



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 preformed 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 BCLCPU 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 BCLCPU 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 BCLCPU address affordable housing?

The 2021 BCLCPU 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 BLCPU 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 BLCPU's total units are renter-occupied, compared to the citywide rate of 53 percent.
- Approximately 65 percent of renter-occupied housing units in the BLCPU 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 10<sup>th</sup> 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 27<sup>th</sup> 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,



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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