



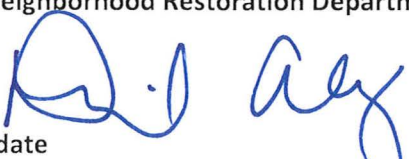
COUNCILMEMBER DAVID ALVAREZ

City of San Diego
Eighth District

MEMORANDUM

DATE: September 9, 2013

TO: Bill Fulton, Director, Planning & Neighborhood Restoration Department

FROM: Councilmember David Alvarez 

SUBJECT: Barrio Logan Community Plan Update

On Friday, September 6, 2013 I received a letter from the group, Maritime Industry of San Diego, requesting specific changes to the Barrio Logan Community Plan Update (Plan Update). A copy of their letter is attached. This memorandum responds to the requests detailed in the letter and recommends the Planning & Neighborhood Restoration Department consider a revision to the staff recommendation of Scenario 1.

As you are aware, the Barrio Logan Community Plan was adopted in 1978 and has not been updated since. Under your staff's leadership, the City formed a 33-member Barrio Logan Plan Update Stakeholder Committee in 2007 consisting of 25 voting members and 8 ex-officio non-voting members. The Committee met regularly from 2008-2012, ultimately voting 16 in favor of Scenario 1 and 6 in favor of Scenario 2.

Since assuming office my staff and I have held nearly 50 meetings with various stakeholders, and fielded many more phone calls and email responses on this topic. To say that the public was thoroughly consulted and involved in the Plan Update would be an understatement, given the amount of energy and work you and your department have put in to the process.

In addition to these efforts, I directed a staff member to meet with representatives of the Maritime Industry Group last week. As detailed in their September 6 letter, the group presents two changes to the Plan Update:

1. Prohibit the establishment of sensitive receptors, as defined in the City of San Diego General Plan, between Harbor Drive, Newton Avenue, Evans Street and 28th Street
2. Zone the area between Harbor Drive, Newton Avenue, Evans Street and 28th Street CO-2-2 and make Maritime Industry and Maritime Related Uses permitted by right

The group further asks for the designation of a specific parcel (3202 Main Street). To this point, I have received no information that would cause me to recommend any changes to the parcel. I have reviewed the Planning Commission meeting of July 11, 2013 and it appeared that the property owner reached some level of comfort with the designation of heavy commercial. In any event, I understand the property owner has requested a letter from your Department to clarify the current classification of the property, and I would be interested in seeing that classification. However, as of now I have no recommendations for any changes to that parcel from what is described in Scenario 1.

The Maritime Industry Group's first request is to remove 'sensitive receptors' from approximately five blocks that lie most directly between the medium-density residential area to the northeast of the community and the shipyards to the southwest on Port of San Diego tidelands. The Group has explained this request in letters, phone calls, and in 15 personal meetings, as a desire to prevent residential users from encroaching on the shipyards, separate incompatible uses, and provide a greater buffer between the shipyards and the closest residential area of the community.

I agree with the rationale for this type of approach. Removing residential uses from the Neighborhood Commercial area in Scenario 1 would protect both areas from encroachment. I understand that the environmental documents include analysis for the higher impacts of residential permitted in this area. Thus, removing the uses should lower the impacts discussed and not require any recirculation of the Environmental Impact Report or related documents. If you believe this reasoning to be in error, please inform my office.

The Barrio Logan Plan Update Stakeholder Committee worked for many years to develop a plan to benefit the community. I do not suggest this change lightly, but recommend it because I think the greater buffer area accomplishes the policy goals stated by the Committee and listed in your staff's documentation. I also understand the revision can be made without changing the underlying zoning agreed to by the Committee.

Unfortunately, I cannot recommend the Maritime Industry Group's second request. The very rationale supporting the larger buffer and removal of residential uses, militates against allowing Marine Related Uses or Marine Industry on those same parcels.

It is also important to consider the Stakeholder Committee's efforts in this area. Changing the zoning this drastically at this late date, and in strong contravention of the Committee's efforts, would seem to send an inappropriate message to the dozens of representatives that met dutifully for years to bring this Plan Update forward.

I support our strong maritime heritage and I am working hard for a bright future for our working waterfront, our military partners, and our bayfront communities. I look forward to your presentation of the Plan Update on September 17.

cc: Council President and Interim Mayor Todd Gloria
Honorable Councilmembers
Maritime Industry Group
Keely Halsey, Deputy City Attorney
Lara Gates, Barrio Logan Plan Update Project Manager



Maritime Industry of San Diego

September 6, 2013

Via Email

Councilmember David Alvarez
City of San Diego
202 C Street
San Diego, CA 92101
davidalvarez@sandiego.gov

Re: Barrio Logan Community Plan Update

Dear Councilmember Alvarez:

On behalf of the maritime industry, which includes shipyard owners, workers, suppliers, and Barrio Logan residents, we are extremely disappointed that we were unable to reach a solution on the Barrio Logan Community Plan Update (BLCPU). Despite our good faith efforts to meet with your policy advisor, Gabriel Solmer, and offer specific revisions to address the maritime industry's serious concerns about the long-term threat to its viability, we unfortunately have not reached a mutually acceptable resolution. Notwithstanding, we are submitting this letter collectively in order to memorialize our issues and proposed revisions.

As a group, we are concerned about two specific issues related to the BLCPU. First, any new zoning regulations should prohibit sensitive receptors, including but not limited to residents, schools, elder care and child care facilities or hospitals along Harbor Drive and Main Street between Evans and 28th Streets. Second, the shipyard suppliers and vendors should be allowed to do business by right in the same area (both requests are described in more technical detail below). These issues are of equal importance to the undersigned and non-negotiable because they have a direct impact on our ability to conduct business. On the other hand, if the City Council is willing to address these concerns, we will wholeheartedly support the BLCPU.

As a threshold matter, we believe the staff recommendation of proposed land use Scenario 1 will have detrimental impacts to the future of the maritime industry in San Diego and present more negative environmental impacts when compared to the existing Barrio Logan Community Plan and land use Scenario 2 as described in the environmental impact report. Furthermore, we are dismayed that City staff has intentionally withdrawn land use Scenario 2 from consideration, despite the City's significant investment in analyzing both Scenarios, and multiple assurances from City staff during the stakeholder outreach process that both Scenarios would be presented objectively and fully to the decision makers. It is our understanding that this omission was directed by former Mayor Bob Filner. At a minimum, we hope with his departure the City will honor its original commitment to present both land use Scenarios to the City Council for consideration on September 17, 2013.

Specifically, we believe the following changes must be made to the BLCPU in order to protect the long-term viability of the maritime industry:


1. Prohibit the establishment of sensitive receptors, as defined in the City of San Diego General Plan, between Harbor Drive, Newton Avenue, Evans Street and 28th Street (outlined in the red box on the map attached to this letter);
2. Zone the area between Harbor Drive, Newton Avenue, Evans Street and 28th Street CO-2-2 and make Maritime Industry and Maritime Related Uses permitted by right; and
3. Designate and zone the property located at 3202 Main Street as Heavy Industrial.

Collectively, the San Diego region has a lot invested in the Barrio Logan community. We recognize that the City has spent five years and over \$3 million on the BLCPU process. But it should be noted that the shipyards and maritime businesses have invested over \$300 million in operational upgrades and environmental remediation in the past decade. As a result, we have a responsibility and obligation to protect these investments and the more than 45,000 employees who work in the maritime industry and contribute \$14 billion annually to San Diego's economy.

The United States Navy does not have its own shipyards in San Diego. They rely on the maritime industry to repair and build their ships. If our industry is ultimately forced out, the shipyards will close and the Navy will go elsewhere for service, and once the shipyards are gone, they will never come back to San Diego.

As stated above, we are committed to supporting a solution, which precludes sensitive receptors within 1,000 feet of the shipyards' front doors and provides a safe haven for maritime businesses to operate within the identified area. However, if the City Council approves the BLCPU without including the provisions described above, we are prepared to referend the City Council's decision to ensure that our employees and our industry are protected well into the future.

Very truly yours,



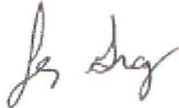
Frederick J. Harris
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General Dynamics NASSCO



Robert Kilpatrick
Vice President & General Manager
BAE Systems



Daniel L. Flood
Vice President & General Manager
Continental Maritime of San Diego



Jerry Gray
Owner
Sloan Electromechanical Service & Sales



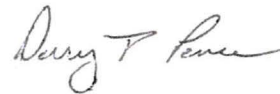
Glenna Schmidt
General Manager
Mitchell Investments



Ernie Martinez
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Performance Contracting, Inc.



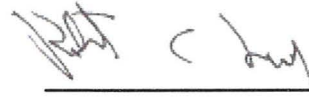
David Bain
Owner
Pacific Ship Repair & Fabrication, Inc.



Derry Pence
President
San Diego Ship Repair Association



Ruben Andrews
President & Founder
Graphic Solutions



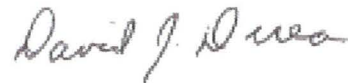
Robert C. Leif
Property Owner



Matt Carr
President
California Marine Cleaning



Derek M. Bateman
President
Pacific Marine Propeller



David J. Duea
Owner
Fire Etc.

September 6, 2013

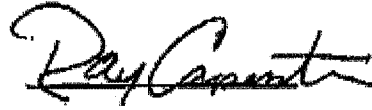
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Bill Hall
Chairman
San Diego Port Tenants Association



Jack Monger
Executive Director
Industrial Environmental Association



Ray Carpenter
President
R.E. Staite Engineering Inc.

cc: Mayor and Council President Todd Gloria
Council President Pro Tem Sherri Lightner
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Councilmember Lorie Zapf
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Rafael Castellanos, Board of Port Commissioners
Marshall Merrifield, Board of Port Commissioners
Kanani Brown, California Coastal Commission
Vice Admiral Thomas H. Copeman III, Commander Naval Surface Force, U.S. Pacific Fleet
Rear Admiral Patrick J. Lorge, Commander, Navy Region Southwest
Captain Curt Jones, Commanding Officer, U.S. Navy

Proposed Maritime Solution | Scenario 1a

All zoned Office Commercial CO-2-2. Shipyard suppliers (Maritime Industry) would be permitted by right.

Why Suppliers are So Critical to Shipyards

1. In 2011, Shipyards did business with 80+ companies in Barrio Logan – investment of \$145 million.
2. Barrio Logan Shipyard suppliers are responsible for nearly 1,500 jobs in San Diego.
3. Supplier proximity is critical to Shipyard efficiency.
4. Efficiency drives cost and cost drives competitiveness.
5. Both alternatives dramatically reduce existing industrial land in Barrio Logan.
6. Virtually all land along Harbor Drive and Main Street (in the red box) is zoned exclusively industrial today.
7. Maritime Solution (Scenario 1a) changes zoning from Exclusively Industrial to Office Commercial
8. Future maritime uses would be limited to production, distribution and storage in red box.
9. Heavy industrial and manufacturing would not be allowed in red box.
10. Areas closest to existing residential would require a Conditional Use Permit (CUP) which is appealable to City Council.

Land Use

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

DRAFT

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