



Barrio Logan Planning Area - Regional Location

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.

							
	<p>“When I need some motivation, that is where I go to and look at the art and just remember where I am.” Albierto</p>			40	1:1 Phone & Curated Audio Interviews	6	Civic Presentations
	6	Community Workshops	500	Households Received the Zine		<p>“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</p>	
8	Popup Outreach Events		<p>“There are people that live in a two bedroom apartment or a house with three families just to be able to pay.” Talia</p>		800+	People at the Popup Outreach Events	
	<p>“I’d like to see less large trucks going through residential neighborhoods with less general industrial traffic.” Monte</p>			5	City Board Meetings	30	Community Meetings
9	Port-Tenant Meetings		5	Planning Commission Workshops		<p>“Cars just zoom by my neighborhood like it is the freeway.” Montserrat</p>	



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)

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The City of
SAN DIEGO



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Share your thoughts

Comparta sus ideas

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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

RESPETAR 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

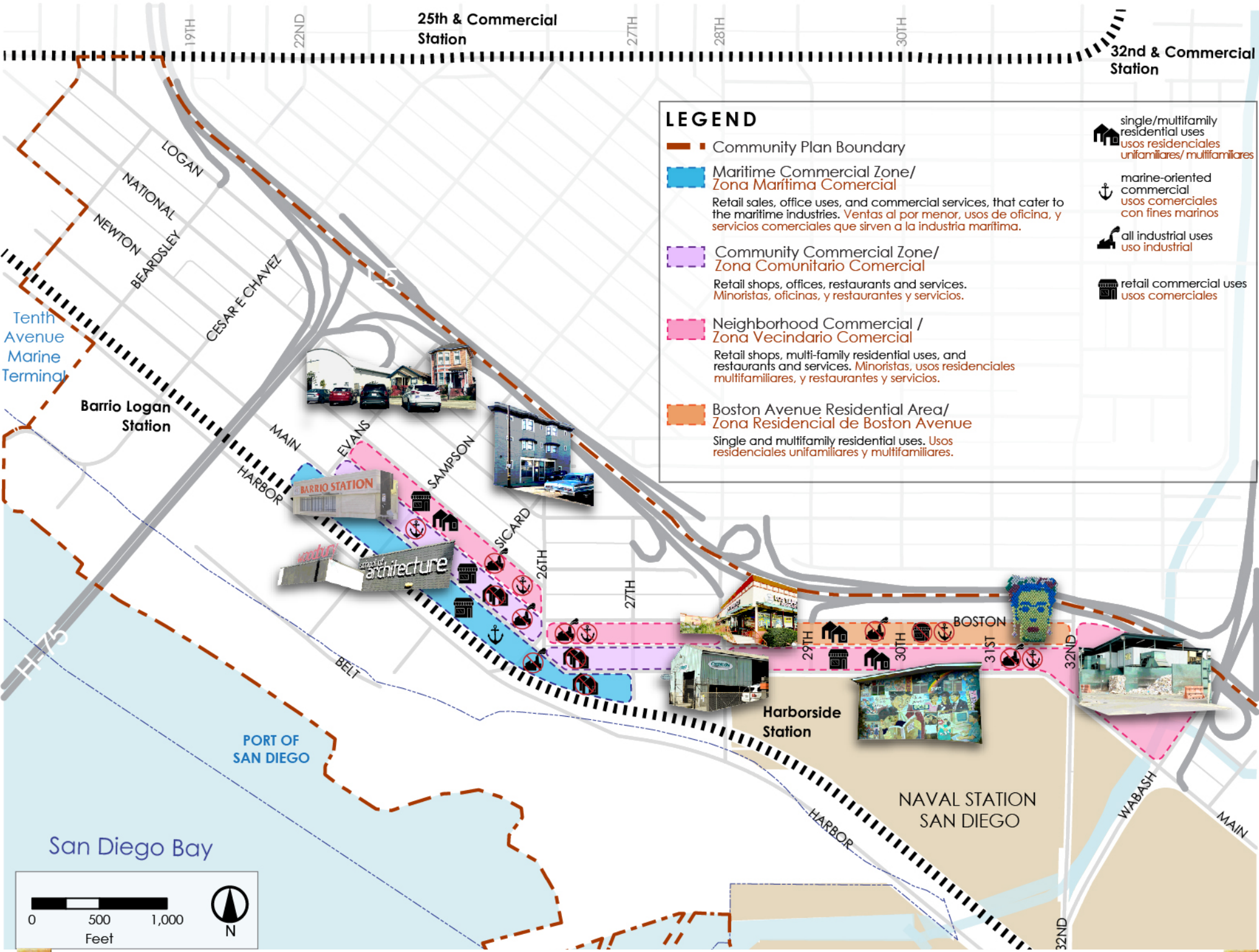
DISEÑAR CALLES SEGURAS Y EFICIENTES PARA LAS PERSONAS

- 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

0 500 1,000
Feet



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

Community Engagement Summary & Analysis
Consultant- Pueblo Planning
Client- City of San Diego
Published- April 26, 2021

PUEBLO

PUEBLO PLANNING TEAM

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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?

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;

- 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.

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.



“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

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 programing.

“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

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

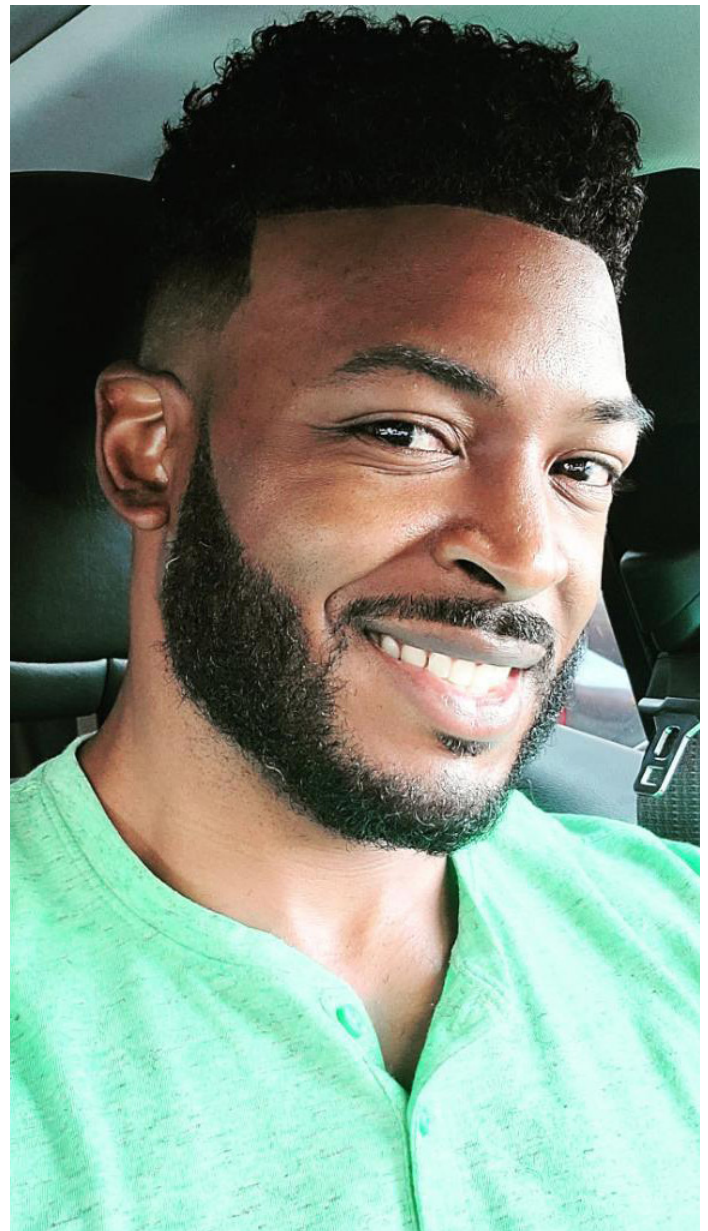
Despite efforts that have been made in recent years to reroute trucks, community members are still expressing concern regarding truck travel in Barrio Logan. Those that mentioned this as an issue often cited the pollution exposure and safety issues for pedestrians in the neighborhood.

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

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

“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



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.”

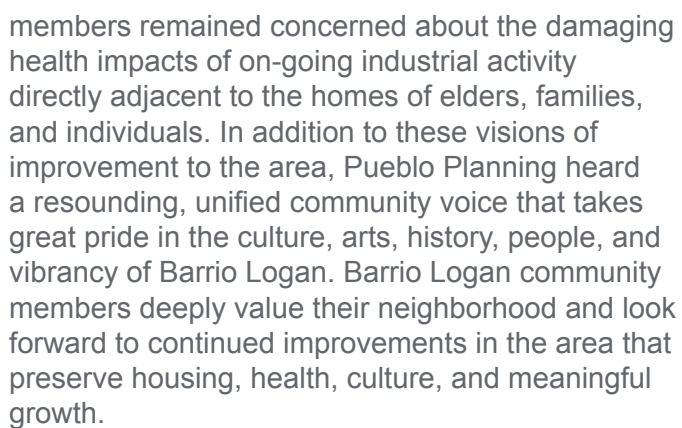
Fernando, Barrio Logan Resident

“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





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 taking 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 vaccine went through the same transparent and rigorous process as other regular vaccinations, like the flu or chicken pox. Every participant was monitored 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 disabilities are eligible for the COVID-19 vaccine.

Essential industries include:
• Health care and residential care
• Emergency services

Medical conditions include:

- Asthma
- Autism
- Cerebrovascular disease
- Chronic kidney disease
- Chronic pulmonary disease
- Cystic fibrosis
- Down syndrome
- Hypertension
- Immunocompromised
- HIV/AIDS

BARRIO LOGAN

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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





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MEMORANDUM

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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%.

Table III-1: Socioeconomic and Demographic Profile, 2021 ⁽¹⁾		
	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.

Table IV-1: Housing Structures, Year Built ⁽¹⁾				
	Barrio Logan CPA ⁽²⁾		City of San Diego	
Year Built	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	<u>249</u>	<u>21%</u>	<u>36,350</u>	<u>7%</u>
Total	1,211	100%	546,431	100%
<p>(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.</p> <p>(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.</p>				

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.

Table IV-2: Average Annual Rate, Average Market Rents ⁽¹⁾⁽²⁾		
	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.

Table IV-5: Deed-Restricted Affordable Housing vs. Total Units, Barrio Logan CPA vs. Select CPAs								
	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.

Table IV-6: Affordable Housing Rent Limits, City of San Diego ⁽¹⁾⁽²⁾					
	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.

Table IV-11: Income Distribution (1)				
	Barrio Logan CPA (2)		City of San Diego	
Household Income	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)					
	Barrio Logan (2)		City of San Diego		Level of Cost Burden
<i>Gross Rent as % of Household Income</i>	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⁾

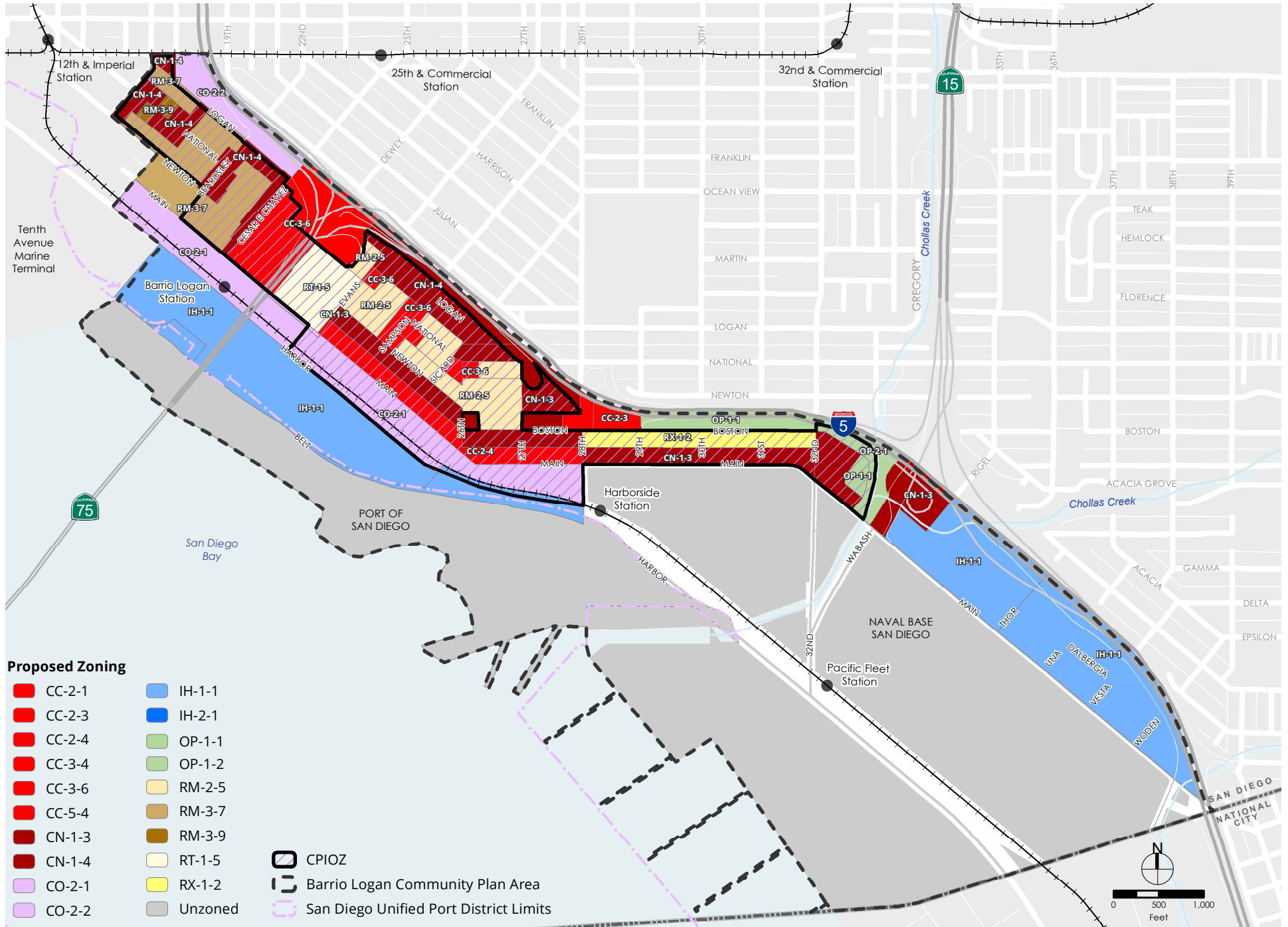
	Barrio Logan CPA ⁽²⁾				City of San Diego				Level of Overcrowding
	Renter-Occupied		Owner-Occupied		Renter-Occupied		Owner-Occupied		
Occupied Units	Units	%	Units	%	Units	%	Units	%	
0.50 or less	283	35%	55	27%	132,453	49%	169,994	72%	Not Overcrowded
0.51 to 1.00	340	42%	132	64%	110,808	41%	60,427	25%	
1.01 to 1.50	131	16%	19	9%	15,767	6%	5,049	2%	Overcrowded
1.51 to 2.00	45	6%	0	0%	8,993	3%	1,585	1%	Severely Overcrowded
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		

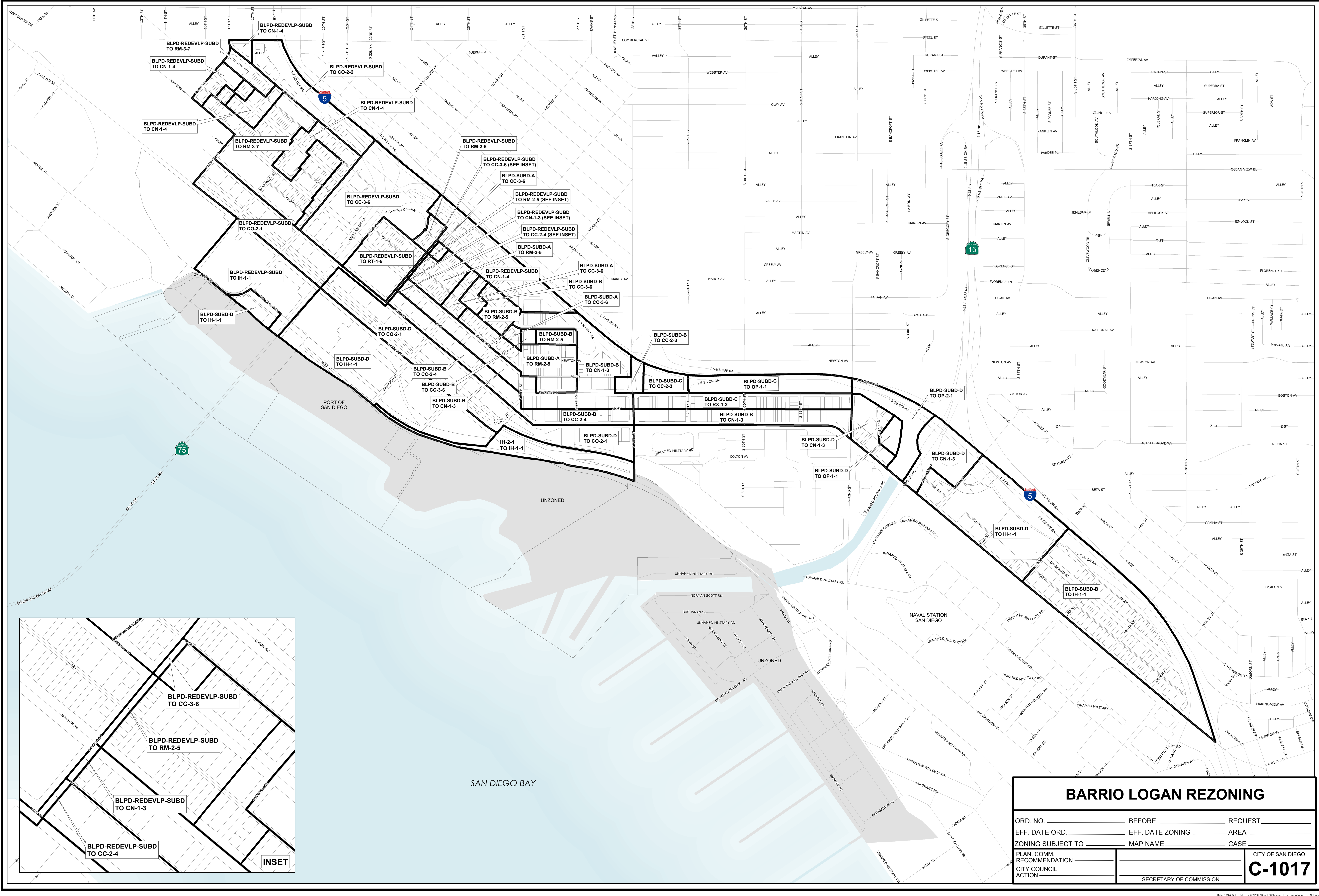
(1) Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.

(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.







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 BLCP, 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.
¹ Refer to Figure 5. ² Refer to Figure 8 and 9. ³ The 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.	

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 2103 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 within 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 policies 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 Paralac 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 Paralac 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 Paralac 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		
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 BLPU 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

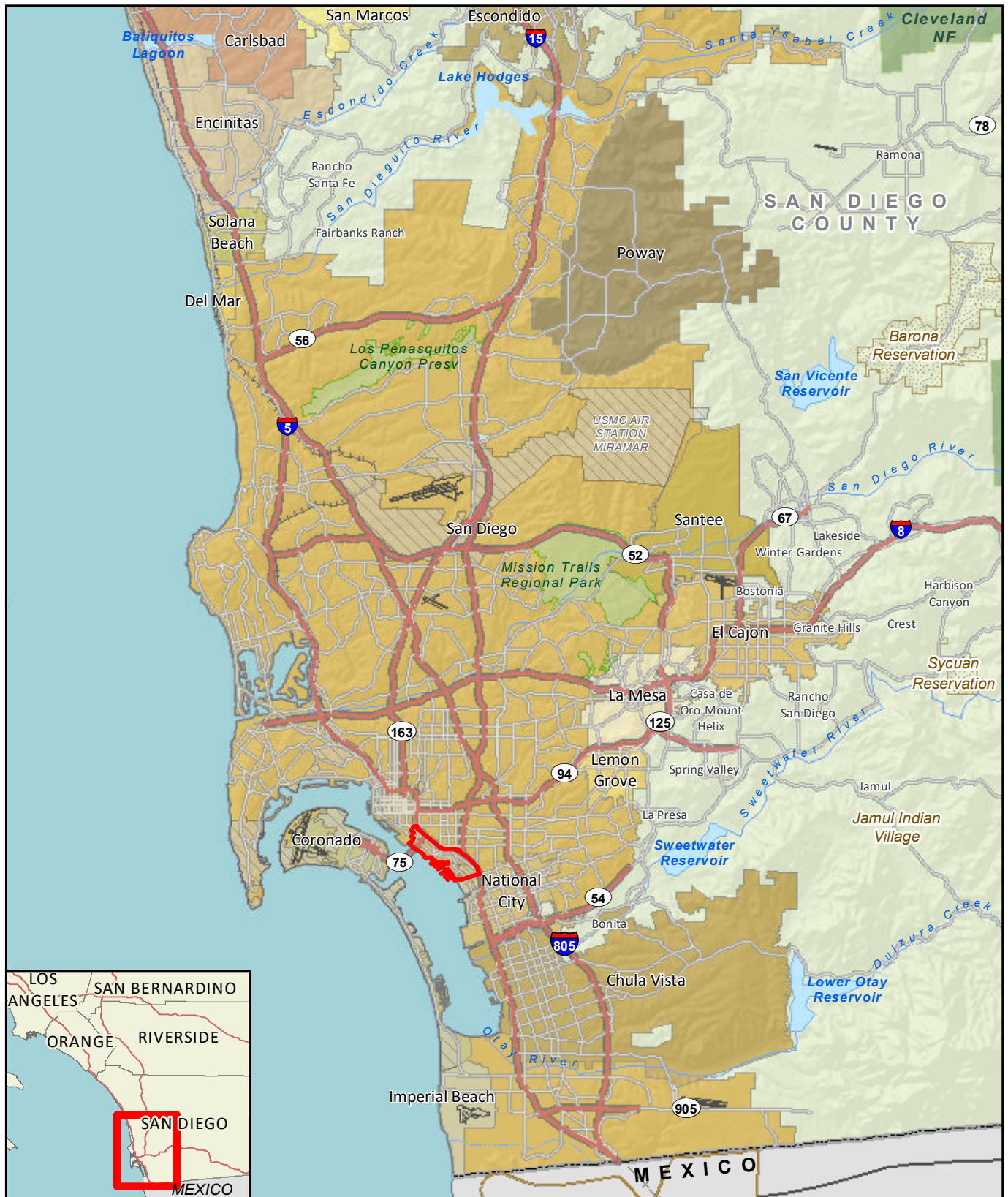
Attachments:

- 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



FIGURE 2
Aerial Photograph of
Community Plan Area

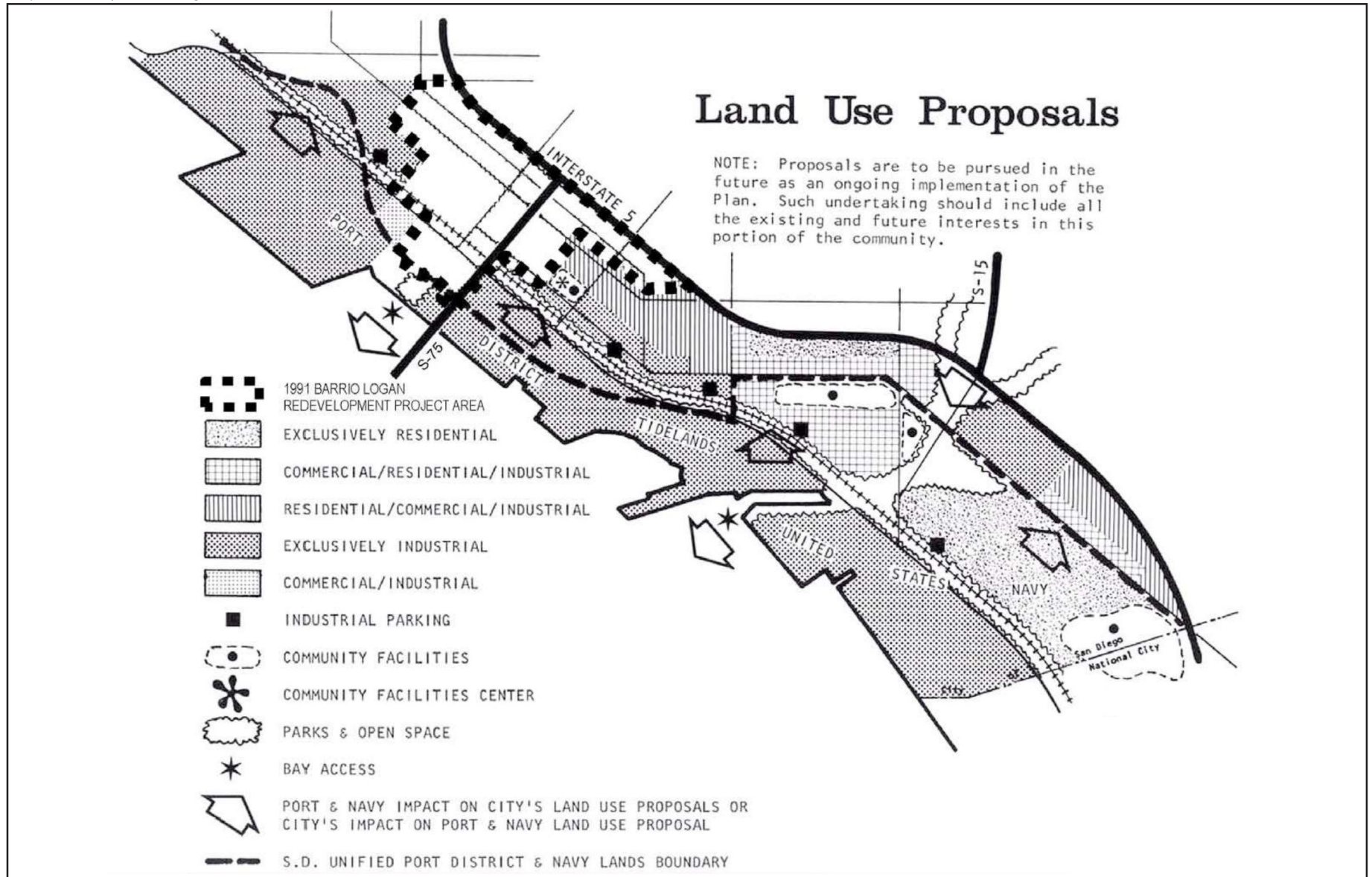


FIGURE 3
1978 Barrio Logan/Harbor 101
Community Plan Land Use Plan

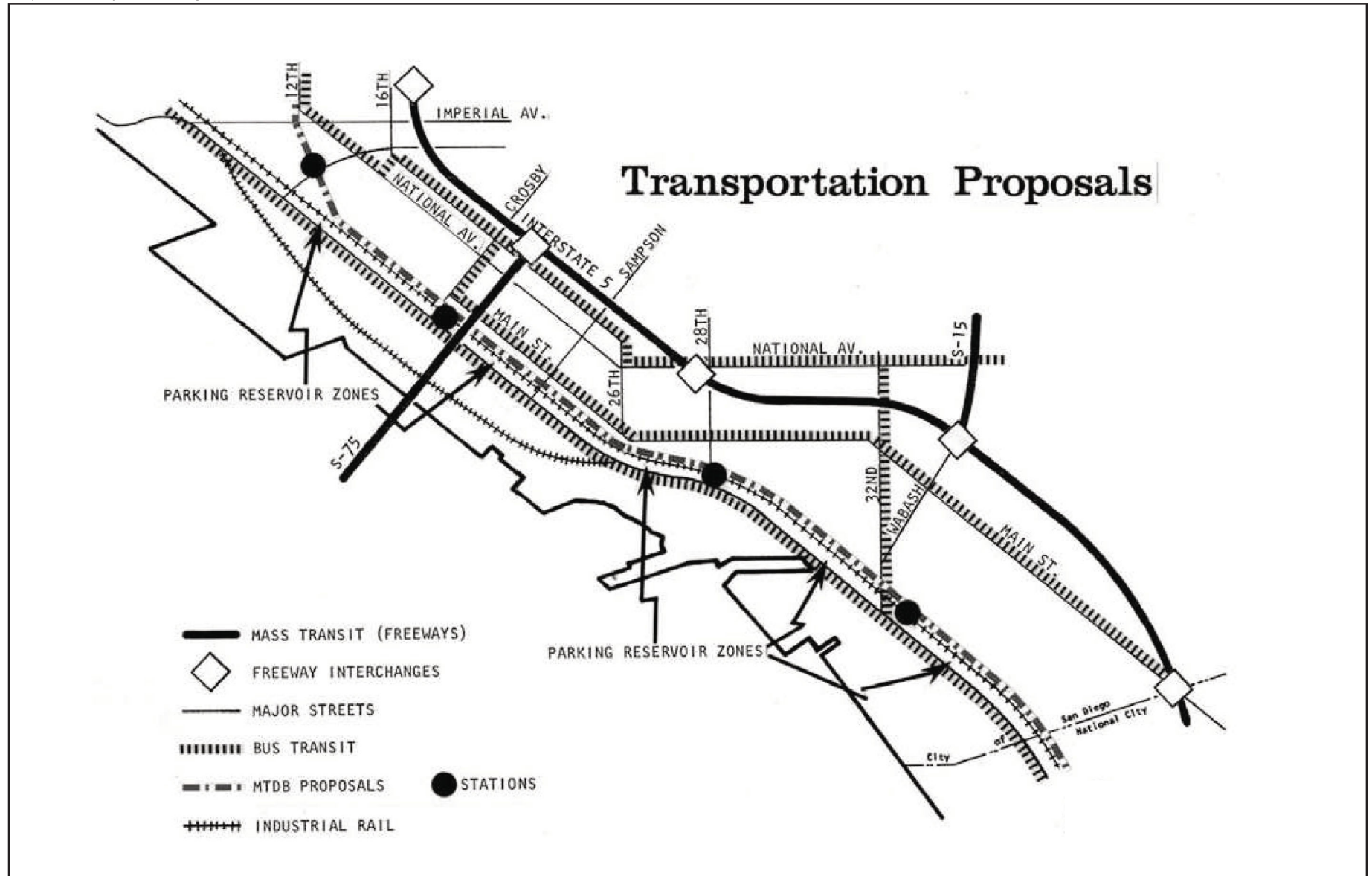


FIGURE 4
1978 Barrio Logan/Harbor 101
Community Plan Transportation Plan

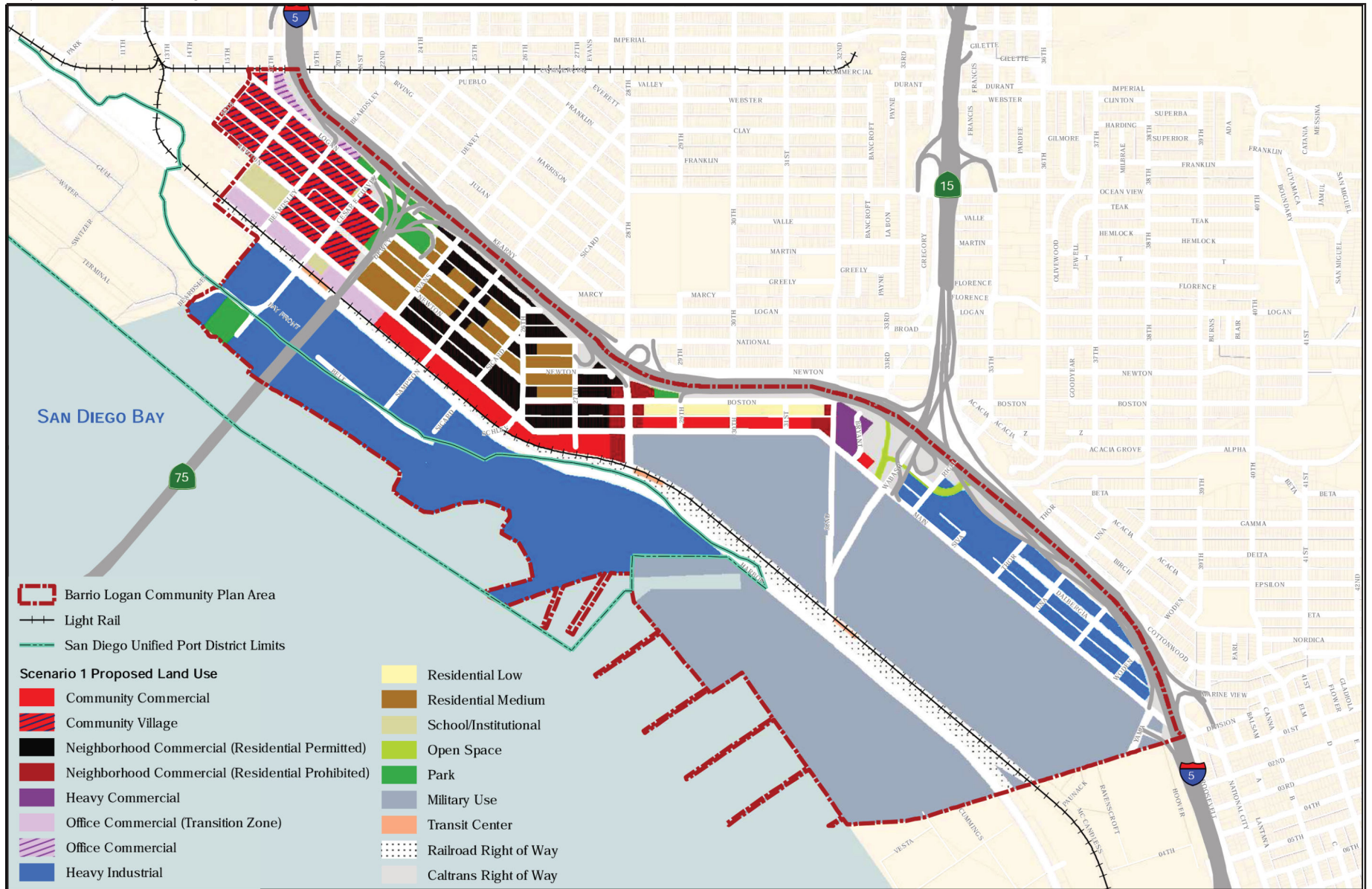
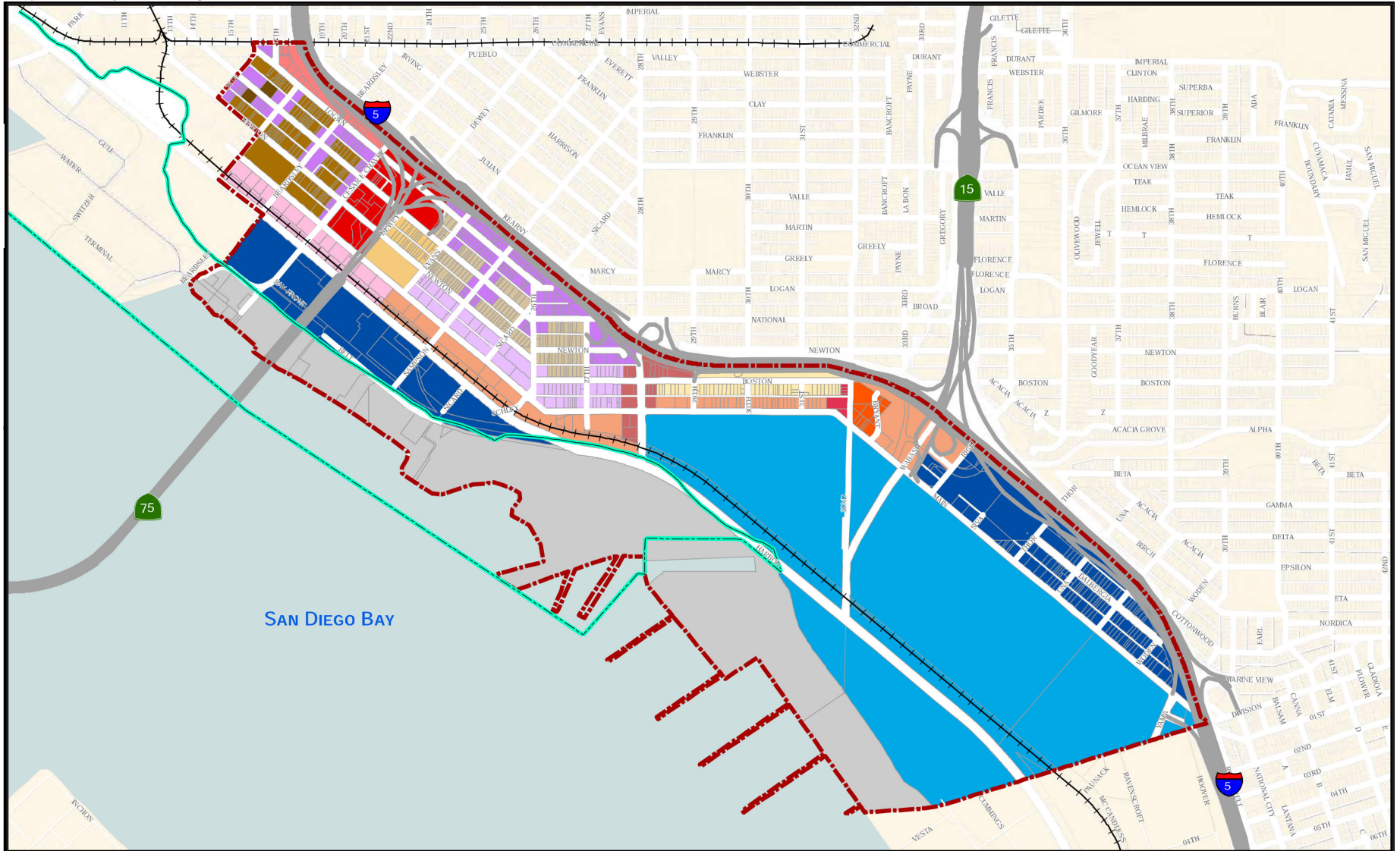


FIGURE 5
2013 Barrio Logan Community Plan Update
Land Use Plan



- Barrio Logan Community Plan Area
- San Diego Unified Port District Limits
- Light Rail

Proposed Zoning

- CC-2-1
- CC-2-3
- CC-3-4
- CC-3-6

- CC-5-4
- CN-1-3
- CN-1-4
- CO-2-1
- CO-2-2

- IH-1-1
- IH-2-1
- RX-1-2
- RT-1-5
- RM-2-5

- RM-3-7
- RM-3-9
- Unzoned



FIGURE 6
2013 Barrio Logan
Community Plan Update Zoning



FIGURE 7
2013 Barrio Logan
Community Plan Update Neighborhood Areas

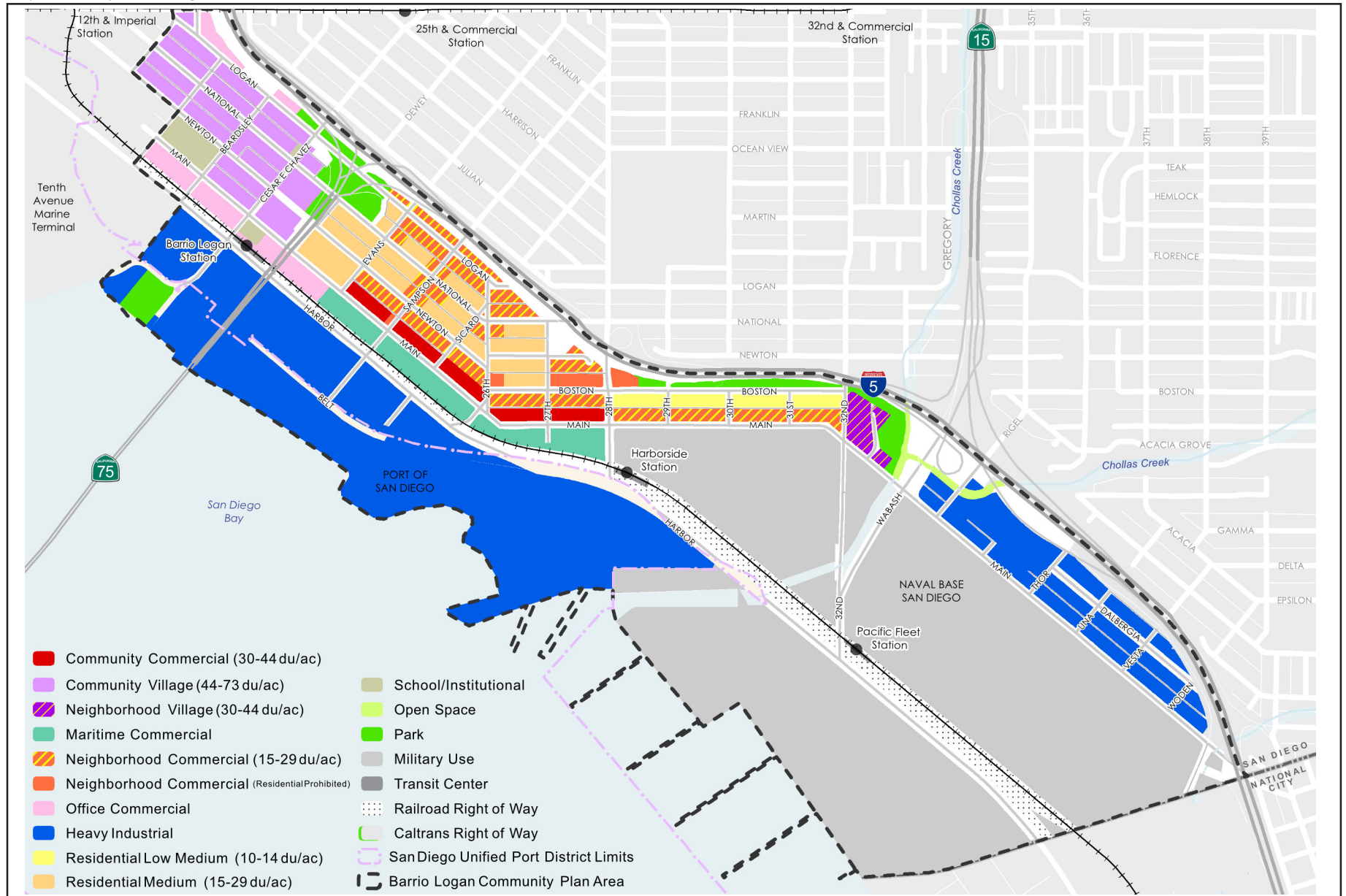


FIGURE 8
2021 Barrio Logan
Community Plan Update Land Use Plan



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