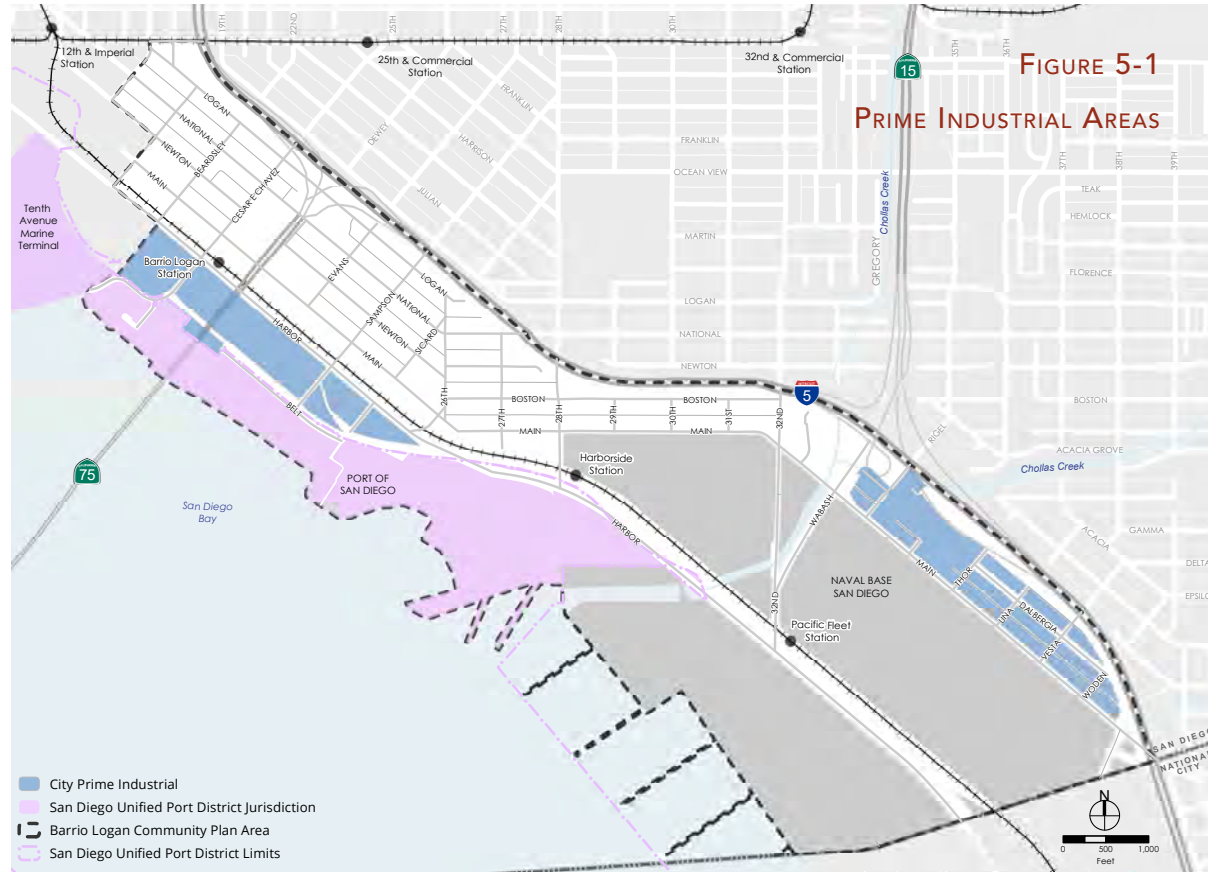
Economic development efforts create job opportunities for the residents of Barrio Logan as well as other San Diego neighborhoods. To ensure that industrial uses and locally-serving commercial uses remain viable in Barrio Logan, the plan proposes to protect and preserve Prime Industrial lands, provide a Transition Zone between predominantly industrial and residential areas, promote infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion.

Barrio Logan is an important employment center for the region, and the plan is expected to increase employment opportunities. The maritime base sector industries are important for the stability and growth of Barrio Logan commercial businesses and entire regional economy and is also an important part of the economic base. The Port of San Diego's 10th Avenue Marine Terminal, Naval Base San Diego, and the maritime-oriented industries are all inter-dependent on each other.

EP-1

GOALS

- Sufficient long-term capacity for base sector industries.
- Economic growth of major maritime industries and supporting local businesses while promoting environmentally sustainable business operations.
- A strong and stable socio-economic makeup comprised of a residential community and an industrial center for water-oriented industry.
- Economic wellbeing of locally-owned and operated businesses by utilizing economic development approaches and programs that benefit the local business environment.
- Ample middle income job opportunities for residents of Barrio Logan and other nearby communities.



Barrio Logan lacks basic commercial and retail-serving uses such as banks, pharmacies, convenience stores, and other neighborhood serving uses typically found in urbanized communities.

Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district which could provide new job and entrepreneurial opportunities for Barrio Logan residents.



The maritime industries located west of Harbor Drive are active use, providing the Port and city with modern shipbuilding as well as container- and non-container-cargo handling facilities. The businesses at and related to the bay front are well integrated with the city's economy; they employ a substantial number of people, generate income for the Port, and taxes for the city.

It is important for the health and diversity of the city's economy and population that land West of Harbor Drive and within the Transition Zone be preserved for Maritime-Oriented Production and Repair (MPR) activities. Jobs in these areas tend to pay above average wages, provide jobs for residents of all education levels and offer good opportunities for advancement.

5.1 INDUSTRIAL

Most industrial businesses in Barrio Logan manufacture goods and provide a wide variety of repair, processing, and logistic services to other businesses and to the Navy.

PRIME INDUSTRIAL LANDS

Lands identified as Prime Industrial are shown in Figure 5-1 and support export-oriented activities such as manufacturing, research and development, and supporting business service uses.

The identification of Prime Industrial lands is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses. Prime Industrial lands are characterized by predominantly industrial structures and uses generally free from residential or sensitive receptor land uses.

HEAVY INDUSTRIAL

The Heavy land use designation allows heavy industry manufacturing, but also allows a wide variety of light manufacturing, distribution, and some service sector uses.

INDUSTRIAL POLICIES

Policy 5.1.1 Prohibit the establishment of sensitive receptor and public assembly land uses within industrially designated areas.

Policy 5.1.2 Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial lands map.

EP-3



Pacific Ship Repair building



NASSCO Heavy Industrial



PCE Maritime Business

5.2 COMMERCIAL AND OFFICE

There are a variety of commercial uses within Barrio Logan that not only serve residential customers but also provide other important goods and services to other business and industries such as those on the waterfront and the Navy.

COMMUNITY AND NEIGHBORHOOD COMMERCIAL

Retail uses that provide groceries, consumer wares and services are encouraged to locate in land designated for Community and Neighborhood Commercial.

MARITIME COMMERCIAL

The Maritime Commercial designation is identified between Harbor Drive and Main Street and provides for retail sales, commercial services, and office uses that cater to the maritime industries, industrial uses, including prohibiting uses that would generate pollutants, or pose a safety hazard to surrounding uses, are not allowed. Residential is not allowed in this designation.

OFFICE COMMERCIAL

Office Commercial uses shall provide for office employment with limited, accessory retail uses. It is the intent of this designation to provide major employers such as the Navy and Port tenants to locate larger scale offices in Barrio Logan along major thoroughfares and to buffer the predominantly residential areas from the predominantly industrial areas.

COMMERCIAL POLICIES

Policy 5.2.1 Locate smaller-scale convenience shopping opportunities throughout Barrio Logan to promote greater pedestrian activity.

Policy 5.2.2 Future development projects that provide neighborhood serving commercial uses in Barrio Logan should be encouraged.

Policy 5.2.3 Encourage the development of neighborhood serving commercial uses; including food markets, restaurants, and other small retail shops to serve both residents and the Port tidelands employees.

Policy 5.2.4 Enhance the business corridor along Logan Avenue from Chicano Park to 27th Street as an Arts and Cultural Mixed-Use District.

Policy 5.2.5 Encourage the development of new office space that supports and complements the major Port industries and United States Navy.

Policy 5.2.6 Provide commercial uses within the Community Village area in a mixed-use setting that complements adjacent or adjoining residential uses.

EP-4



Retail uses such as restaurants with outdoor dining and plaza space are encouraged.



Birds eye view of Mercado commercial area at Main Street and Cesar E. Chavez Parkway



CHAPTER SIX

public facilities, services and safety

IN THIS CHAPTER

Goals

Public Facilities and Services

Health and Safety

The purpose of the Public Facilities, Services and Safety Element is to identify and propose public facilities and services needed to serve the existing and future population of Barrio Logan. This element includes specific policies regarding public facilities financing, public facilities and services prioritization. Specific infrastructure assets include: fire-rescue, police, stormwater, water and sewer infrastructure, waste management, libraries, schools, parks, trails and habitat restoration, public utilities, healthcare and social service facilities as well as health and safety. Figure 6-1 illustrates where current facilities exist (as of 2012).

PF-1

GOALS

- Public facilities and services that are available and accessible to the community.
- Development that fully addresses impacts to public facilities and services.
- Police and fire safety services that meet the current and future needs of the Barrio Logan community.
- Park and recreation and school facilities that are safe, convenient, and enjoyable.
- A reliable system of water, stormwater, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness.
- Minimal exposure to hazardous materials.
- An adequate plan to prepare and respond to issues resulting from seismic conditions.

6.1 PUBLIC FACILITIES AND SERVICES

POLICE AND FIRE

Barrio Logan is located within the Police Department’s Central Division jurisdiction. Central Division is comprised of the following facilities:

- Central Division, 2501 Imperial Avenue
- Logan Heights Storefront located at 446 26th Street
- Fire protection services are provided by:
- Fire Station #7, 944 Cesar E. Chavez Parkway
- Fire Station #19, 3434 Ocean View Blvd.

Fire Station #7 is a 3,645 square foot station constructed in 1957. A larger fire station is needed in order to respond to incidents in Barrio Logan, Downtown San Diego and Port of San Diego.

San Diego Fire Station #19 was completed in 1986 and covers a portion of the Barrio Logan community between 28th Street and the border of National City.

POLICE AND FIRE POLICIES

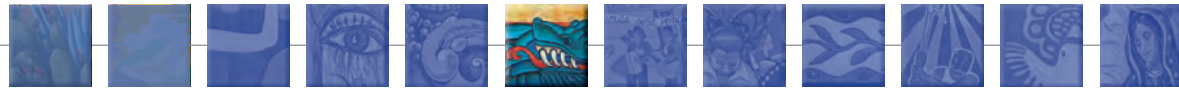
Policy 6.1.1 Provide additional police oversight of Chicano Park to assist with issues of prostitution and vagrancy.

Policy 6.1.2 Construct a new state-of-the-art fire station to replace the existing Fire Station #7.

Policy 6.1.3 Ensure that there is sufficient fire protection coverage and that established response times are met throughout Barrio Logan.



Ensure that there is sufficient fire protection coverage and response times throughout Barrio Logan.



WATER, SEWER AND STORMWATER INFRASTRUCTURE

Extensive replacement and maintenance of water and sewer lines has been occurring from year to year, and upgrading existing infrastructure is an ongoing process. Barrio Logan has limited drainage capacity in some areas and the community has experienced flooding in many alleys and streets during storms. Upgrading existing infrastructure is critical to the future of Barrio Logan.

WATER, SEWER AND STORMWATER INFRASTRUCTURE POLICIES

Policy 6.1.4 Upgrade infrastructure for water and sanitary sewer facilities and the storm drain system and enhance cleaning efforts prior to the rainy season to help reduce flooding and water pollution. (Also see Policy 6.1.9.)

Policy 6.1.5 Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching Chollas Creek and San Diego Bay.



PARKS, SCHOOLS, AND LIBRARY

Barrio Logan has two parks to serve the community: the City’s Chicano Park and the Port District’s Cesar Chavez Park. There are also private and not-for-profit community organizations that offer recreational facilities and programs within the community. Refer to the Recreation Element for details.

The San Diego Unified School District’s Perkins Elementary is the only elementary school located in Barrio Logan that serves students in kindergarten to 8th grade. To meet the needs of the community, the school added grades 6 through 8 by placing portable classrooms in the school’s recreational area. Perkins Elementary School will need to identify additional recreational area to accommodate the increase in the student population. The children attending junior and senior high school must travel outside

PF-4

the community’s boundaries, typically to San Diego High School located on Park Boulevard in downtown San Diego or the e3 Civic High School located within the San Diego Library. The population of Barrio Logan is not expected to result in a need for additional junior or high school facilities within the Barrio Logan planning area boundaries.

The San Diego Community College District also has a continuing educational facility in Barrio Logan that provides vocational training opportunities.

The library at Logan Elementary School in Southeastern San Diego provides library services for Barrio Logan. The new Central Library located in downtown will also provides library services to Barrio Logan.

PARKS, SCHOOLS AND LIBRARY POLICIES

Policy 6.1.6 Ensure that existing and future parks meet the needs of the residential population in Barrio Logan as well as provide recreational opportunities for workers and visitors alike.

Policy 6.1.7 Coordinate with the San Diego Unified School District and community to explore options for the provision of needed educational facilities, including the establishment of charter schools that serve Barrio Logan and downtown San Diego.

Policy 6.1.8 Ensure that future library services provide the necessary resources for Barrio Logan residents.



Perkins Elementary School



Community College Continuing Education Center on Main Street and Cesar E. Chavez Parkway



Chicano Park



PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT

Gas and electricity are provided by the San Diego Gas & Electric Company. San Diego Gas & Electric has substantial investment in the Barrio Logan community. Several parcels of land are owned by the utility and one of the utility's major power stations in the San Diego region is located in Barrio Logan. This station is identified as the Silvergate substation, located west of Harbor Drive at Sampson Street.

Barrio Logan lacks adequate street lighting throughout the community. Street lighting is important to improve safety for pedestrians, vehicles, and properties at night.

Maintenance Assessment Districts and other special districts could assist in funding and maintaining community-desired improvements that are not typically funded by the City. These community services could include enhanced lighting, landscaping, streetscape amenities and other non- standard improvements.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT POLICIES

Policy 6.1.9 Improve the general cleanliness of Barrio Logan through regular litter removal, street sweeping and maintenance efforts to ensure that the public right-of-way and facilities are maintained to the standard citywide level of service.

Policy 6.1.10 Support special assessment districts throughout Barrio Logan to assist in funding programs such as a community-wide street tree planting program, street lighting and litter abatement program.

Policy 6.1.11 Consider the establishment of a lighting and landscape maintenance district for the inclusion of pedestrian-oriented historical lighting and shade-producing street trees within the public right-of-way.



Cesar Chavez Parkway

6.2 HEALTH AND SAFETY

GEOLOGICAL AND SEISMIC HAZARDS

The geologic formation underlying Barrio Logan, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of marine and non-marine, poorly consolidated, fine- and medium-grained, sandstone. Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone that crosses Barrio Logan in a complex pattern of active and potentially active fault traces. The two most significant active faults identified in the area are the Downtown Graben and the San Diego Fault shown in Figure 6-2.

Barrio Logan does have areas that could be prone to liquefaction. Liquefaction occurs when soil loses strength and stiffness in response to applied stress. Locations prone to liquefaction in Barrio Logan can be seen on Figure 6-2 and include relatively small portions of the southern end of the plan area. They are typically south of SR-15 and west of Dalbergia Street to the bay, west of Harbor Drive between 16th Street and SR-15 to the bay.

PF-6

GEOLOGICAL AND SEISMIC HAZARDS POLICIES

Policy 6.2.1 Implement all seismic-safety development requirements, including those of the Priolo Zone Act and the Downtown Special Fault Zones, for areas subject to potential liquefaction.

Policy 6.2.2 Work closely with developers to provide publicly-accessible open space where active faults are found and building cannot take place.

TSUNAMIS

Barrio Logan is vulnerable to tsunamis. A tsunami is a series of sea waves generated by undersea earthquakes, landslides, or other large, impulsive displacements of sea level. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident.

TSUNAMI POLICIES

Policy 6.2.3 Participate proactively in the efforts of other agencies to plan for tsunami events.

Policy 6.2.4 Promote awareness of the Alert San Diego emergency notification system, and encourage self-registration of cell phone numbers, and e-mail addresses.

HAZARDOUS MATERIALS

Exposure to hazardous materials can cause harm immediately or over time, and must be mitigated to ensure public safety. As an example, when an industrial building is demolished, asbestos and lead based-paint could contaminate soil and water. Implementing established remediation protocols in these situations is required to reduce public health risks to a negligible level.

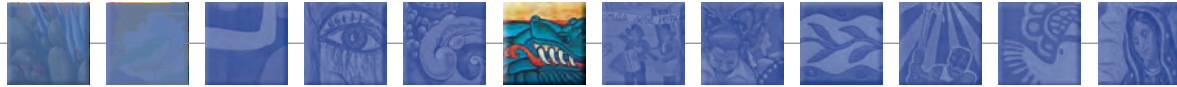
HAZARDOUS MATERIALS POLICIES

Policy 6.2.5 Require documentation of hazardous materials investigation addressing site and building conditions during the review of development projects.

Policy 6.2.6 Do not support on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.



Park built on a fault line separates buildings from the fault



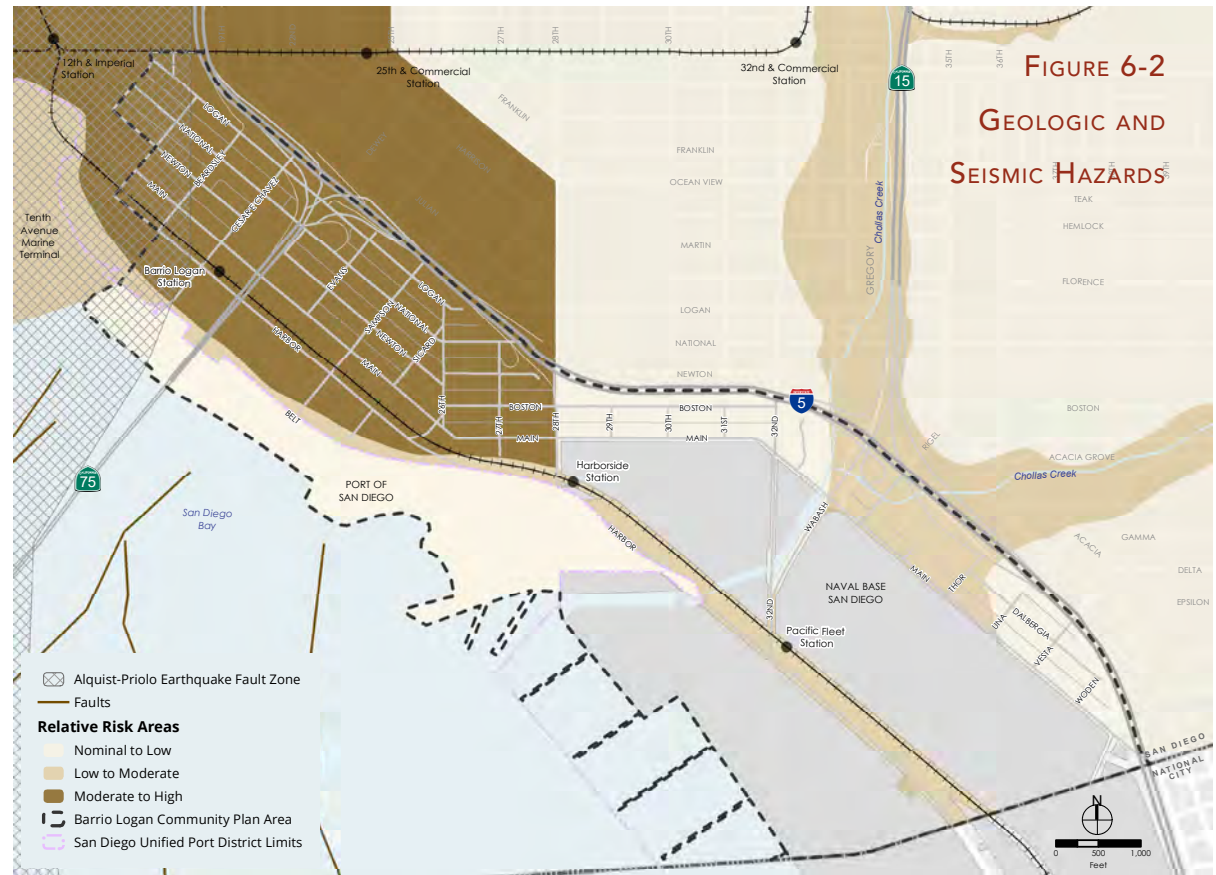
BROWNFIELDS

Brownfields are properties where the previous use(s) has caused environmental contamination that will be required to be cleaned up before redevelopment can occur. Brownfield sites are abandoned or under-used properties where past actions have caused real or suspected environmental contamination. These sites may include, but are not limited to: businesses that contained heavy industrial or commercial uses, abandoned gas stations, former dry cleaners, and other commercial properties where toxic substances may have been stored or used. Many of these industrial sites may have been remediated however, not to the level to allow such uses as residential and certain institutional uses. Additional remediation may be required.

BROWNFIELDS POLICIES

Policy 6.2.7 Ensure that sites designated as brownfields comply with all state regulations.

Policy 6.2.8 Seek funding sources specifically targeted at brownfield site remediation.





CHAPTER SEVEN recreation element

IN THIS CHAPTER

Goals

Parks and Recreation Facilities

Preservation, Protection and Enhancement

Accessibility

Open Space Lands

The Barrio Logan Community Plan Recreation Element includes specific policies and recommendations addressing the following topic areas: Parks and Recreation Facilities, Preservation, Accessibility and Open Space Lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next thirty years. Because of the scarcity of park amenities in Barrio Logan, the Recreation Element includes intensification strategies to expand facilities and programming within existing public spaces.

RE-1

GOALS

- A sustainable park and recreation system that meets the needs of a variety of users such as children, the elderly, and persons with disabilities and communities of concern.
- Protect and enhance the quality and recreational value of existing parks, open space, and recreational programs in the Barrio Logan Community.
- Protect and preserve natural, cultural, and historic resources that serve as recreational facilities in Barrio Logan.
- Comprehensive pedestrian, bikeway, and public transportation connections between parks and open space lands within the Barrio Logan Community and the entire City.
- An open space system for the preservation and management of Chollas Creek and the San Diego Bay.

7.1 PARKS AND RECREATION FACILITIES

POPULATION-BASED PARK AND RECREATION FACILITIES

The General Plan park standard is a 100 points of recreational value per 1,000 residents, to deliver safe and enjoyable activities, amenities, and experiences in parks and open spaces desired by the community. See the Parks Master Plan, Appendix C and D for a discussion on recreational value and park facility typologies.

Population-based park requirements for the community are calculated based on community build out population for the year 2050. The projected population for Barrio Logan at full community development is approximately 12,130 residents.

Currently, the park system in Barrio Logan is comprised of a Regional Park and a San Diego

Unified Port District park as shown in Figure 7-1. Regional Park, Chicano Park is a City-owned and operated regional park serving the Barrio Logan Community (See Table 7-1). Chicano Park is constructed within the Caltrans Right-of-Way under the I-5 and San Diego- Coronado Bay Bridge. The park includes two handball courts, two basketball courts, comfort station, barbecue grills, lawn areas, concrete plazas, skate park, and a children’s play area.

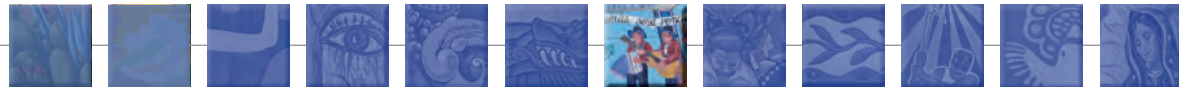
Used heavily by residents as the “central park” within the neighborhood, the park serves as a community gathering space, a place for active and passive recreation, and a symbol of the hardships shouldered by the neighborhood and achievements over many decades. Art murals painted on the freeway structural supports add vibrancy and cultural identity to the park and the community.



Chicano Park dance stage



The Gateway Family Apartments play area



RE-3

RE-4

PARKS MASTER PLAN RECREATION VALUE-BASED STANDARD

The Recreational Value-Based Park standard establishes a point value to represent recreational opportunities within local, resource-based, and open space parks. As an outcome-based measure, recreation value emphasizes the activities and experiences available to residents rather than a sole focus on the size of parkland in a given area. The standard recognizes the value of parks appropriate for diverse communities, from ballfields to pocket parks to trails. The range and number of points is explained in depth in the Parks Master Plan. In the Community Plan, new park and recreational opportunities have been identified to uniquely serve the Barrio Logan Community and the City as a whole. Points have been calculated for existing parks, and points have been estimated for planned facilities to achieve the citywide standard of 100 points per 1,000 residents.

In 2012 the State Historical Resources Board approved the designation of the Park as a State Historical Landmark. Four years later on December 23rd, 2016 the Secretary of the Interior designated Chicano Park as a National Historic Landmark for possessing exceptional value and quality in illustrating and interpreting the heritage of the United States.

The Americans with Disabilities Act (ADA)/ Title 24 mandates that accessibility upgrades and retrofits are required for the park, including the existing restrooms and children’s play areas.

There are community organizations and services in Barrio Logan that provide recreational, social, and activity opportunities for residents. The Paradise Senior Center provides numerous activities for older adults. Barrio Station is a not-for-profit organization that provides counseling services and a variety of recreation programs and facilities for youth and young adults in Barrio Logan. In addition, Barrio Station, provides a community pool, recreation center and gymnasium activities of an appropriate size for the community at anticipated full development.

The Parks Master Plan establishes minimum guidelines for recreation centers and aquatic complexes, per Appendix C. A full-size recreation center and an aquatic complex are not planned specifically for Barrio Logan because the projected population at full community development is below the requirements. However, the City-owned Cesar Chavez Center, located adjacent to Chicano Park, could be renovated and utilized as a public recreation center by providing a full range of diverse recreation programs, and expanding hours of operation beyond typical hours.



Example of linear park and trail



Chicano Park

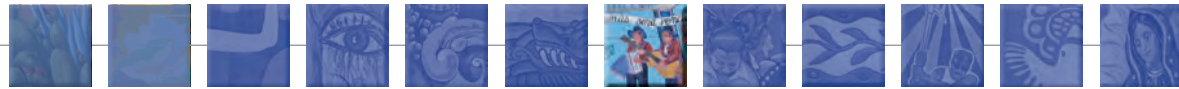


TABLE 7-1 PLANNED POPULATION-BASED PARKS AND RECREATION FACILITIES

PARKS AND RECREATION FACILITIES	EXISTING RECREATIONAL VALUE	PLANNED RECREATIONAL VALUE***	EXISTING USABLE AREA	PLANNED USABLE AREA	PARKS AND RECREATION FACILITIES DESCRIPTION	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
NEIGHBORHOOD PARKS						
Boston Ave Linear Park	0.00 Points	245.00 points	0.00 Acres	3.00 Acres	Proposed linear park within Caltrans Right-of-Way to accommodate passive and active recreational uses.	Design and construct park amenities to support passive and active recreation, such as children's play area, landscaping, shaded seating, walkways, bike paths, basketball courts, skatepark, handball courts, security lighting, a restroom, and interpretive signs. The width of the street will be decreased and restriped to provide an enhance pedestrian sidewalk with a double row of trees. Additional traffic calming measures may be required to ensure the safety of park users. Explore parking restrictions along Boston Ave to ensure safe parking is available for local residents and park users.
Bryant Street Neighborhood Park	0.00 points	231.00 Points	0.00	2.00 Acres	Proposed neighborhood park within Caltrans Right-of-Way to accommodate passive and active recreation.	Coordinate with Caltrans to develop the right-of-way west of the 5 freeway along Chollas Creek for recreational use. Design and construct park amenities to support passive and active recreation such as a children's play area with universal play/access, lit basketball court, multi-purpose turf, active recreation field, restrooms, wetland restoration, access to Chollas Creek, security lighting, wayfinding signage, and shade trees.
JOINT USE FACILITIES						
Perkins Elementary	0.00 points	98.00 points	0.00 Acres	2.00 Acres	Proposed joint use with San Diego Unified School District	Design and construct facilities consisting of multi-purpose turf field, walking track, irrigation and landscaping pursuant to long-term joint use agreement.
POCKET PARKS AND PLAZAS						
Chollas Creek Linear Park	0.00 points	87.50 points	0.00 Acres	0.60 Acres	Proposed pocket park to accommodate passive recreational uses, including a trailhead into Chollas Creek Regional Park	If development occurs on the property currently housing the recycling yard, the developer will provide a 30' wide linear park onsite to connect Boston Avenue Linear Park, Bryant Street Neighborhood Park, and Chollas Creek Trail Open Space Park. Design and construct park amenities to support passive recreation such as fitness equipment, lighting, landscaping, shaded seating, walkways, public art, and interpretive signs.

RE-5

TABLE 7-1 PLANNED POPULATION-BASED PARKS AND RECREATION FACILITIES

PARKS AND RECREATION FACILITIES	EXISTING RECREATIONAL VALUE	PLANNED RECREATIONAL VALUE***	EXISTING USABLE AREA	PLANNED USABLE AREA	PARKS AND RECREATION FACILITIES DESCRIPTION	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Sicard Street Promenade	0.00 points	56.875 Points	0.00 Acres	0.10 Acre	Proposed pocket park to accommodate passive recreational uses, community events, social connections, and cooling benefits.	Vacate Sicard St between 26th St and National Avenue and convert it into a pocket park. Design and construct facilities consisting of a pedestrian promenade with seating, shade trees, concessions, community WiFi network, historical/educational signage, and public art. Install traffic calming measure such as curb bulb outs for pedestrian safety.
Logan Avenue Plaza	0.00 points	49.875 Points	0.00 Acres	0.10 Acre	Proposed pocket park to accommodate passive recreational uses, community events, social connections, and cooling benefits.	Vacate a triangle shape of public right-of-way at the interstation of Logan Ave St and 26th St and convert it into a pocket park. Design and construct facilities consisting of a plaza with seating, shade trees, concessions, community WiFi network, historical/educational signage, and public art. Install traffic calming measures such as curb bulb outs for pedestrian safety with the park.
Logan Avenue Pocket Park	0.00 points	63.875 Points	0.00 Acres	0.20 Acre	Proposed pocket park to accommodate active recreational uses, community events, social connections, and cooling benefits.	Recommend acquiring the two vacant lots between 2222 and 2230 Logan Ave for a future park. Design, and construct a pocket park with facilities consisting of a children’s play area, public art, staging area for community events with electrical connections, community WiFi network, cultural signage, seating, and shade trees. Install traffic calming measures such as curb bulb outs .
Sigsbee Street Pocket Dog Park	0.00 points	35.875 Points	0.00 Acres	0.12 Acre	Proposed pocket park to accommodate active recreational uses, community events, social connections, and cooling benefits.	Vacate and convert public ROW at the end of Sigsbee St into a pocket dog park. Design and construct facilities consisting of seating, shade trees, active dog park features, and public art. Install traffic calming measure along with the park.
Barrio Logan Gateway Pocket Park	0.00 points	49.875 Points	0.00 Acres	0.10 Acres	Proposed pocket park to accommodate passive recreational uses, and gateway signage.	Vacate 26th St between Schley St and Main St and convert it into a pocket park. Design and construct facilities consisting of seating, shade trees, community gateway signage, community WiFi network, and public art. Install traffic calming measure such as curb bulb outs along with the park.
TRAILS AND OPEN SPACE PARKS						
Chollas Creek Trail Open Space Park	0.00 Points	21 Points (Regional Recreational Value)	0.00 Acres	5.60 Acres*	Proposed open space park and trail connection to Chollas Creek and Chollas Creek Regional Park within Caltrans right-of-way consistent with the Chollas Creek Enhancement Program	Coordinate with Caltrans to develop the right-of-way west of the 5 freeway directly along Chollas Creek for conservation and passive recreational use. Restore and develop Chollas Creek with low intensity public recreation uses, such as trails, interpretive and educational areas, overlooks, seating, trash receptacles and public art.

RE-6



TABLE 7-1 PLANNED POPULATION-BASED PARKS AND RECREATION FACILITIES

PARKS AND RECREATION FACILITIES	EXISTING RECREATIONAL VALUE	PLANNED RECREATIONAL VALUE***	EXISTING USABLE AREA	PLANNED USABLE AREA	PARKS AND RECREATION FACILITIES DESCRIPTION	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
RESOURCE-BASED PARKS						
Chicano Regional Park	332.5 Points	49.00 Points	8.00 Acres	2.00 Acres	Existing National Historic Landmark and Regional Park with playgrounds, a skatepark, cultural murals, handball courts and other passive and active recreation amenities.	Expand the park by acquisition or ground lease, and development of adjacent and contiguous parcels as they become available or feasible, to serve future residents. Improve gathering space adjacent to skate plaza by providing electrical connections, lighting, and staging to encourage public gatherings and community events
SAN DIEGO UNIFIED PORT DISTRICT						
Cesar Chavez Park	150.5 Points	0.00 Points	4.32 Acres	0.00 Acres	Existing San Diego Unified Port District park with playground, active recreation field, picnic shelters, and other passive and active recreation amenities.	Coordinate with the San Diego Unified Port District to increase recreational value.
RECREATION CENTERS						
Paradise Senior Center	N/A	N/A	2,400 square feet	0 square feet	Recently renovated Senior Center in Chicano Regional Park.	Adequately maintain, fund, and staff the center to provide a high level of service. Accommodate any new reasonable recreational opportunities.
Cesar Chavez Recreation Center	N/A	N/A	0 square feet	11,000 square feet	City-owned building in Chicano Regional Park	Renovate and utilize the publicly owned building as a recreation center providing a full range of diverse recreation programs, social services, and expand hours.
AQUATIC COMPLEXES						
Barrio Station Aquatic Complex	N/A	N/A	1.00	0.00	Not-for-profit organization that provides counseling services, a community pool, recreation center, and gymnasium activities for youth and young adults.	Grow the City's relationship with Barrio Station and provide professional assistant and funding to expand recreational offerings.
SUMMARY OF PARKS AND RECREATION FACILITIES	YEAR 2050 REQUIREMENT	EXISTING RECREATIONAL VALUE	PLANNED RECREATIONAL VALUE***	EXISTING SIZE	FUTURE SIZE	
Total Recreational Value**	1213.00 Points	483.00 Points	966.875 Points	N/A	N/A	
Total Acreage**	N/A	N/A	N/A	12.32 Acres	8.22 Acres	
Total Recreation Center Square Feet	8,248 square feet	N/A	N/A	2,400 square feet	11,000 square feet	
Total Aquatic Complex	0.24	N/A	N/A	1.00	0.00	

* The total acreage of Chollas Creek Trail Open Space Park does not include park size points because it is classified an Open Space Park and as part of Chollas Creek Regional Park

** To ensure 20% of the recreational value points are achieved through park size approximately 96 points of additional parkland acquisition will be needed, which can be achieved through future opportunistic site acquisitions and new park spaces delivered through the development process.

*** Planned recreational value is an estimate and is subject to change during the General Development Plan process outlined in Council Policy 600-33

RE-7

RECREATION OPPORTUNITIES

Opportunities for additional parkland and recreation facilities within the Barrio Logan Community are anticipated to come through the redevelopment of private and public properties.

Some examples of future population-based park and recreation facilities to be considered as opportunities arise include: mini, trailhead, pocket or linear parks; plazas; expansion of the existing Chicano Park; utilization of existing brownfield and other under utilized sites; freeway decks over the I-5 connecting to the Southeastern San Diego Community Planning Area; a multi-purpose joint use facility at Perkins Elementary, utilization of Caltrans and City Right-of-Way along Boston Avenue, community gardens, and any other opportunities that increase recreational access and enjoyment to residents and visitors.

While it is a goal is to obtain land for population-based parks, the City also strives to improve existing parks and further investing in City-owned sites to increase overall safe use and enjoyment. This can include improvements to existing facilities to expand their use and/or increase the recreational value. Additional opportunities to increase park lands, in a manner consistent with the community plan goals and policies, may arise through plan implementation.

In addition to the General Plan “Park Planning Policies,” the following are Barrio Logan-specific.

RECREATION OPPORTUNITIES POLICIES

Policy 7.1.1 Provide parkland that keeps pace with Barrio Logan’s population growth, through timely acquisition, investments in existing park and other public facilities, and development of available land and new facilities.

Policy 7.1.2 Pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health and sustainability.

Policy 7.1.3 Pursue expanded recreation programs and extended hours of operation at public and private park and recreation facilities to intensify and increase usage by Barrio Logan residents.

Policy 7.1.4 Acquire and develop new park lands through street/alley rights-of-way vacations, where appropriate and legally defensible, to provide pocket, public plazas, or linear parks (such as the Caltrans and City Right-of-Way along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.

Policy 7.1.5 Promote safety by providing park designs that incorporate Crime Prevention through Environmental Design Measures (CPTED) measures. See General Plan UD-A-17 for further policy direction.



Los Vientos Apartments internal play area



Barrio Station swimming pool



Barrio Logan - Chicano Park

RE-8



Policy 7.1.6 Pursue development of underutilized and reclaimed brownfield sites for future parks within the community where economically feasible, through acquisitions or other agreements.

Policy 7.1.7 Improve waterfront access, linkages and recreational opportunities via a system of public plazas, bike paths, and parks that increase connectivity and improve public access to existing parks and public facilities.

Policy 7.1.8 Improve access to the San Diego Unified Port District Cesar Chavez Park by providing a safe pedestrian crossing at the intersection of Harbor Drive and the railroad tracks.

Policy 7.1.9 Pursue funding sources, including grant opportunities, for the development and improvement of park and recreation facilities within the Barrio Logan Community.

Policy 7.1.10 If Fire Station # 7 or other public agency building is renovated or replaced, incorporate active, or passive, recreation into the structure, or the surrounding exterior, where space permits and safety can be assured.

Policy 7.1.11 Develop and maintain community partnerships with private organizations, or governmental agencies to create joint use and other partnership opportunities for increased recreational space and activities.



Cesar Chavez Park and San Diego Bay



Cesar Chavez Park Soccer fields



Barrio Station



Widened right-of-way with seating and cultural artwork



Public plazas make great space for outdoor markets



Public community gathering space

Policy 7.1.12 Establish joint use facilities between the City of San Diego and the San Diego Unified School District for community use of future school playfields and recreation facilities at, or adjacent to, Perkins Elementary School.

Policy 7.1.13 Expand Chicano Regional Park by acquiring and developing adjacent parcels as they become available or as feasible.

Policy 7.1.14 Develop group picnic areas within existing or any new parks added to the community. These park picnic areas should be located as near as possible to restrooms, parking areas and public transit.

Policy 7.1.15 Renovate and utilize Cesar Chavez Center near Chicano Regional Park for a future recreation center and expand the Center’s hours of operation as feasible.

Policy 7.1.16 Establish and develop community gardens for recreation. Work with SDG&E to utilize their site at Newton Avenue and Sampson Street. (Also see Policy 8.2.33)

Policy 7.1.17 Reduce freeway noise exposure when planning new facilities through site design or noise barriers as feasible, or by locating the most noise sensitive uses, such as children’s play areas, in the quieter areas of the site.

Policy 7.1.18 Pursue opportunities to provide open and recreational spaces, on freeway decks covering I-5, or expanded bridges spanning I-5, where feasible.

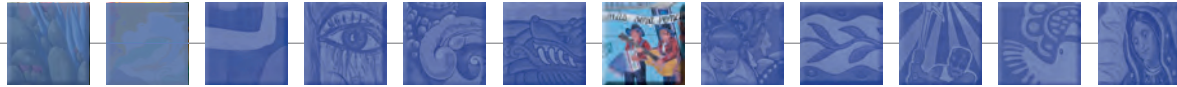
Policy 7.1.19 Pursue the use of San Diego Regional Park Funds for improvements and expansion of Chicano Regional Park and Chollas Regional Park.

Policy 7.1.20 Promote gender equity in future parks and programing by:

1. Ensuring decision making roles are distributed equitably between genders;
2. Ensuring that gender advocate groups are included in the park planning and design process;
3. Ensuring even distribution of game and practice locations, scheduling, practice times, equipment, storage, and funding; and
4. Including a variety of gender expressions in recreation facilities, activity guides and advertising materials, webpages, and other forms of communications.

Policy 7.1.21 Design all new parks to ensure that 50% of all site hardscape (roads, sidewalks, parking lots) have greater than 60% tree canopy coverage at 5-year growth.

Policy 7.1.22 Create artful, effective, community specific wayfinding designs at parks and recreational facilities that will increase community use, improve community connections and access, and educate users on the recreational and natural resources within the community.



7.2 PRESERVATION, PROTECTION AND ENHANCEMENT

The demand for park and recreation opportunities will continue to grow as the population of the Barrio Logan Community increases. Finding undeveloped land for parks in the Barrio Logan Community has become difficult, making protection essential for providing recreational opportunities to meet the needs in this community. Improvements to existing facilities that increase their life span, recreational value or that expand, intensify and diversify their uses are a form of protection and enhancement. Chicano Regional Park will continue to serve as the main cultural and recreational core for the community, but with increased demand and usage, combined with an increase in unhoused residents, there will be a growing need for upgrades. Enhancement of open space that provides a balance between protecting natural resources and allowing for a certain level of compatible public recreation uses will ensure its protection and preservation. This would include improving access to Chollas Creek and Chollas Creek Regional Park. For further direction, see the General Plan Recreation Element Policies RE-C.1 through RE-C.10.

PRESERVATION, PROTECTION AND ENHANCEMENT POLICIES

Policy 7.2.1 Design parkland and facilities using sustainable materials and techniques.

Policy 7.2.2 Upgrade Chicano Regional Park and Cesar Chavez Park by providing amenities in underused areas for recreational purposes as well as adequate security and sport lighting.

Policy 7.2.3 Protect and enhance Chollas Creek's resources while allowing for appropriate public recreational and educational use.

Policy 7.2.4 Protect public parkland in perpetuity by dedication of all City-owned land's acquired for park and recreation purposes pursuant to City Charter Section 55.



Passive linear park provides urban trails

7.3 ACCESSIBILITY

Accessibility within the Barrio Logan Community, as it relates to parks, has four main components: 1) Linkages between parks; 2) Accessibility for persons with disabilities within parks; 3) Access to the San Diego Bay, and 4) Equitable recreational opportunities and experiences for all community residents.

All parks within the Barrio Logan Community and the San Diego Bay are planned to be linked by a network of existing and proposed streets, complete streets and pedestrian paths. Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Chicano Regional Park, Cesar Chavez Park and San Diego Bay are linked to the community by public sidewalks and streets. Barrio Station is also linked to the community via sidewalks and streets. However, all of these recreational areas have limited access and visibility due to their location within the community, segmented by streets and rights-of-way that are not pedestrian-friendly.



Community gardens can be developed on public or private vacant land

Parks and recreation facilities should be accessible to the broadest population possible. All city parks are available to all city residents and visitors, and should be located within walking distance of neighborhoods, employment centers, and public transit, and available for public use by people of all abilities. The 1990 Americans with Disabilities Act (ADA) requires that newly constructed and/or altered local government facilities be readily accessible and usable by everyone. Therefore, all new and existing parks and recreation facilities and linkages within the Barrio Logan Community are required to meet ADA Guidelines when constructed or retrofitted for improvements. Accessibility also means the availability of active and passive recreation to all community residents. Future park and recreation areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Policies RE-D.1 through RE-D.10.

ACCESSIBILITY POLICIES

Policy 7.3.1 Retrofit and upgrade all park and recreational facilities to accommodate persons with disabilities, while respecting the community’s cultural significance and attributes.

Policy 7.3.2 Provide bus stops or accessible parking at all park and recreation facilities within the Barrio Logan Community.

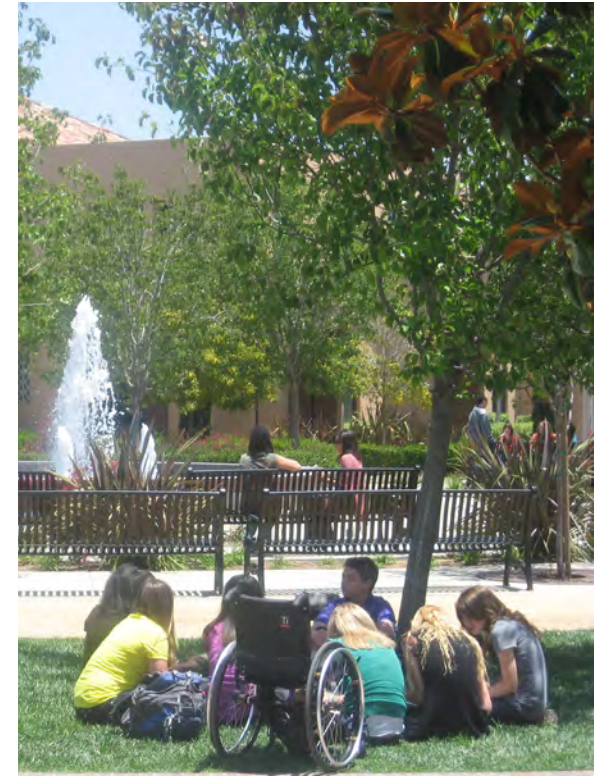
Policy 7.3.3 Develop and increase access to AgeWell and youth services, activities and facilities within the community’s public park and recreation system.

Policy 7.3.4 Provide barrier-free access to all parks and the San Diego Bay via pedestrian, bicycle, public transit, and alternative modes of travel.

Policy 7.3.5 Design all new recreation facilities to achieve an inter-connected parks and open space system that is integrated into and accessible to Barrio Logan Community residents.

Policy 7.3.6 Provide a system of pedestrian paths and bikeways linking parks with future open space lands, such as the Bayshore Bikeway.

Policy 7.3.7 Design all new parks and renovate existing parks to include sports lighting intended to extend the use of the park into the night allowing a larger segment of the working population to utilize the park.

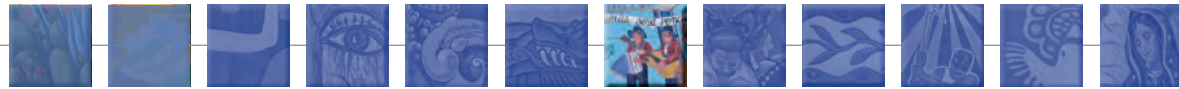


Provide park and recreation space accessible to everyone



Accessible design provides equal access for all

RE-12



7.4 OPEN SPACE LANDS

Open space lands typically include land or water that are free from development and kept natural, or developed with very low intensity uses. Chollas Creek Regional Park, a portion of which is included within Barrio Logan, offers opportunity to provide natural open space that is accessible to Barrio Logan residents as shown in Figure 7-2.

Chollas Creek is a 25-mile natural drainage system that has experienced significant alteration. It originates near Lemon Grove and La Mesa and contributes to improving water quality in San Diego Bay through filtering. The main channel connects with the proposed future development of Chollas Creek Trail (identified in the 2002 adopted Chollas Creek Enhancement Program) and flows southwest from communities in the northeast. The main and southern channels of Chollas Creek bisect Barrio Logan and connect with the bay in the 32nd Street Naval Base San Diego.

Efforts to clean up, restore, and protect Chollas Creek are being made by various community organizations and through policies contained in the City's Chollas Creek Enhancement Program. As Chollas Creek is restored and enhanced, areas improved for safe public use will provide recreational value. See the Conservation Element for additional information on preservation of Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-F.1 and RE-C.7.



RE-13



Chollas Creek in need of restoration

OPEN SPACE LANDS POLICIES

Policy 7.4.1 Protect and enhance natural resources of open space lands along Chollas Creek through revegetation and restoration with native, drought tolerant plants.

Policy 7.4.2 Preserve and protect Chollas Creek by allowing only low intensity public recreational use, such as: trails, overlooks, interpretive signage, seating and public art.

Policy 7.4.3 Provide safe public access to Chollas Creek from Main Street via pedestrian, bicycle, public transit, and alternative modes of travel from other recreational facilities.

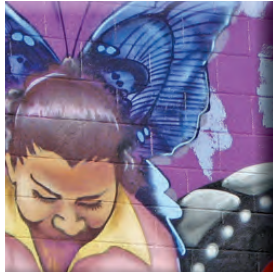
Policy 7.4.4 Pursue grant funding and other opportunities for restoration and improvement of Chollas Creek through Barrio Logan.

Policy 7.4.5 Protect natural terrain and drainage systems of Barrio Logan's open space lands along Chollas Creek to preserve natural habitats and cultural resources and improve water quality.

Policy 7.4.6 Coordinate with Caltrans to explore recreational opportunities for the right-of-way west of the Interstate 5 along Chollas Creek for conservation, recreational uses, and increased access to Chollas Creek Regional Park.



Restored Chollas Creek



CHAPTER EIGHT conservation element

IN THIS CHAPTER

Goals

Climate Change and Sustainability

Resource Management and Preservation

The Conservation Element of the General Plan discusses climate change and provides a broad range of policies designed to promote sustainability and reduce greenhouse gas emissions (See General Plan policies CE-A-1 through CE-A-13). In order to implement these policies, the City adopted a Climate Action Plan which addresses climate change and establishes strategies to mitigate greenhouse gas emissions through local action. The Climate Action Plan recommended preparation of a standalone climate adaptation plan to increase local capacity to adapt, recover from and thrive with a changing climate. This plan, Climate Resilient SD, will address the four primary climate change related hazards for the City: extreme heat, wildfire, changes in precipitation, and sea level rise. Together, these plans will help communities reduce the emissions that contribute to climate change and prepare for and adapt to anticipated changes.

CE-1

GOALS

- An energy efficient transportation system.
- Public walkways that connect pedestrians with transit and community destinations.
- Enhancement of scenic resources and public access.
- An urban forest planting program.
- A tree canopy that reduces the urban heat island effect.
- Improved air quality.
- Water-efficient practices.
- Widespread use of drought-tolerant landscapes.
- Building energy efficiency and on-site production of renewable energy.
- A variety of recycling practices and opportunities.
- Cleaner stormwater discharges into Chollas Creek and San Diego Bay.
- Restoration of Chollas Creek and South Chollas Creek.
- Use of green infrastructure in stormwater improvements.

8.1 CLIMATE CHANGE AND SUSTAINABILITY

In 2019, the City completed a citywide Climate Change Vulnerability Assessment for sea level rise, heat, wildfire, and flooding impacts. Using the best available science, the City assessed what areas of the City are anticipated to be exposed to these climate change hazards and what the vulnerability of assets and resources in these areas would be. Additionally, the Unified Port of San Diego completed a Sea Level Rise Vulnerability Assessment to address management of their shoreline, which includes the areas in and around Barrio Logan. These reports identified the two primary climate change risk that would affect the Barrio Logan community as sea level rise and extreme heat.

The assessments indicate that the effects of sea level rise, such as flooding for Port tidelands, would occur prior to the year 2050. Although there is more uncertainty in the sea level rise leading up to the year 2100, there is an increased likelihood of permanent inundation in Barrio's Port Lands with potential for temporary flooding in parts of the Barrio Community Planning area. In addition, like many urban areas of the City, Barrio Logan is projected to have an increased heat risk and vulnerability. Implementation of the adaptation strategies identified in this element and in Climate Resilient SD can reduce risk to sea level rise related flooding and extreme heat events, helping to prepare Barrio Logan for future climate change conditions.

CLIMATE CHANGE AND SUSTAINABILITY POLICIES

Policy 8.1.1 Implement General Plan sustainability policies and the Climate Action Plan through innovative regulations and the project review process.

Policy 8.1.2 Consider the effects of sea level rise, based on the best available science and flood maps, to reduce exposure to coastal hazards and flood risk and increase adaptive capacity of development within areas projected to be exposed to the climate change hazard within the development's lifespan.

Policy 8.1.3 Retrofit existing development in the proximity of San Diego Bay to withstand periodic flood events within areas susceptible to flooding.

Policy 8.1.4 Preserve and enhance Barrio Logan's attributes as a walkable community to reduce vehicle miles travelled and provide residents with attractive alternatives to driving (see Mobility Element).

Policy 8.1.5 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's Climate Action Plan.

Policy 8.1.6 Support urban greening projects or programs, such as expanded urban tree canopy, green roofs, green streets, and increased access to green spaces that provide air quality and natural cooling benefits during heat events.

Policy 8.1.7 Coordinate with Port of San Diego on sea level rise planning and adaptation planning.



8.2 RESOURCE MANAGEMENT AND PRESERVATION

OPEN SPACE AND LANDFORM PRESERVATION

Barrio Logan is an urbanized community with little remaining natural topography. The bay-front which is under the control of the San Diego Unified Port District and the U. S. Navy are primarily developed with maritime and industrial uses. Other than the San Diego Bay, the only natural open space is what remains of Chollas Creek and its immediate surroundings. It is important to note that the majority of the creek within Barrio Logan flows through Naval Base San Diego. The General Plan has policies directly related to Open Space and Landform Preservation that can be found in policies CE-B.1 through CE-B.6.



Reduce project level greenhouse gas emissions to acceptable levels through design elements such as green roofs

Development/restoration of Chollas Creek is subject to the 2002 Chollas Creek Enhancement Program. The emphasis of the program is restoration of the creek's natural functions and the open space and passive recreational opportunities that come along with restoration. The Barrio Logan Bayside Phase IV Chollas Creek Enhancement Program is aimed at improving the branches of Chollas Creek and South Chollas Creek. Full scale improvements to the creek will involve coordination with the Regional Water Quality Control Board, San Diego Unified Port District, the Army Corps of Engineers, natural resource agencies, and the U.S. Navy.



Chollas Creek enhancements restore the creek's natural functions and appearance

OPEN SPACE AND LANDFORM PRESERVATION POLICIES

Policy 8.2.1 Initiate discussions with the U.S. Navy and other involved agencies regarding the restoration of Chollas Creek.

Policy 8.2.2 Maintain best management practices in all development to limit erosion and siltation.

Policy 8.2.3 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

Policy 8.2.4 Remove invasive species from Chollas Creek and restore habitat.

Policy 8.2.5 Preserve and protect Open Space by preventing incompatible uses, such as off-road activities, frisbee golf, community gardens, off leash dog areas and equestrian use.



Encourage community gardens on vacant public land

WATER RESOURCE MANAGEMENT

The San Diego region is a semi-arid coastal climate with limited local water resources and storage capacities, requiring the City to rely heavily on importing water from the Colorado River and Northern California. Since the City has no direct control over the amount of water it can import, it is important that the water which is available be used as efficiently as is possible. The General Plan addresses Water Resource Management in policies CE-D.1 through CE-D.5.

WATER RESOURCE MANAGEMENT POLICIES

Policy 8.2.6 Require all landscape design to use water conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.

Policy 8.2.7 Encourage development to incorporate recycled and/or gray water irrigation systems early in the development process.

Policy 8.2.8 Provide ongoing education on water resource conservation opportunities available through the City of San Diego’s Department of Public Works and the San Diego County Water Authority.

URBAN RUNOFF MANAGEMENT

Urban runoff occurs when water from rainfall or man-made operations flows over impervious surfaces and then makes its way into the storm conveyance system or enters waterways such as Chollas Creek from where it can eventually reach San Diego Bay. Urban runoff carries pollutants that are picked up by the water as it flows over urban surfaces. These pollutants include, but are not limited to oils, grease, trash, pesticides, organic waste, and metals. The General Plan addresses urban runoff management in policies CE-E.1 through CE-E.7.

CE-4



Provide stormwater infiltration in parkways



Encourage landscapes that use water conserving plant material



The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter



URBAN RUNOFF MANAGEMENT POLICIES

Policy 8.2.9 Encourage Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

Policy 8.2.10 Incorporate bioswales or other appropriate LID design practices where sufficient public rights-of-way and other conditions allow throughout the community. Prioritize efforts to capture stormwater along Harbor Drive before it reaches San Diego Bay, recognizing constraints that may be posed by soil conditions or the presence of other utilities.

Policy 8.2.11 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff.

Policy 8.2.12 Repair and maintain drainage outfalls and brook ditches that discharge directly to or are within open space lands.

Policy 8.2.13 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that may leach metals into storm water runoff.

Policy 8.2.14 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Policy 8.2.15 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste on land surfaces.

AIR QUALITY

Health problems associated with poor air quality are especially significant for children, the elderly, and persons with respiratory problems. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter. Within Barrio Logan, the majority of diesel fuel emissions come from transporting goods on trucks throughout the community. The General Plan addresses air quality in policies CE-F.1 through CE-F.9.

AIR QUALITY POLICIES

Policy 8.2.16 Designate and enforce appropriate trucking routes in order to limit impacts of trucks within the Barrio Logan Community.

Policy 8.2.17 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

Policy 8.2.18 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

Policy 8.2.19 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

SUSTAINABLE ENERGY

Creation of clean, renewable, and sustainable local energy resources provides environmental benefits and increases economic certainty and stability for residents and business alike. The General Plan addresses sustainable energy in policies CE-I.1 through CE-I.13.

SUSTAINABLE ENERGY POLICIES

Policy 8.2.20 Promote development that qualifies for the City's Sustainable Buildings Expedite Program, including solar energy sources for buildings.

Policy 8.2.21 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

Policy 8.2.22 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

Policy 8.2.23 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

URBAN FORESTRY

Street tree and private tree planting programs are important low cost, low-technology methods for improving the visual landscape and air quality in Barrio Logan. As the number and size of trees in the Barrio Logan urban forest increases so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; shading buildings in summer to lower the cooling costs to save on electricity, reduced stormwater runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun. Refer to the Urban Design Element Urban Forest/ Street Trees section, as well as Appendix B, for further direction on street trees. All proposed development within Barrio Logan will be required to plant and maintain street trees as identified in the plan. The General Plan addresses urban forestry in policies CE-J.1 through CE-J.5.

It is just as important, if not more, to plant trees, shrubs and landscaping on private property. A good rule of thumb is that 50% of the dry weight of a tree is carbon, so a faster growing large tree will capture more carbon from the air than a smaller tree.

CE-6

URBAN FORESTRY POLICIES

Policy 8.2.24 Increase the overall tree canopy cover throughout Barrio Logan to 35% in urban residential areas and to 35% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of clean air and water management.

Policy 8.2.25 Work with the City’s Urban Forester to coordinate the appropriate selection and location of shade-producing trees.

Policy 8.2.26 Require that new development retain significant and mature trees.

Policy 8.2.27 Support public outreach efforts to educate business owners, residents, and school children on the care of and environmental benefits of shade-producing street trees.



Street trees enhance the pedestrian environment

SOLID WASTE MANAGEMENT

An effective integrated waste management strategy conserves raw materials and energy, ensures that waste materials do not become a health threat, and reduces the need for new disposal facilities.

The General Plan addresses waste management in policies PF-I.1 through PF-I.5. Barrio Logan is home to several large recycling facilities that are an important part of the local recycling infrastructure. Businesses and residents within and adjacent to Barrio Logan utilize these facilities to recycle materials.

SOLID WASTE MANAGEMENT POLICIES

Policy 8.2.28 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/ recycling chutes, in development plans to facilitate compliance with recycling regulations.

Policy 8.2.29 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.



Use small canopy trees to frame public views



SCENIC RESOURCES AND PUBLIC ACCESS

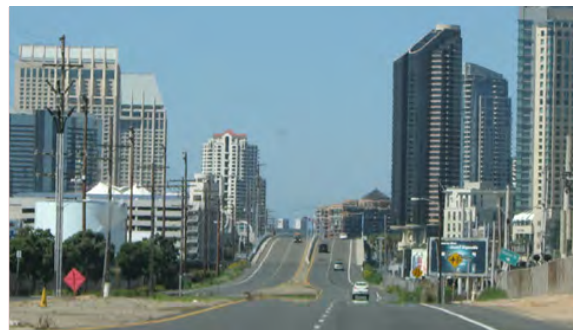
The visual quality of Barrio Logan is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the Port District. Disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community.

These barriers, generally prevent visual access to the bay as well as into the community. In contrast to these barriers the San Diego-Coronado Bridge offers a location from which to obtain continuous views of the community. These views are not available to pedestrians since the bridge is restricted to auto traffic. The bridge itself is also a major landmark but the bridge's support columns are structural interruptions in the visual continuity of the community experienced at ground level.

Because of its geographical location and topography (Figure 8-1), there are tremendous opportunities to maximize views which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element



CE-7



Harbor view corridor



Cesar Chavez park looking into the Bay

of the Barrio Logan Community. Barrio Logan's location adjacent to San Diego Bay and downtown provides opportunities to preserve and enhance existing scenic views from within the community. Critical view corridors to downtown San Diego are shown on Figure 8-1.

Critical view corridors to San Diego Bay are: Sigsbee Street, Cesar E. Chavez Parkway, Sampson, 26th, 28th and 32nd Streets. Enhancing the view corridor to San Diego Bay from Cesar E.

Chavez Parkway is a primary recommendation of this plan since Cesar E. Chavez Parkway is designated as Barrio Logan's ceremonial street. Hand-in-hand with preservation and enhancement of scenic views is preservation and enhancement of streets and walkways that provide public access to community destinations such as community centers, schools, shopping, transit, and the San Diego Bay front. These streets and walkways are designed to provide pedestrian amenities. An example of this is the design of the Cesar E. Chavez Parkway which serves to connect the community to Cesar Chavez Park and the San Diego Bay front as a ceremonial street. Specifics about access and streetscape are located in the Mobility and Urban Design Elements of this Plan.

CE-8

SCENIC RESOURCES AND PUBLIC ACCESS POLICIES

Policy 8.2.30 Coordinate with the Port District to establish building setbacks within their jurisdiction that will preserve public views to San Diego Bay.

Policy 8.2.31 Require 15-foot wide minimum sidewalks along Cesar E. Chavez Parkway and Sampson Street to maintain and frame views to San Diego Bay.

Policy 8.2.32 Use tall, large canopy street trees along Cesar E. Chavez Parkway and Sampson Street to frame public views to San Diego Bay.

Policy 8.2.33 Require 10-foot wide minimum sidewalks along Main Street, Newton Avenue and National Avenue north of the bridge in order to maintain and frame views to downtown skyline.

Policy 8.2.34 Use narrow small canopy street trees along Beardsley Street and Sigsbee Street to frame public views to San Diego Bay.

Policy 8.2.35 Maintain and enhance public access to the San Diego bayfront along Cesar E. Chavez Parkway through the development of a ceremonial street from I-5 to the San Diego Bay that includes a minimum of 15-foot wide sidewalks with landscaped parkways and medians as space permits.



Newton Avenue view corridor



COMMUNITY GARDENS AND URBAN AGRICULTURE

Barrio Logan has the potential to provide multiple sites for community gardens that contain individual and shared-plot spaces. For instance, land owned by San Diego Gas and Electric at Sampson Street and Newton Avenue, BNSF railroad along Harbor Drive, the Metropolitan Transit System, Caltrans, the City of San Diego as well as the San Diego Unified School District may have remnant parcels that could be used as community gardens.



Promote development of urban agriculture in Barrio Logan



Locate community gardens on publicly-owned properties whenever possible



Choose appropriate plants for San Diego's climate

CE-10



CHAPTER NINE

noise element

IN THIS CHAPTER

Goals

Commercial and
Industrial Activity

Motor Vehicle Traffic

Rail Noise

The Community Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. Where possible, new noise sensitive uses should avoid or attenuate excessive, or harmful noise levels to help maintain a pleasant and livable noise environment. Sensitive land uses include residential sites, schools, and libraries.

NE-1

GOALS

- 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.

NE-2

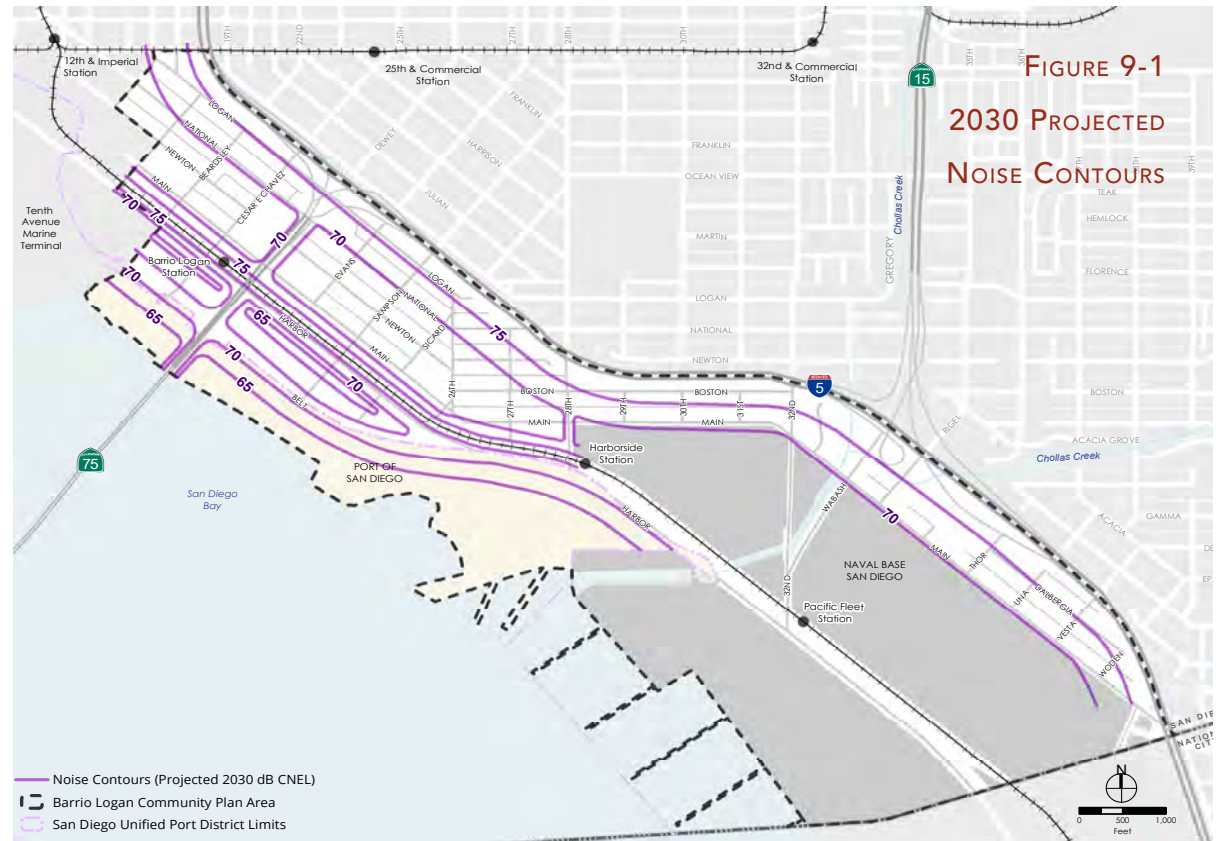


FIGURE 9-1
2030 PROJECTED
NOISE CONTOURS

Barrio Logan is an active urban community with a mix of residential, commercial, and industrial uses. However, this diverse mix of uses creates issues of incompatibility, resulting in sensitive uses being exposed to higher noise levels. Noise can affect the environment and well-being of people living, working, and visiting a community. Industrial and commercial areas can have a higher ambient noise level than residential areas.

Noise from commercial and industrial, freeways and major streets, and rail operations affect the Barrio Logan community.

The General Plan provides policy direction for noise-related issues; therefore, minimal additional policies have been provided specifically for Barrio Logan. Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility.



The CNEL rating represents the average of equivalent noise levels, measured in decibels (dB), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Figure 9-1 illustrates noise contours from freeways, major roads, and rail lines. The General Plan specifies that noise levels at or below 70 dB are conditionally compatible for multi-family residential uses and 65 dB for single family, children's schools and other sensitive receptors if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan. As the figure shows, only a small part of the community, mainly adjacent to I-5, is susceptible to noise impacts over 70 dB.

The greatest noise impacts are along Boston Avenue adjacent to I-5. The noise contours do not reflect changes in noise levels due to topography, such as the freeway depressed below ground level or other physical barriers including vegetation, walls, or buildings. Although not generally considered compatible, the General Plan does conditionally allow multifamily uses within areas up to 75 dB with noise attenuation in areas affected primarily by motor vehicle traffic noise with existing residential uses.

9.1 COMMERCIAL AND INDUSTRIAL ACTIVITY

Noise from the shipbuilding, repair yards, and other outdoor uses are audible within many areas of the community, however the effects from stationary noise sources are fairly limited to the immediate surroundings. Industrial activity noise is either emitted on-site or through the distribution of goods and materials to and from the site.

In an area where residences and other sensitive receptor uses are present, the potential for noise impacts are especially important to evaluate. Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings that will reduce interior sound levels.



Commercial and industrial activities can create high amounts of noise

9.2 MOTOR VEHICLE TRAFFIC

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. SR-75, I-5, Harbor Drive, 28th Street, and 32nd Street are the primary sources of motor vehicle noise within the community. Noise from trucks driving within or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Barrio Logan is affected by truck traffic associated with industrial and commercial land uses, the U.S. Navy, and the Port of San Diego. Trucks in general generate more noise than cars and light trucks. Heavy trucks that support Port operations tend to generate more noise than medium trucks that support commercial and light industrial uses. Refer to General Plan policies NE.B.1 through NE. B.8 for further direction.

MOTOR VEHICLE TRAFFIC POLICIES

Policy 9.2.1 Reduce the effect of noise from motor vehicle traffic. This can be accomplished through use of the following techniques:

- a) Use building setbacks to increase distance between the noise source and receiver;
- b) Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
- c) Orient buildings to shield outdoor spaces from noise sources;
- d) Locate parking lots, and other non-habitable uses between the noise source and receptor;
- e) Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- f) Use double-paned or sound rated windows;
- g) Incorporate sound insulating exterior walls and roofs;
- h) Use attic vents to minimize sound intrusion into structures.

Policy 9.2.2 Utilize berms, walls, and buildings adjacent to I-5 to reduce the effect of noise on nearby noise sensitive uses.

9.3 RAIL NOISE

Rail noise is a source of noise in the community. Freight trains and light rail transit (trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded.

Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. The General Plan has further policy direction for trolley and train noise found in policies NE.C.1 through NE-C.4.

Additionally, Policy 3.2.6 supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

RAIL NOISE POLICY

Policy 9.3.1 Do not allow residential uses along Main Street adjacent to the rail corridor due to high levels of noise. Street.

NE-4



Vehicle traffic creates noise



Trolley and train noise are sources of noise in the community



CHAPTER TEN

historic preservation element

IN THIS CHAPTER

Goals

Identification and Preservation of
Historical Resources

Education, Benefits and Incentives
Related to Historical Resources

With its origins as a waterfront community, Barrio Logan is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. This era was followed by increased residential and commercial development during minority migration and immigration. Later development included increased maritime and Naval development of the waterfront, and large-scale freight handling facilities followed by the rise of the Chicano political activism movement and its impact on infrastructure projects and uses in Barrio Logan.

The General Plan's Historic Preservation Element provides a set of goals and policies that facilitate the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the historic identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals include identifying and preserving historical resources, educating the public about the importance of historic preservation, and encouraging preservation through use of incentives.

HP-1

GOALS

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

The Barrio Logan Community Plan Historic Preservation Element includes specific policies addressing the history and historic resources unique to Barrio Logan in order to encourage appreciation of the community’s history and culture. These policies build upon the City’s General Plan and provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in this element include the Identification and Preservation of Historical Resources, which provides the historic context and a discussion of designated and potential historical resources; and the desire to create added educational opportunities and incentives related to historical resources and their preservation.

HP-2

10.1 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

HISTORIC CONTEXT

Prehistory

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,000 years of Native American occupation. The earliest archaeological remains in San Diego County are believed by some investigators to represent a nomadic hunting culture. A gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area is seen in the archaeological record dating from about 6000 BC to AD 650. The Late Prehistoric Period (AD 650 to 1769) in the City of San Diego is represented by the people ancestral to the Kumeyaay people of today.

The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego. A records search was completed by the South Coastal Information Center to gain an understanding of the known archaeological resources within Barrio Logan and to assess the potential for discovery of additional historic and prehistoric resources within the plan area.



Preserve significant historical resources such as Barrio Logan’s Painted Lady



Brush huts of the Kumeyaay people

Historic Survey

The Barrio Logan Historical Resources Survey (Appendix D) addresses archaeological resources within the Community Plan area through records searches and Native American consultation. Due to the subsurface nature of archaeological resources and the unlikely expectation of encountering such resources during a reconnaissance survey in an urban setting, identification of additional archaeological resources was not attempted. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

The built environment is addressed through a reconnaissance-level survey of existing properties built prior to 1965. The survey revealed that Barrio Logan's historic character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near Downtown along the planned railroad route.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands, which created the bayfront commercial area occupied by the growing fishing industry and the military. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate the new residents and growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional areas.

In the 1960s, the construction of freeways required the destruction of the streets in the path of I-5 and the new San Diego-Coronado Bay Bridge. The historic context identifies five important themes related to the development of Barrio Logan during the American Period (1846 – present). The themes focus on chronology and include:

1. **Railroads and Streetcars** (1870s – 1920s) Residential and Commercial Development;
2. **Early Industrial Bayfront Development** (1880s – 1930s);
3. **Minority Migration/Immigration and Euro-American Exodus** (1920s – 1950s) Residential and Commercial Development;
4. **Later Industrial and Naval Bayfront Development** (1940s – 1950s); and
5. **Chicano Political Activism** (1960s to present) Chicano Community Response to Rezoning and Infrastructure Projects.

Of the 485 properties included in the survey, the majority (64%) are residential, commercial buildings account for the second largest group of properties (27%), with industrial, institutional, and recreational buildings accounting for the remaining properties. Seventeen architectural styles were observed with Craftsman and Folk Victorian the most common residential styles, and Block was the most common commercial style.

These styles date to the early 20th century between circa 1920 and 1940, which is when the majority of the properties included in the survey (65%) are estimated to have been constructed.



The Mariachi Building



This timeframe in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) historic themes.

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings older than 1965 that were constructed behind older residences that were not covered by the current survey.

The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

DESIGNATED AND SIGNIFICANT HISTORICAL RESOURCES

Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave; HRB #799), and the artwork from the demolished Aztec Brewery (HRB #223) are listed in the City of San Diego Register of Historical Resources.

Chicano Park and its murals are also eligible for inclusion in the California Register of Historical Resources and the National Register of Historic Places. Chicano Park and its murals are recognized as an important historic site associated the theme of Chicano Political Activism (1960s-present).

In addition to these designated historic resources, at least one property, the Kelco Historical Community Mural, has been determined significant and eligible for designation through the environmental review process.

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses.

No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Avenue and Newton Avenue, generally bounded by Chicano Park on the northwest and S. 26th Street on the southeast.

The survey identified 98 buildings that may be considered individually significant based on City of San Diego Criterion C. Additional properties may also be found potentially significant through more detailed research.

Eight properties are identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's development based on City of San Diego Criterion A.

HP-5



Development of Chicano Park by Barrio Logan residents



The Metro Theater

The majority of these properties are associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan’s residential and commercial growth was most substantial.

One property (2174 Logan Avenue) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]).

In 1925, the property located at 1786 Beardsley Street was purchased by the Lopez family. The New Mexico Tortilla factory was built in 1929 on this site. It was one of the first factories with an electric tortilla maker in the city.

The store delivered tortillas to Old Town and also sold food to the cannery workers. Later, the tortilla factory became a restaurant called the New Mexico Café. In the 1980s, the New Mexico Café moved to the adjacent property on the corner of Newton Avenue and Beardselly Street. The family-owned restaurant is still in business today.

Most historic resources surveys identify architecturally significant buildings or important historic districts. Yet in a community that has a strong cultural history, such as the predominantly Mexican-American community of Barrio Logan, the influence and shaping of the landscape are more complex than can be communicated through a list of individual buildings or districts. The Mexican-American contribution to the “sense of place” in Barrio Logan may be considered a historic vernacular landscape, worthy of study and preservation measures.

Key to a successful preservation strategy for these resources will be choosing the appropriate type of preservation action. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican-American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation.

Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.

HP-6



Chicano Park and its murals are a protected historic resource



Historic Colonial Revival home located along Logan Avenue built in 1887



The New Mexico Café has been owned and operated by the same family since 1926



POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES POLICIES

Policy 10.1.1 Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City’s Historical Resources Register.

Policy 10.1.2 Conduct additional research and field work to determine whether a historic commercial district may be present along Logan Avenue.

Policy 10.1.3 Conduct additional field work to identify buildings that were obscured or inaccessible during the Barrio Logan Historic Reconnaissance survey.

Policy 10.1.4 Develop a historic context statement related to the Mexican-American “sense of place” and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. The context statement should include an oral history component to inform the context about those properties valued by the community.

Policy 10.1.5 Conduct project specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

Policy 10.1.6 Conduct project-specific investigations in accordance with all applicable laws and regulations in order to identify potentially significant tribal cultural and archaeological resources.

Policy 10.1.7 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

Policy 10.1.8 Consider eligible for listing on the City’s Historical Resources register any significant archaeological or Native American cultural sites that may be identified as part of future development within Barrio Logan, and refer sites to the Historical Resources Board for designation, as appropriate.

HP-7



Enclosed front yards of historic homes along Newton Avenue



Sampson Street Homes

10.2 EDUCATION, BENEFITS AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. Creating support for historic preservation requires public understanding of the significant contributions of historical resources to the quality and vitality of life, aesthetic appeal, and cultural environment of the community. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed. A number of community organizations including the Logan Heights Historical Society, Chicano Park Steering Committee and the Logan Avenue Business Association would be excellent partners in this education and outreach effort.

There are a number of incentives available to owners of historic resources. The California State Historic Building Code provides flexibility in meeting building code requirements for historically-designated buildings. Conditional

Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior’s Standards. The Mills Act provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan.

EDUCATION, BENEFITS AND INCENTIVES POLICIES

Policy 10.2.1 Foster preservation of designated historic resources through use of incentives.

Policy 10.2.2 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Policy 10.2.3 Encourage incentives for new development that could transfer the development rights from potentially and designated historic structures in order to preserve, maintain and rehabilitate them.

Policy 10.2.4 Promote opportunities for education and interpretation of Barrio Logan’s unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and art. Encourage the inclusion of both extant and non-extant resources. Educational and interpretive materials should be provided in English and Spanish, and may be provided in other languages as well.

HP-8



Adaptive reuse of historic buildings provides new opportunity for small business



Historic preservation is an important component to Barrio Logan’s identity



CHAPTER ELEVEN

arts and culture element

IN THIS CHAPTER

Goals

Arts and Culture Policies

Murals, sculptures, music, and dance are a central part of Barrio Logan's identity, and enrich the public realm with stories of the community's history and culture. Arts and culture provide a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm of Barrio Logan's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art in Barrio Logan are its painted murals, there are other examples including tile murals and sculptures. New directions in public art should encourage a diversity of media, so that all segments of the community can participate and be represented. Public art can also be a more integral part of public spaces such as plazas and transit stations, facades of existing buildings and utilities, as well as in new developments. In addition, these public places provide opportunities for other cultural activities to occur such as festivals and performances.

AC-1

GOALS

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

AC-2



Fiesta del Sol is an annual street festival which celebrates the history and diversity of cultures in Barrio Logan

Chicano Park is home to the largest collection of Chicano murals in the world. The murals are recognized as seminal in the birth of the Chicano art movement in the United States and the collection is a point of pride among the residents of Barrio Logan as well as residents of San Diego. Chicano Park serves as a venue for a range of festivals and cultural events. Murals and art adorn buildings and walls throughout the neighborhood, a feature that is essential in the visual and social character of the community. The mural heritage visually supports the colorful history and spirit of the residents because the people express themselves thru art and visual spaces.



Public art can be found throughout Barrio Logan providing beauty and visual interest



“The Cannery Workers Tribute” in Barrio Logan by Valerie Salatino and Nancy Moran



ARTS AND CULTURE POLICIES

Policy 11.1.1 Pursue art installations that are diverse in content, media and siting, that help to create and reinforce the uniqueness of Barrio Logan and reflect the array of regional cultural and environmental influences.

Policy 11.1.2 Embrace the artistic heritage of Barrio Logan and continue to invite new influences into the art-making dialogue/process.

Policy 11.1.3 Include public art or cultural amenities in each new development project. Engage artists early in the project design process to achieve integration between art and architecture.

Policy 11.1.4 Strengthen Barrio Logan's identity as a local cultural and arts center using public art in public spaces such as trolley stations, sidewalks, streets, parks, and in building lobbies.

Policy 11.1.5 Create a balance between the preservation/remembrance of historic elements of Barrio Logan culture and structures, such as the collection of Aztec Brewery art and artifacts, and contemporary art installations.

Policy 11.1.6 Ensure that ground floor spaces of live/work units emphasize artists' works, with accessible entrances, transparent windows, and display areas.

Policy 11.1.7 Support diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.

Policy 11.1.8 Utilize vacant and/or underutilized storefronts and other non-residential buildings for temporary art exhibitions.

Policy 11.1.9 Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, schools, transit stations, residential developments and public areas within private development.

Policy 11.1.10 Continue efforts to create meaningful, memorable, and culturally significant offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.

Policy 11.1.11 Coordinate with the San Diego Unified Port District to identify all possible funding resources and to ensure alignment between the various public art programs and projects.

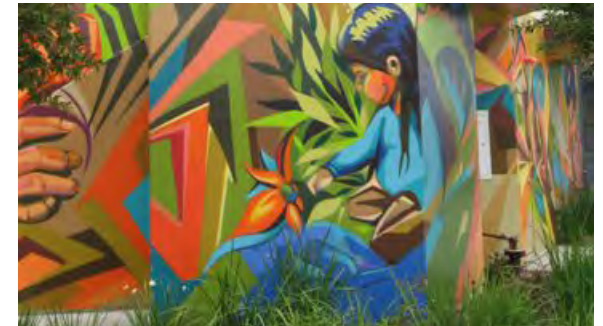
Policy 11.1.12 Support the Chicano Park Museum and Cultural Center.



Chicano Park Day features traditional music and dance, including Aztec Indigenous dance, coordinated by Toltecas en Aztlan.



Include public art or cultural amenities in each new development project



Policy 11.1.13 Emphasize public art installations on Cesar E. Chavez Parkway, Logan Avenue and National Avenue and at major intersections.

Policy 11.1.14 Ensure that live/work artist spaces enliven the street with a focus in the areas designated as the Logan Avenue Arts District while providing housing and workspaces for local artists.

Policy 11.1.15 Involve artists in the design of gateway elements.





CHAPTER TWELVE implementation

IN THIS CHAPTER

Key Actions

Priority Public Improvements
and Funding

Funding Mechanisms

Barrio Logan Implementation

Action Matrix

The Barrio Logan Community Plan will be implemented through a number of different mechanisms which are outlined in this chapter. This chapter describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals will require the active participation of City departments and agencies, regional agencies such as the Port District, SANDAG, MTS, and the community.

This plan also recommends funding mechanisms for the City and Barrio Logan Community to pursue as ways to viably finance the implementation of this plan.

IE-1

KEY ACTIONS

- Regularly identify and prioritize capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Community Plan.
- Implement facilities and other planned public improvements.
- Pursue grant funding to implement unfunded needs.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

IE-2

12.1 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. Multiple funding mechanisms are available depending on the nature of the improvement project:

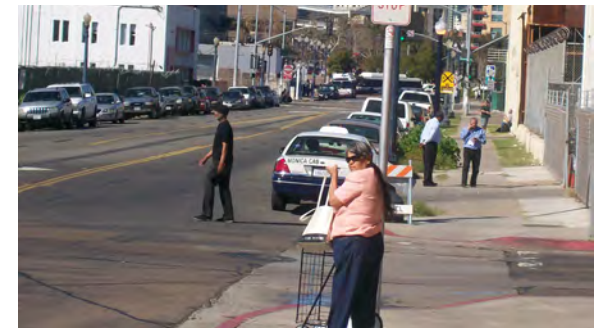
- Impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements.

12.2 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. The list of projects below in Table 12-1 identifies priority recommendations.



Implement innovative streetscape improvements



Improvements are needed to sidewalks and transit stops



TABLE 12-1 BARRIO LOGAN IMPLEMENTATION ACTION MATRIX

No.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/AGENCIES	TIME FRAME
SIDEWALK AND PEDESTRIAN IMPROVEMENTS				
1	Construct sidewalks in areas where they are currently missing or degraded along Harbor Drive, Main Street, Schley Street and Sigsbee Street.	ME 3.1.1	Adjacent property owners, Transportation Department	Short-term
2	Facilitate the completion of sidewalk and intersection improvements along Harbor Drive including improved pedestrian crossings at several locations to better connect the Port Tidelands employers and neighborhood east of Harbor Drive by enhancing the Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street intersections. These improvements could be integrated as part of other projects efforts, which could include, but not limited to, Bayshore Bikeway, Harbor 2.0, and Vesta Bridge projects.	ME 3.1.2	Transportation Department; Caltrans; Port of San Diego	Short-term
3	Maximize sidewalk landscaping, shade-producing street trees and pedestrian scale street furnishing to the greatest extent feasible with an emphasis in the Community Village and Historic Core areas.	ME 3.1.12	Transportation Department; Caltrans; Port of San Diego	Short-term
4	Design the corners of major street intersections including along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces.	ME 3.1.13	Adjacent Property Owners, City of San Diego	Short-term
5	Create a comprehensive street lighting plan to be implemented through a lighting and landscape maintenance assessment district.	PFE 6.1.11	City of San Diego; Barrio Logan community	Medium-term
BICYCLE IMPROVEMENTS				
1	Complete the Bayshore Bikeway project.	ME 3.5.1	City of San Diego; San Diego Association of Governments and the BNSF Railroad	Medium-term
2	Provide dedicated bicycle facilities including, but not limited to, Class II bicycle lanes on National Avenue, Class IV cycle track on Main Street between Rigel and Schley, and Class I multi-use path and Class III bike route along Boston.	ME 3.5.1.	City of San Diego	Medium-term
3	Coordinate the exploration of a Class IV connection from Harbor Drive to Main Street along 32nd Street and a Class I facility along the Chollas Creek channel under the I-5 Freeway to the Bayshore Bikeway at Harbor Drive.	ME 3.5.4 and 3.5.5.	City of San Diego; Caltrans; Navy; San Diego Association of Governments	Long-term
ROADWAY INFRASTRUCTURE				
1	Work with Caltrans to redesign the access to the San Diego Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan Avenue to improve the pedestrian environment.	ME 3.1.8	City of San Diego; Caltrans	Medium-term
2	Support improvements to grade-separate 28th Street and 32nd Street Trolley tracks.	ME 3.1.3	City of San Diego, SANDAG, Metropolitan Transit System (MTS)	Long-term
PARKING				
1	Develop a parking strategy to address employee parking needs, and to comprehensively address employee and community parking issues, and associated community impacts through shared parking agreements.	ME 3.6.2 and 3.6.3.	N/A	Short-term
2	Create a parking district in order to efficiently manage on and off-street parking opportunities.	ME 3.6.1 and 3.6.5	City of San Diego and Barrio Logan Community	Medium-term
GOODS MOVEMENT				
1	Coordinate truck route improvements with Caltrans and the Port for Harbor Drive along with 28th and 32nd Streets.	ME 3.7.4	City of San Diego; Caltrans, Navy and the Port of San Diego	Medium-term

IE-3

TABLE 12-1 BARRIO LOGAN IMPLEMENTATION ACTION MATRIX

No.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/AGENCIES	TIME FRAME
PUBLIC PARK AND OPEN SPACE IMPROVEMENTS				
1	Establish a joint-use agreement with Perkins Elementary to utilize future recreational facilities during non-school hours.	RE 7.1.12	City of San Diego; San Diego Unified School District	Medium-term
2	Work with Caltrans to for use of Caltrans property between 29th Street and 32nd Street for an urban trail connection along the east side of Boston Avenue.	RE 7.1.4 / LU 2.7.25	City of San Diego; Caltrans, Adjacent Property Owners	Medium-term
3	Establish a park and recreation facility at Chicano Park.	RE 7.1.15	City of San Diego; Caltrans	Medium-term
4	Work with Caltrans to acquire properties within their jurisdiction that are adjacent to Chollas Creek.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
5	Evaluate the ability to develop a trail connecting Main Street to the community east of Interstate-5 along Chollas Creek.	RE 7.4.2	City of San Diego; Caltrans and the Navy	Long-term
PUBLIC FACILITIES IMPROVEMENTS				
1	Develop a new 10,000 square foot fire station to serve the needs of the Barrio Logan Community as well as the surrounding communities that fall within the service area.	PFE 6.1.2	City of San Diego	Short-term
2	Ensure the library that serves the Barrio Logan community has sufficient resources.	PFE 6.1.8	City of San Diego	Short-term
CONSERVATION IMPROVEMENTS				
1	Establish lighting and landscape maintenance assessment district to promote and maintain shade-producing street trees in order to expand the canopy cover to 20% in residential areas and 10% in commercial and industrial areas.	CD 8.2.24	City of San Diego	Short-term

IE-4

appendices

IN THIS CHAPTER

A: Community Plan Implementation
Overlay Zone

B: Barrio Logan Street Trees

C: Barrio Logan Historical Resources Survey

APPENDIX A: BARRIO LOGAN CPIOZ - TYPE A

The Community Plan Implementation Overlay Zone (CPIOZ) -Type A is applied within the boundaries of the Barrio Logan Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code as shown in Figure 2-9. The purpose of the Barrio Logan CPIOZ is to allow specified uses that establish a transition between industrial uses within the Port and the residential community of Barrio Logan, provide for new public spaces and parks concurrent with growth in the community, and provide for affordable housing. It is intended that the supplemental regulations provided below, in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan. Where there is a conflict between the Supplemental Development Regulation (SDR) and the development regulation of the applicable base zone, the SDR within the CPIOZ applies.

AP-2

MARITIME COMMERCIAL

The following supplemental development regulations apply to land designated Maritime Commercial.

SDR-1 Maritime Commercial Prohibited Uses.

Uses prohibited within the CO-2-1 zone are identified in Municipal Code Section §131.0522 Table 131-05B. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Maritime Commercial land use designation.

Separately Regulated Residential Uses

- Permanent Supportive Housing
- Transitional Housing

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Homeless Facilities
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Commercial Services

- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Childcare Facilities
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

Any new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit.

COMMUNITY COMMERCIAL

The following supplemental development regulations apply to land designated Community Commercial.

SDR-2 Community Commercial Prohibited Uses.

Uses prohibited within the CC-2-4 zone are identified in Municipal Code Section §131.0522 Table 131-05B. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Community Commercial land use designation.

Separately Regulated Agriculture Uses

- Agricultural Equipment Repair Shops

Separately Regulated Residential Uses

- Permanent Supportive Housing
- Transitional Housing

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Homeless Facilities
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Retail Sales

- Building Supplies and Equipment

Commercial Services

- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Childcare Facilities
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

Any new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit.

NEIGHBORHOOD COMMERCIAL

The following supplemental development regulations apply to land designated Neighborhood Commercial.

SDR-3 Neighborhood Commercial Prohibited Uses.

Uses prohibited within the CN-1-3 zone are identified in Municipal Code Section §131.0522. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Neighborhood Commercial land use designation.

Separately Regulated Agriculture Uses

- Agricultural Equipment Repair Shops

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Artisan Food and Beverage Producer
- Marine Related Uses within the Coastal Overlay Zone

Retail Sales

- Buildings Supplies and Equipment
- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Adult Entertainment Establishments
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

Any new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit

SDR-4 Structure Height.

Maximum structure height shall be limited to 40 feet.

SDR-5 Ground Floor Residential.

Allow ground floor commercial requirements in §131.0540 to be met through development of residential and shopkeeper units.

SDR-6 Building Entrances.

All buildings shall be oriented so that primary and functional pedestrian entrances are individually accessible from an abutting public street or private drive by a pedestrian path.

NEIGHBORHOOD VILLAGE

The following supplemental development regulation applies to land designated Neighborhood Village.

SDR-7 Chollas Creek Linear Park.

Development on properties bounded by 32nd Street on the west, Interstate -5 on the north, Chollas Creek on the east, and Main Street on the south, shall dedicate in fee ownership or record a recreation easement for a public linear park area that provides access to Chollas Creek. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width. Development shall be allowed to calculate maximum allowable floor area and/or residential density based on the overall site including areas reserved for and built by the applicant for parks.

COMMUNITY VILLAGE AND NEIGHBORHOOD VILLAGE

The following supplemental development regulation applies to land designated Community Village and Neighborhood Village.

SDR-8 Inclusionary Housing Requirement.

A minimum of fifteen (15) percent of the total dwelling units in a proposed residential or mixed-use development of 10 or more dwelling units shall be set aside as affordable to and occupied by very low and low income households as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area. All other Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the Land Development Code shall apply, except that the only alternative method of compliance allowed is construction or rehabilitation of units off-site, as set forth in Section 142.1307 in Ordinance O-2020-1, within the Community Plan Area, except that 15 percent of the units must be affordable to households whose income does not exceed 80 percent of the area median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

APPENDIX B: BARRIO LOGAN STREET TREES

TABLE 1 BARRIO LOGAN STREET TREES – TREE LIST

DISTRICT STREET TYPES	LANDSCAPE DISTRICTS					
	1 COMMUNITY VILLAGE	2 HISTORIC CORE	3 TRANSITION AREA	4 MAIN AND BOSTON	5 PRIME INDUSTRIAL	6 HARBOR DRIVE
PARKWAYS BETWEEN 2-FT AND 4-FT WIDE OR LARGER						
Bauhinia blakeana (Hong Kong Orchid)	Accent	Accent				
Callistemon citrinus (Lemon Bottlebrush)			Accent	Accent	Accent	
Lagerstroemia indica (Crape Myrtle)	Accent	Accent	Accent	Accent	Accent	
PARKWAYS BETWEEN 4-FT AND 6-FT WIDE OR LARGER						
Cassia leptophylla (Gold Medallion)			Primary	Primary	Primary	
Arbutus 'marina' (Strawberry Tree)	Secondary	Secondary				
Tabebuia impetiginosa (Pink Trumpet Tree)	Secondary	Secondary				
Jacaranda mimosifolia (Jacaranda)	Primary	Primary	Secondary	Secondary	Secondary	
Metrosideros excelsus (New Zealand Christmas Tree)	Primary	Primary				
Quercus ilex (Holly Oak)			Primary	Primary	Primary	
Searsia (Rhus) lancea (African Sumac)	Primary	Primary				
Geijera parviflora (Australian Willow)	Secondary	Secondary				
PARKWAYS BETWEEN 6-FT AND 10-FT WIDE OR LARGER						
Koelreuteria bipinnata (Chinese Flame Tree)			Secondary	Secondary	Secondary	
Koelreuteria paniculata (Golden Rain Tree)			Primary	Primary	Primary	
Corymbia ficifolia (Red-Flowering Gum)			Secondary		Secondary	
Ulmus parvifolia 'Drake'			Primary		Primary	
PARKWAYS 10-FT WIDE OR LARGER						
Quercus suber (Cork Oak)			Primary	Primary	Primary	Primary
Tipuana tipu (Tipu Tree)			Primary	Primary	Primary	

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments. NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

APPENDIX B: BARRIO LOGAN STREET TREES

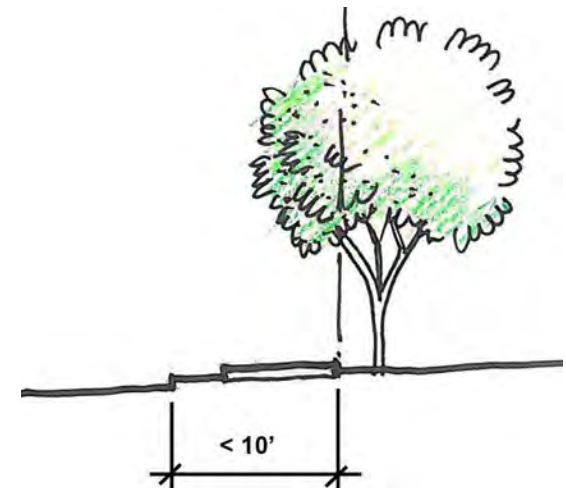
TABLE 2 BARRIO LOGAN COMMUNITY CORRIDOR STREET TREE LIST

COMMUNITY CORRIDOR	PRIMARY TREE	SECONDARY TREE
Boston Avenue between S 29 th Street and S 32 nd Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Harbor Drive	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Logan Avenue between S 16th Street and S Evans Street	Jacaranda mimosifolia (Jacaranda)	Arbutus ‘Marina’ (Marina Strawberry Tree)
Logan Avenue between S Evans Street and S 26th Street	Searsia (Rhus) lancea (African Sumac)	Jacaranda mimosifolia (Jacaranda)
Main Street	Geijera parviflora (Australian Willow)	Arbutus ‘Marina’ (Marina Strawberry Tree)
Newton Avenue	Jacaranda mimosifolia (Jacaranda)	Geijera parviflora (Australian Willow)
National Avenue	Searsia (Rhus) lancea (African Sumac)	Tabebuia impetiginosa (Pink Trumpet Tree)
28th Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
32nd Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Cesar E. Chavez Parkway	Jacaranda mimosifolia (Jacaranda)	Arbutus ‘Marina’ (Marina Strawberry Tree)

AP-6

BARRIO LOGAN COMMUNITY STREET TREE PLAN – GENERAL NOTES

1. Size of street trees to be per citywide landscape regulations and standards (no case less than a twenty-four inch box).
2. Total number of street trees to be calculated by street frontage of each property (no less than 1 tree for every 30-linear feet).
3. Minimize the use of tree grates when possible. Tree grates shall be American Disabilities Act approved where necessary to provide required clear path.
4. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning. No topping or hat-racking of trees shall be permitted.
5. Where site conditions do not allow the installation of street trees in the public right-of-way, street trees may be located on private property within 10-ft. of the property line per citywide Landscape Regulations.



Street trees on private property are allowed where the R.O.W. is less than 10'

APPENDIX C: BARRIO LOGAN HISTORICAL RESOURCES SURVEY EXECUTIVE SUMMARY

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program and Barrio Logan Planned District Ordinance Zoning regulations). As part of the update effort, the City commissioned a historical resources reconnaissance survey of the Barrio Logan Community Plan Area (Barrio Logan) in order to prepare the historic preservation element of the Community Plan. Brian F. Smith and Associates, Inc. (BFSA) conducted the survey of Barrio Logan from 2008 to 2009.

The survey included a literature review, a records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, “Guidelines for Local Surveys: A Basis for Preservation Planning,” National Register of Historic Places Bulletin 18, “How to Evaluate and Nominate Designed Historic Landscapes,” and also benefited from the guidance of City staff.

Previously identified archaeological resources within the study area were considered as part of the study. The South Coastal Information Center records search result listed 33 previously recorded archaeological resources within the boundaries of Barrio Logan, six prehistoric (two also containing historic resources) and the remainder historic. Historic archaeological

deposits within the study area have been located where projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible during a field reconnaissance within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the survey would not include attempts to locate such deposits.

BFSA historians conducted the field reconnaissance of Barrio Logan in July and August of 2008. The survey boundaries included the Barrio Logan plan area, with the exception of the area southwest of Harbor Boulevard. The survey was focused on buildings constructed before 1965 and those visible from the street. A total of 485 properties were surveyed including Chicano Park, established in 1970. One-hundred and twenty-nine properties were found to be potentially significant based the City of San Diego significance criterion and were assigned a California Status Code of 5S3. A complete list of the properties surveyed is provided in the appendices of the report.

The survey results indicate there are no concentrations of buildings representing a single architectural style or a particular period of time or that relate to an identified historic theme in a significant way. Because of the zoning changes in the 1950s that allowed for mixed

uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the historic setting and the integrity of the plan area. The majority of residential and commercial structures have been altered compromising their architectural integrity. Consequently, no historic districts were identified within Barrio Logan. The modifications made by Mexican-American residents to structures that may have compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant.

Native American representatives were consulted regarding the community plan update process. Clint Linton of Red Tail Monitoring and Research, Inc, a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to Barrio Logan, and agreed with the recommendations for Native American consultation proposed by BFSA.

Based on the results of the historic resources survey, it is recommended that the City conduct additional research on buildings receiving a 5S3 status code as part of future project review, identify additional buildings that may have been missed during the survey, commission a Mexican American Cultural Landscape and Oral History Study, and conduct project-specific Native American consultation as warranted during future project review.

