



THE CITY OF SAN DIEGO

## Report to the Planning Commission

DATE ISSUED: February 4, 2021

REPORT NO. PC-21-004

HEARING DATE: February 11, 2021

SUBJECT: Barrio Logan Community Plan Update Workshop

### **SUMMARY**

This is a workshop for the Planning Commission to provide input on the Barrio Logan Community Plan Update.

### **BACKGROUND**

Barrio Logan is one of the oldest and most culturally rich neighborhoods in San Diego. The predominately Hispanic community has a diversified land use character with a mixture of residential, commercial, business, light and heavy industrial uses, governmental agencies, and major maritime industries.

The Barrio Logan Community Planning area is approximately 1,000 acres and includes Naval Station San Diego and the Port of San Diego's tidelands. 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 controlled by the Navy and the Port of San Diego. The community of Barrio Logan is located between downtown San Diego, the Interstate 5 freeway, and San Diego Bay (Attachment 1).

#### Housing & Demographics

As of 2019, SANDAG estimated approximately 4,208 people living in the Barrio Logan Community Planning area. This is a 15 percent decrease from the 4,865 people living in the community in 2010 as reported by the US Census. In 2019, the Community had 1,307 housing units with a vacancy rate of 6.5 percent and a persons-per-household rate of 3.27 per the SANDAG 2019 estimate. In 2010, the Community had 1,244 housing units with an 8 percent vacancy rate and a persons-per-household rate of 3.81 per 2010 Census data. Between 2010 and 2019, 63 housing units were added in the community, which is a 5% increase over 9 years. Based on the adopted community plan, SANDAG has forecasted the community to have approximately 2,601 units by 2035, which is an increase of 1,294 housing units.

#### Affordable Housing

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.

### 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 Community Plan](#) and zoning 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.

### 2013 Draft Community Plan Update

To address the incompatible land uses that are described above, the City of San Diego worked with the community and stakeholders beginning in 2008 to update the Barrio Logan Community Plan. Through an extensive public engagement process that included a 33-member stakeholder committee and over 50 public meetings, 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 Community Plan Update intended to:

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

In 2013, the San Diego City Council adopted the Barrio Logan Community Plan and associated zoning, and certified the associated Programmatic Environmental Impact Report (PEIR). However, there were concerns that the updated community plan land use and zoning would impact shipbuilding industries and maritime related businesses. In 2014, the Community Plan was repealed due to a ballot referendum. The repeal did not include the certified PEIR.

## **DISCUSSION**

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, the Barrio Logan Community Planning Group (BLCPG) worked with representatives from the Environmental Health Coalition, and the Shipbuilding and Ship Repair Industry to address land use issues that would result in the 2013 Barrio Logan Community Plan achieving consensus. All parties agreed at the outset of the process that completing the Barrio Logan Community Plan Update (BLCPU) – within the framework established by the 2013 draft Plan – is in the best interest of the community.

The parties agreed that the current approved 1978 Barrio Logan Community Plan does not adequately address the current state of the community. The parties also agreed that the mixing of industrial and residential uses in the Barrio Logan community has proven to be unhealthy, and the community plan update process is the appropriate avenue to help remedy this situation in the future.

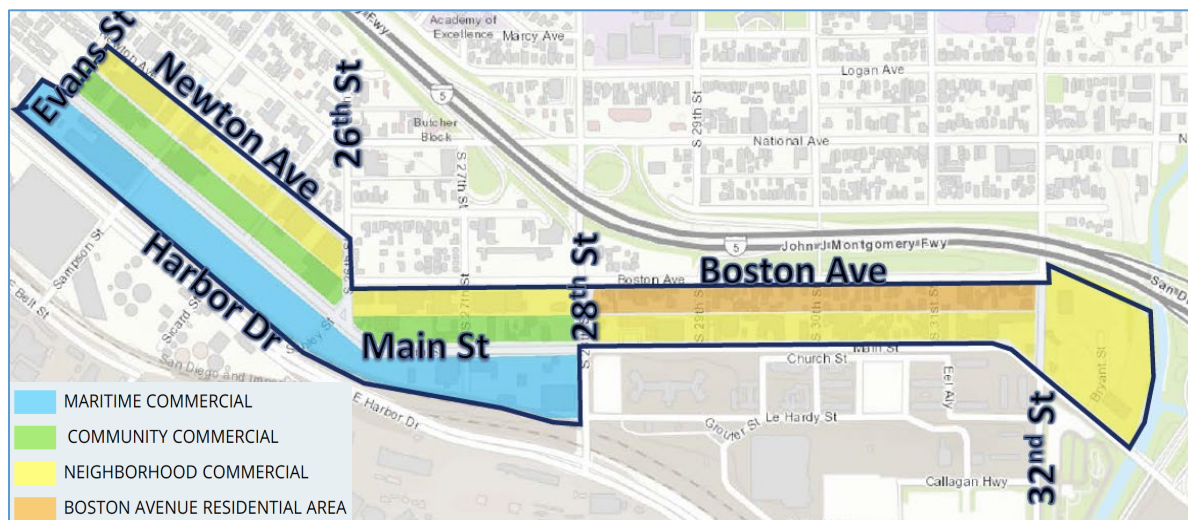
The result of this effort was a completed agreement in the form of a [Memorandum of Understanding](#) (MOU), which addressed proposed changes to the 2013 Barrio Logan Community Plan and associated zoning (Attachment 2). The May 2020 version of the MOU was reviewed and discussed by the BLCPG at their July and August 2020 meetings as the basis for moving forward with the BLCPU process. In response, the Planning Department worked with the BLCPG to review and confirm an approach to completing the 2013 draft BLCPU.

The BLCPG supported an approach to complete the 2013 draft CPU with revisions stated in the MOU and other revisions or additions that would be identified through meetings with the BLCPG and the community outreach process. Overall, the BLCPG supported a framework that would allow for completion and adoption of the Community Plan that utilizes the certified PEIR. The current approach assumes the preparation of an addendum to the certified PEIR.

#### What is addressed in the MOU?

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. 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.



*The 65-Acre MOU Agreement Area within the Barrio Logan Community Plan Area*

**Maritime Commercial**

Location:	Between Harbor Drive and Main Street
Area Size:	Approximately 19-acres
Existing Land Uses:	Mixture of industrial, warehouse, and parking lot uses
1978 Community Plan designation:	<b>Industrial</b>
2013 draft Community Plan designation:	<p><b>Community Commercial</b></p> <ul style="list-style-type: none"> <li>Intended to provide for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.</li> </ul> <p>The 2013 draft prohibited residential and industrial uses within this area.</p>
2020 MOU designation:	<p><b>Maritime Commercial</b></p> <ul style="list-style-type: none"> <li>Allow for marine-oriented commercial uses that cater to the maritime industry, as well as other commercial and office uses.</li> </ul>

**Community Commercial**

Location:	Between Harbor Drive and Main Street
Area Size:	Approximately 10-acres
Existing Land Uses:	Mixture of industrial uses, parking lot uses, and Woodbury University
1978 Community Plan designation:	<b>Industrial</b>
2013 draft Community Plan designation:	<p><b>Neighborhood Commercial</b></p> <ul style="list-style-type: none"> <li>Intended to provide local convenience shopping, civic uses, and commercial services serving an approximate three-mile radius.</li> </ul> <p>The 2013 draft prohibited residential and industrial uses within this area.</p>
2020 MOU designation:	<p><b>Community Commercial</b></p> <ul style="list-style-type: none"> <li>Allow for most commercial, retail, and office uses.</li> </ul> <p>Residential and industrial uses would be prohibited.</p>

**Neighborhood Commercial**

Location:	Along the southwest side of Newton Avenue from Evans Street to 26 <sup>th</sup> Street, and along Main Street from 28 <sup>th</sup> Street to Chollas Creek
Area Size:	Approximately 28-acres
Existing Land Uses:	Mixture of residential, commercial, and industrial uses
1978 Community Plan designation:	<b>Residential, Commercial, Industrial uses</b>
2013 draft Community Plan designation:	<p><b>Neighborhood Commercial</b> (along Newton Avenue)</p> <ul style="list-style-type: none"> <li>Intended to provide local convenience shopping, civic uses, and commercial services serving an approximate three-mile radius.</li> </ul> <p><b>Community Commercial</b> (along Main Street)</p> <ul style="list-style-type: none"> <li>Intended to provide for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.</li> </ul>

	The 2013 draft prohibited residential and industrial uses within this area.
2020 MOU designation:	<b>Neighborhood Commercial</b> <ul style="list-style-type: none"> <li>Allow for neighborhood-focused retail uses along with residential and mixed-use development.</li> </ul>

### ***Boston Avenue Residential Area***

Location:	Along Boston Avenue between 28 <sup>th</sup> Street and 32 <sup>nd</sup> Street
Area Size:	Approximately 8-acres
Existing Land Uses:	Mixture of single- and multi-family residential uses
1978 Community Plan designation:	<b>Residential (up to 29 dwelling units per acre)</b>
2013 draft Community Plan designation:	<b>Residential Medium-Low (10 – 14 dwelling units per acre)</b>
2020 MOU designation:	<b>Residential</b> (the MOU did not specify a density range for this area.)

### ***Additional Prohibited Uses***

In addition to the prohibition on industrial uses and uses that require an Air Pollution Control District or Hazardous Material permit to operate, the MOU recommended a list of 61 specific uses that would be prohibited within the 65-acre area (Attachment 2). These uses 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 revised Community Plan Update seek to address and implement the recommendations of the MOU?**

To address the recommendations of the MOU, Planning Department staff has worked with the BLCPG, stakeholders including representatives from the Environmental Health Coalition, the Shipbuilding and Ship Repair Industry, property owners, business owners, residents, and the public to confirm that the uses outlined in the MOU reflect the support of the broader Barrio Logan community. Through the outreach process, the MOU recommendations have been confirmed and refined where additional information was needed, particularly pertaining to residential densities.

To implement the MOU land use recommendations, the 2013 draft BLCPU will be updated to identify land use designations that correspond to the designations outlined in the MOU. The BLCPU will rescind the existing Planned District Ordinance and apply Citywide base zones for the entire community plan area to implement the land use map. In addition to the application of Citywide base zones, the revised BLCPU proposes to establish a Community Plan Implementation Overlay Zone (CPIOZ) to prohibit the uses specified in the MOU (Attachment 3). This will help establish a transition between industrial uses within the Port and the residential community of Barrio Logan.

### **What are the residential densities recommended for the Neighborhood Commercial and Boston Avenue Residential areas?**

The MOU recommends allowing residential uses in the Neighborhood Commercial and Boston Avenue residential areas, which comprise approximately 36 acres. In working with the community at the regular BLCPG meetings, the current recommendation is to allow for residential densities up to

29 dwelling units per acre in the Neighborhood Commercial area, and densities up to 14 dwelling units per acre in the Boston Avenue residential area.

The recommended densities were reviewed and supported by the BLCPG and a majority of respondents of the community survey (further discussed on page 5). BLCPG members and community members who attended the CPG meetings expressed support for residential densities that were consistent with those outlined and supported in the 2013 draft Community Plan.

#### How does the BLCPU propose to address housing capacity in the community?

The revised BLCPU is being prepared consistent with community and stakeholder input that was expressed as part of the 2013 draft Community Plan, with a compromise addressing the areas of contention that led to the Citywide ballot referendum in 2014. The current 1978 adopted Community Plan would allow for approximately 2,760 units across approximately 500 acres. Based on feedback received through the outreach process and the recommendations of the BLCPG, the revised BLCPU proposes the residential densities outlined in the 2013 draft Community Plan, including a Community Village in 16-block area that generally extends north of Evans Street to 16th Street between Interstate-5 and Harbor Drive. The revised BLCPU would increase housing capacity by 50 percent over the 1978 Plan, allowing for approximately 4,140 units.

#### What other additions or revisions are being considered through the BLCPU effort?

While the primary focus of the BLCPU effort has centered on land uses and zoning that would implement the recommendations of the MOU, the BLCPU process has included discussion of other potential revisions and additions without the need for reviewing every element of the 2013 draft BLCPU. Specifically, the process has addressed mobility and recreation concepts and opportunities.

##### *Mobility*

The main mobility objective is to maintain the existing block pattern and street widths of Barrio Logan while creating a comprehensive, interconnected multimodal circulation system that supports the convenient, equitable movement of pedestrians, bicyclists, transit users and motorists who travel within and to/from the community. To help achieve this objective, the following are being considered as part of the revised BLCPU effort: the 2013 draft BLCPU mobility improvements, the community's current needs and opportunities, the potential integration of on-going or planned transportation projects by other public stakeholders, and alignment with the latest citywide plans and strategies, including the Climate Action Plan, Complete Communities - Mobility Choices, and Vision Zero. New mobility concepts being evaluated include roundabouts along Cesar Chavez Parkway, designated bicycle facilities and traffic calming measures along National Avenue, and cycle tracks and roadway reclassification along Main Street. Overall, the revised Mobility Element will discuss the new proposed networks and include policy revisions.

##### *Recreation*

In January 2020, the BLCPG met to review the overall 2013 draft Community Plan Recreation Element and potential recreation opportunities throughout the community. The BLCPG and community members present at the virtual meeting expressed interest in the implementation of the Boston Ave Linear Park, an approximately 3-acre area located between Interstate-5 and Boston Avenue between 28<sup>th</sup> Street and 32<sup>nd</sup> Street. In discussing broad concepts for the 3-acre area, community members focused on the need for passive recreation opportunities and additional safety measures, including traffic calming techniques, lighting, parking restrictions, pathways, and sidewalk improvements. The

update to the Recreation Element will address community feedback, reflect recently constructed recreational facilities, revise policies to bring the Element in line with the Climate Action Plan, and include new mapping.

#### What outreach has been conducted since the BLCPU restart?

Staff conducted several meetings with the BLCPG between July and September to review potential approaches for completing the BLCPU process. Based on direction from the BLCPG, the Planning Department began work on an approach that would revise the 2013 draft Community Plan and zoning to include the revisions specified in the MOU, while allowing for community outreach to identify other potential revisions and additions to 2013 Community Plan. This approach attempts to strike a balance between replacing the 1978 community plan and existing zoning sooner, providing for additional community participation and engagement, including the MOU revisions; and any additional potential revisions, while utilizing the certified PEIR where possible.

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

##### *Online Workshop*

On October 7, 2020, the Planning Department held an online workshop for the BLCPU, via Zoom. The workshop provided 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. Individual responses providing additional feedback expressed support for increased levels of green space and affordable housing in the community; and an improved air quality through separation of uses. Several commenters expressed support for maintaining Barrio Logan's focus as an employment center. A summary document of survey responses is available at [www.PlanBarrio.org](http://www.PlanBarrio.org).

##### *Community Planning Group Meetings*

Throughout 2020, Planning Department staff met virtually with the BLCPG via Zoom to review the land use recommendations and options for the BLCPU as well as concepts for residential densities, mobility improvements, and recreation and public space opportunities. In November 2020, the BLCPG recommended support for changes to community plan land uses as outlined in the MOU, and in December 2020, the BLCPG recommend support for residential densities consistent with the densities outlined in the 2013 draft Community Plan. The BLCPG also recommended staff proceed with analysis of mobility and recreation concepts presented at the December 2020 and January 2021 meetings, respectively.

### What are the next steps for the Barrio Logan Community Plan Update process?


The BLCPU process is moving forward with continued work on the technical mobility and environmental analyses and development of the revised draft Community Plan for BLCPG and public review. The Planning Department will continue to meet with the BLCPG to solicit community feedback on refinements to the draft Community Plan, including proposed land uses and zoning regulations, mobility improvements and network changes, and recreation opportunities.

The Planning Department will continue work to engage the broader Barrio Logan community, including those who are not able to attend the regular BLCPG meetings to ensure the BLCPU addresses the input of the Barrio Logan community as a whole. This effort will involve outdoor pop-up outreach events that will adhere to County of San Diego Guidelines regarding reducing the risk of COVID-19 transmission.

### **CONCLUSION**

The Planning Department is presenting this workshop for the Barrio Logan Community Plan Update to seek input from the Planning Commission. Staff will continue to conduct outreach and obtain community input through multiple outlets, including work with the BLCPG, to complete the Community Plan Update effort. All documents pertaining to the Community Plan Update process are available on the project website: [www.PlanBarrio.org](http://www.PlanBarrio.org).

Respectfully submitted,



Michael Prinz  
Senior Planner  
Planning Department



Tait Galloway  
Program Manager  
Planning Department

TG/mjp

Attachments:

1. Barrio Community Plan Map
2. Barrio Logan Memorandum of Understanding
3. Barrio Logan Draft CPIOZ



# Barrio Logan Planning Area



San Diego Unified Port District Limits

**DRAFT**

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## Memorandum of Understanding

### Environmental Health Coalition / Shipbuilding and Ship Repair Industry / Barrio Logan Planning Group

#### **BACKGROUND**

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). All parties agreed at the outset of the process that delaying the Barrio Logan Community Plan Update (BLCPU) is not in the best interest of the community.

The above parties came together and agreed that it was important to begin the Community Plan Update process for Barrio Logan. It was agreed that the current approved 1978 plan does not adequately address the current state of the community. The parties also agreed that the mixing of industrial and residential uses in the Barrio Logan community has proven to be un-healthy, and the plan update seeks to remedy this situation in the future.

Based on preliminary discussions with the city planning staff, the associated EIR from the 2013 plan remains in effect.

The above parties agreed to share a report of the work of this committee and this agreement at a BLPG meeting. The Parties seek to engage the BLPG in a discussion regarding the BLCPU and, if the BLPG is supportive, the Ad-Hoc Committee intends to meet with the Planning Director, District 8 City Councilmember and others at the City of San Diego to begin the update process.

#### **UNDERSTANDING**

The Ad-Hoc group has agreed to the following definitions and requirements for the specific areas illustrated on the attached map (Figure 1):

- I. ***Maritime Commercial Zone*** – Defined as the area between and including the “dry side” of Harbor Drive to the “wet side” of Main Street, between Evans Street and 28th Street This area shall be applied a land use designation and zoning that would:
  - a. Allow specified marine-oriented commercial uses
  - b. Allow specified commercial uses.
  - c. Prohibit residential uses.
  - d. Prohibit heavy industrial uses.
  - e. Prohibit industrial & production uses including those listed in Table 1.
  - f. Prohibit new establishments requiring an APCD or Hazardous Material permit or specified in Table 1.
  
- II. A new establishment that desires to open in the Maritime Commercial zone would be precluded from operating if it requires an APCD or Hazardous Material permit; emits or generates any form of pollutant; proposes one of the prohibited uses included in Table 1 (page 2); indirectly contributes to an increase in emissions of pollutants; or poses a safety hazard to surrounding uses.

**Table 1. Prohibited Uses**

i.	Assembly plants	viii.	Dry cleaning plant
ii.	Automotive and allied services including:	ix.	Exterminating service
a.	Auto detailing	x.	Food processing
b.	Auto electronics installation & repair	xi.	Gasoline service stations
c.	Auto glass installation & repair	xii.	Hotel, motel
d.	Auto muffler installation & repair	xiii.	Hydraulic & pneumatic repair, marine & commercial
e.	Auto painting with accessory body & fender work	xiv.	Liquified natural gas dispensing
f.	Auto parts exchange	xv.	Liquified petroleum gas dispensing
g.	Auto pawn lot	xvi.	Lumber yard
h.	Auto radiator shop	xvii.	Machine shop
i.	Auto repair, major & minor	xviii.	Mattress repair & recovering
j.	Auto repair, mobile	xix.	Metal polishing
k.	Auto smog emissions station	xx.	Mineral resource extraction & processing
l.	Auto static inspection	xxi.	Outboard motor sales, service & repair
m.	Auto storage	xxii.	Painting of small parts & metal coating
n.	Auto towing	xxiii.	Plastic fabrication & extrusion
o.	Auto transmission repair	xxiv.	Recycling center
p.	Auto upholstery installation	xxv.	Refuse disposal truck & container facility
q.	Car wash	xxvi.	Repair of shop equipment
r.	Drive-in tune up shop	xxvii.	Scrap metal processing
s.	Gas sales	xxviii.	Sheet metal shop
t.	Motorcycle sales, leasing, rental and repair	xxix.	Tire rebuilding or recapping
u.	Trailer sales, leasing, rental and repair	xxx.	Tool & die shop
v.	Truck sales, leasing, rental and repair	xxxi.	Transportation terminals
w.	Used car reconditioning	xxxii.	Truck transportation facilities
x.	Van conversion services	xxxiii.	Used tire sales
iii.	Building materials sales & storage	xxxiv.	Warehousing & distribution
iv.	Cabinet and carpentry shops	xxxv.	Welding shop
v.	Chemical etching	xxxvi.	Wood sawing
vi.	Contractor's storage and equipment yard	xxxvii.	Wood truss fabrication
vii.	Drive-through restaurants		

III. **Community Commercial Zone** – defined as the area between and including the “dry side” of Main Street, to the alley, from Evans Street to 28<sup>th</sup> Street. This area shall be applied a land use designation and zoning that would:

- a. Allow retail commercial uses, except those specified in Table 1 above.
- b. Prohibit residential uses.
- c. Prohibit marine-oriented commercial uses.
- d. Prohibit industrial & production uses.
- e. Prohibit new establishments requiring an APCD or Hazardous Material permit or specified in Table 1 above.

IV. ***Neighborhood Commercial*** – Defined as the following areas:

- The area between the alley to the “wet side” of Newton Avenue, between Evans Street and 26th Street. And, the area between and including the “wet side” of Boston Avenue and the alley, between 26th Street and 28th Street.
- The area between the “dry side” of Main Street and the alley, between 28th Street to 32nd Street.
- The area between 32nd Street and Interstate 15, between the “dry side” of Main Street and Interstate 5.

These areas shall be applied a land use designation and zoning that would:

- a. Allow residential uses and open space.
- b. Allow retail commercial uses, except those specified in Table 1.
- c. Prohibit marine-oriented commercial uses.
- d. Prohibit industrial uses.
- e. Prohibit new establishments requiring an APCD or Hazardous Material permit or specified in Table 1.

V. ***Boston Avenue Residential Area*** - Defined as the area between and including the “wet side” of Boston Avenue and the alley, between 28th Street and 32nd Street, has been identified as a unique residential area of the community and should be protected from incompatible uses. This area shall be applied a land use designation and zoning that would:

- a. Allow residential uses.
- b. Prohibit retail commercial uses.
- c. Prohibit marine-oriented commercial uses.
- d. Prohibit industrial uses Including those listed in Table 1.
- e. Prohibit new establishments requiring an APCD or Hazardous Material permit or specified in Table 1.

Due to their adjacency, the *Neighborhood Commercial #2 & #3* should be designated to allow for uses more compatible with the residential uses in the *Boston Avenue Residential Area*.

- VI. In all zones, expansion of an existing use that would be prohibited as a new use beyond 10% will be subject to a Conditional Use Permit.

The MOU has been agreed to by the following participants:



May 4, 2020

For the Environmental Health Coalition

Date



May 4, 2020

For the Shipbuilding and Ship Repair Industry

Date



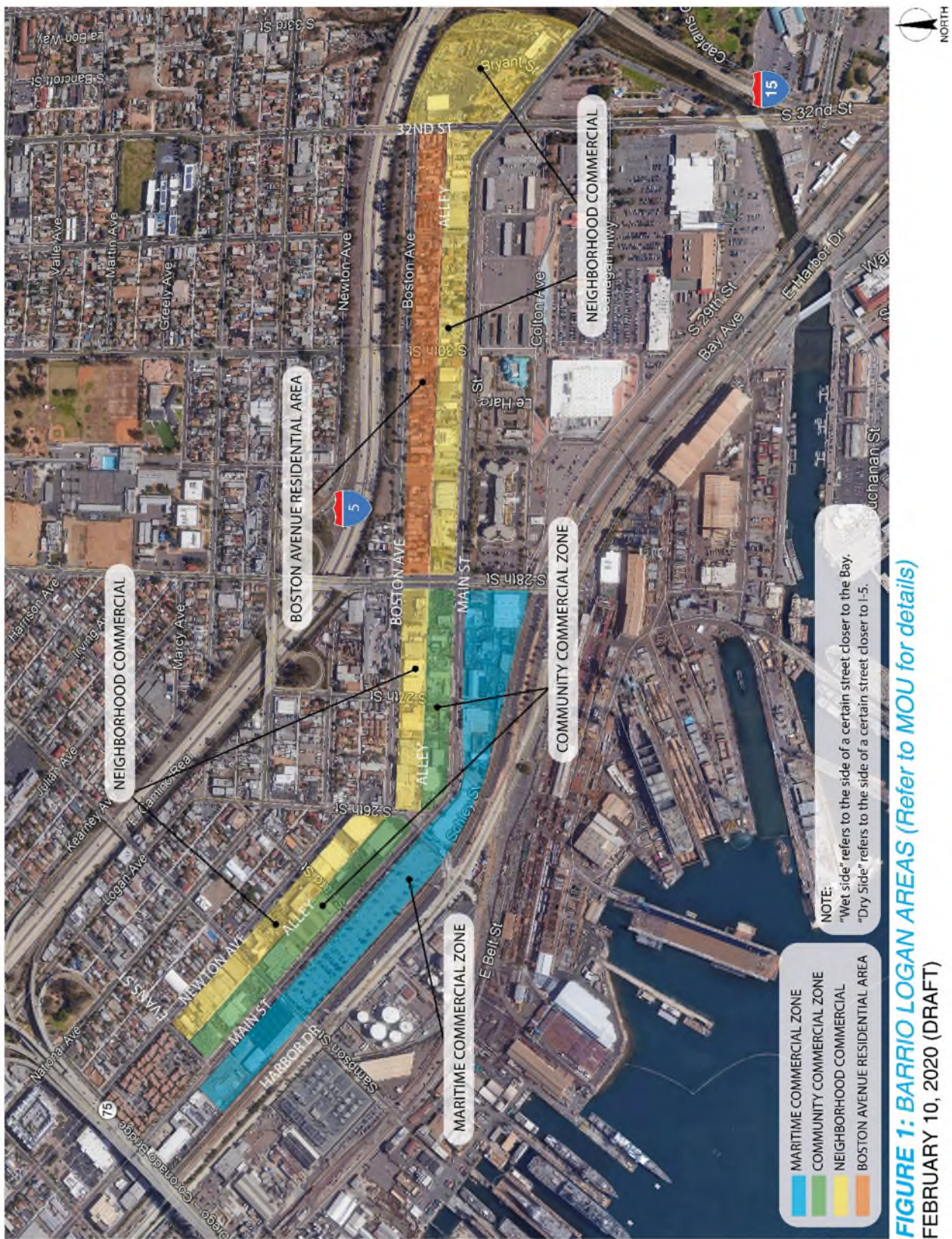
May 4, 2020

For the Barrio Logan Planning Group

Date



Figure 1: Barrio Logan Areas (see MOU for details)



Draft Barrio Logan Community Plan Implementation Overlay Zone  
February 2021

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 X-X. 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. 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.

**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. 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 Agriculture Uses

- Agricultural Equipment Repair Shops

Separately Regulated Residential Uses

- Permanent supportive and 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

Retail Sales

- Consumer Goods, Furniture, Appliances, 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

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Any new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit

Draft Barrio Logan Community Plan Implementation Overlay Zone  
February 2021

### **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. 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 and 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

#### Retail Sales

- Building Supplies and Equipment
- Consumer Goods, Furniture, Appliances, 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

#### Industrial

- Research and Development

#### Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Any new establishments that require an Air Pollution Control District (APCD) permit or Hazardous Materials permit



Draft Barrio Logan Community Plan Implementation Overlay Zone  
February 2021

### **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

##### Retail Sales

- Consumer Goods, Furniture, Appliances, Equipment
- 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

##### Industrial

- Research and Development

##### Separately Regulated Industrial Uses

- Artisan Food and Beverage Producer
- Marine Related Uses within the Coastal Overlay Zone

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.

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February 2021

*SDR-7 Linear Park.*

Development on properties bounded by 32<sup>nd</sup> Street on the west, Interstate-5 on the north, Chollas Creek on the east, and Main Stretta on the south, shall dedicate in fee ownership or record a recreation easement for a public linear park area adjacent to the public right-of-way where a linear park is planned to connect the Boston Avenue Linear Park to the Chollas Creek linear park/trail. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width measured from the public right-of-way.

DRAFT

# Barrio Logan Figure X-X

