



THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: June 12, 2013 REPORT NO.: 13-049

ATTENTION: Land Use and Housing Committee Members

SUBJECT: Barrio Logan Community Plan and Local Coastal Program
Update. Council District 8. Process 5.

REFERENCE: Planning Commission Reports 09-009 (April 16, 2009), 10-012 (March 10, 2010), and 11-019 (May 10, 2011); Park and Recreation Board Reports No. 301 (June 9, 2011) and Report No. 101 (April 10, 2013); Historic Resources Board Report No. 13-024 (May 23, 2013). Planning Commission reports can be accessed online at <http://www.sandiego.gov/planning-commission/pdf/pcreports/2009/09009.pdf>. The City's Park and Recreation Board reports can be accessed at <http://www.sandiego.gov/parkandrecboard/>. The City Historical Resources Board can be accessed at: <http://www.sandiego.gov/planning/programs/historical/board/agendas/board2013.shtml>

REQUESTED ACTION: Forward the Item to City Council for Consideration
Including:

1. **Certification** of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)
2. **Approval** of a resolution amending the Barrio Logan Community Plan and General Plan
3. **Approval** of an ordinance designating Chicano Park as a Regional Park
4. **Approval** of an ordinance amending the Land Development Code and Local Coastal Program (which will include repealing the Planned District Ordinance and replacing it with citywide zoning, adding the Coastal Categorical Exclusion, and approving new zones).
5. **Approval** of the Fiscal Year 2014 Public Facilities Financing Plan (PFFP) for the Barrio Logan community
6. **Rescind** the existing Development Impact Fees
7. **Establish** new Development Impact Fees for all property within the Barrio Logan community

BACKGROUND

The Barrio Logan Community Planning area is approximately 1,000 acres and includes Naval Station San Diego and the Port of San Diego's tidelands. While the Barrio Logan Community Planning area encompasses 1,000 acres, only 550 of those acres are within the jurisdiction of the City of San Diego. The community of Barrio Logan is located between downtown San Diego, the Interstate 5 freeway, and San Diego Bay. The predominately Hispanic community includes roughly 4,300 residents and has a diversified land use character with a mixture of residential, commercial, business, light and heavy industrial uses, governmental agencies, and major maritime industries (Attachment 2, Existing Land Use Map).

Barrio Logan's collocation of industrial, commercial, residential, and institutional uses developed in a manner consistent with the adopted 1978 Community Plan land use policies and zoning. The 1978 Community Plan and zoning ordinance re-established and validated the existing mix of uses that date back to the turn of the century, while allowing additional new incompatible uses to locate side-by-side. The Planned District Ordinance (PDO) which implements the adopted Community Plan has not resolved the existing land use conflicts or prevented new incompatible uses from occurring. In many areas of Barrio Logan, existing zoning still permits the collocation of industrial and residential uses in close proximity to each other.

The proposed Barrio Logan Community Plan seeks to address existing environmental justice issues within the community of Barrio Logan. Environmental justice issues that impact the community include residential overcrowding; encroachment of industry into sensitive receptor areas and vice versa; impacts of transportation infrastructure on the community; lack of sufficient public amenities and services; and lack of community serving retail services. As such, the proposed specific policies contained in the Community Plan in conjunction with the City's General Plan assist in bringing forth environmental justice to the community of Barrio Logan. Specifically, the plan update is intended to address existing collocation issues by establishing a buffer to separate incompatible uses, increase the number of allowable housing units, provide sufficient public facilities, encourage new retail and community serving commercial uses as well as separate uses throughout the community.

DISCUSSION

To address the Barrio Logan Community Plan's land use and environmental justice issues, the City of San Diego commenced an update to the Community Plan and Local Coastal Program in April 2008 (Attachment 3, Draft Barrio Logan Community Plan). The primary objective of the plan update was to revise the adopted 1978 Barrio Logan/Harbor 101 Community Plan to be consistent with the City of San Diego General Plan's citywide vision. This vision includes providing a long-range comprehensive policy framework for growth and development in Barrio Logan. This effort also included designating new land uses, updating zoning, identifying the provision of additional public services and facilities in accordance with City standards;

and maintaining the character that defines Barrio Logan over the next 20 - 30 years. In order to have a successful community-led process, the City engaged the community stakeholders in the update of a community plan and zoning program. The importance of establishing an open and transparent community process was vital due to the lack of engagement by the City in past planning related matters.

Currently, Barrio Logan does not have an officially-recognized community planning group. In order to include as much community participation in the process, the City formed a 33-member Barrio Logan Plan Update Stakeholder Committee (BLSC) in 2007. The 25 voting members of the BLSC consist of resident tenants and property owners, business/industry representatives, community organizations and non-residential property owners. In addition, there were eight ex-officio non-voting members (Attachment 4, BLSC Roster). The BLSC, broader community, City staff and consultants met on a regular basis (Attachment 5, Meeting Summary) to begin creating preferences and land use scenarios that were used to develop the community plan, zoning regulations, public facilities financing plan, and environmental impact report.

An important aspect of the community plan update process is resolving land use conflicts resulting from the collocation of uses while preventing future occurrences. This is crucial for both the well-being of the community and the economic prosperity of businesses. It is anticipated that the reduction in incompatible land uses will strengthen the vitality of the businesses that provide services to the Port tenants and U.S. Navy by ensuring that sensitive receptors, such as housing and schools, are not located in close proximity to the potential industrial uses. By not allowing residential uses within these industrial areas through policy and zoning, it eliminates competition with residential uses for land, which allows land costs to adjust to fit the industrial uses. As a result, a primary focus of the draft plan is to designate the entire area south of Wabash Boulevard to the border of National City as Heavy Industrial and identifying that area as Prime Industrial Land (PIL) in the General Plan. It is also proposed that the rest of the Heavy Industrial area west of Harbor Drive be identified as PIL.

Policies and strategies are proposed to provide adequate separation of uses principally through the establishment of a formal "Transition Zone" which separates predominately industrial uses from residential uses. The draft community plan utilizes the following overarching goals in order to reduce the conflicts associated with collocation:

- Eliminating the potential for collocation in the majority of Barrio Logan through land use and zoning changes;
- Incorporating the future "Transition Zone" into the land use plan;
- Prohibiting future non-maritime industrial uses in predominately residential areas;
- Prohibiting future residential and sensitive receptor uses in predominately industrial areas;
- Encouraging landscape and other physical buffers or edge treatments to

minimize visual and other environmental impacts which result from previous collocation;

- Reducing truck and other transportation-related impacts on the surface streets; and
- Expanding the Prime Industrial Land designation to cover the entire planning area south of Wabash Boulevard in order to preclude commercial-serving retail and residential uses from occurring within this area.

Over a period of three years, City staff and the community developed and refined a number of land use scenarios starting with ten scenarios that were developed as part of a four-day charrette in January 2009. From the ten land use scenarios, city staff and the consultant team created three land use scenarios that incorporated the majority of themes and desired land uses from the ten maps. After multiple meetings with the community and two Planning Commission workshops, two land use scenarios ultimately emerged. These two land use scenarios were studied at equal levels as part of the Environmental Impact Report (EIR). The primary difference between the two scenarios falls within what is identified as the “Transition Zone”. Otherwise, the majority of these two scenarios are the same. In Scenario 1, this area is designated for community and neighborhood commercial uses. Scenario 2 designates the area for maritime-oriented commercial as well as heavy commercial uses. Both scenarios prohibit residential uses within the Transition Zones but allow maritime-oriented uses via different discretionary actions. Scenario 1 would require a Coastal Development Permit along with a Conditional Use Permit for maritime-oriented uses. Scenario 2 would require only a Coastal Development Permit for maritime-oriented uses. Scenario 1 is also known as the “Preferred Plan” and is the scenario that is included in the draft Community Plan and associated regulatory documents.

Summary of Community Plan Elements

Land Use Element

The Land Use Element provides a distribution of land uses to achieve community plan goals. The plan significantly reduces conflicts associated with collocation of industrial and sensitive receptor uses that currently exist. It further refines the residential density ranges and commercial intensities, designates a Community Village center, provides direction for the identification of Prime Industrial Lands (PIL), and identifies specific policies for the development of commercial, industrial, and institutional uses. Major land use changes from the existing 1978 Community Plan include the following:

Community Village Designation

The Community Village designation encompasses an approximately 16-block area that generally extends north of Evans Street to 16th Street between Interstate-5 and Harbor Drive. As defined in the draft Community Plan Update, the Community Village draws upon the character and strength of the Barrio’s setting, commercial centers, institutions, and employment centers as shown in Figure 2-4. The Village area is

planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, and land uses that are influenced by the Latino culture. The Village land uses will include a combination of commercial and residential vertical mixed use, office, commercial, residential, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first with buildings designed to reflect human scale.

In regard to the portion of the Community Village adjacent to downtown San Diego, the plan retains the existing residential density on the majority of properties at a maximum of 44 dwelling units to the acre. The plan would change the existing industrial land use designations along Newton Avenue in the vicinity of 16th Street to Neighborhood Commercial and Residential with a density of up to 44 dwelling units per acre. As part of the amended zoning regulations, the applicable RM-3-7 zone, would allow for up to 100% of the ground floor to be used for commercial uses within Barrio Logan.

Prime Industrial Lands

The General Plan Economic Prosperity Element sets forth goals and policies which emphasize the importance of industrial lands and middle-income industrial employment as a core component of the City's economy. Barrio Logan's historical role as a maritime industrial job center makes it a critical piece in the City-wide industrial strategy. The General Plan identifies PIL's as depicted on Figure EP-1 of the General Plan areas that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. The Community Plan update identifies areas identified as PIL along San Diego Bay and south of Wabash Boulevard. These areas are part of even larger areas that provide a significant benefit to the regional economy and meet General Plan goals and objectives to encourage a strong economic base. Proximity and access to a working waterfront is essential for the long-term success of many of the uses targeted for PIL such as NASSCO, BAE Systems, Northrop-Grumman, CP Kelco, Pacific Ship Repair & Fabrication, and other similar maritime industrial businesses. The identification of PILs is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses.

Transition Zone

In June 2008, the San Diego Unified Port District adopted Board of Port Commissioners Policy 725 (Policy 725). Policy 725 is included as Attachment 6. The intent and purpose of Policy 725 is to sustain regional maritime capacity balanced with environmental stewardship of the tidelands and to protect maritime industrial lands. Policy 725 also encourages the provision of a transition to adjoining residential areas by establishing general guidelines to encourage the creation of transition zones between industrial lands and residential neighborhoods. Furthermore, Policy 725 recommends protecting the maritime and maritime-related jobs provided by the Port of

San Diego and to protect existing operations and business governed by City plans, such as the Barrio Logan Community Plan as well as the Port Master Plan. According to Policy 725, “the Transition Zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities”. Key Principles of Policy 725 include:

- Transition zones should provide mandated separation between industrial and residential land uses, safeguarding the environmental health of the regional neighborhoods and residents.
- Transition zones should protect and enhance the existing and prospective operations of the businesses governed by City plans. Community Group plans, and the Port Master Plan to include visitor serving, commercial, retail, industrial, working-waterfront, and maritime related, job-producing industries.
- Transition zones should only permit uses that do not pose a health risk to sensitive receptor land uses adjacent to or in the near proximity.
- Transition zones should incentivize measures that reduce health risks, noise, traffic, and nonrenewable energy consumption.
- Transition zone development in San Diego should be limited to the following uses: parking, office buildings and greenbelt areas.
- Consistent with the above principles, transition zones should make the highest and best use of land.

In order to implement Policy 725, the Preferred Plan incorporates policies that prohibit future residential development as well as heavy industrial uses within this area. Uses that would be allowed as part of the Preferred Plan include community-serving and retail commercial uses as well as maritime-oriented uses that would require both a Coastal Development Permit as well as a Conditional Use Permit. Specifically, the Land Development Code would allow parking, office buildings and greenbelt areas. Scenario 1 is superior in implementing Policy 725 in that it provides uses that meet the intent of Policy 725. Further, the Preferred Plan restricts those uses that may create incompatible conflicts that could have occurred with Scenario 2 such as warehousing, moving and storage facilities and industrial research and development activities.

Coastal Categorical Exclusion

The Community Plan lies completely within the Coastal Overlay Zone. In order to encourage and incentivize new housing and mixed-use development within a portion of the Community Village, the draft Community Plan proposes to categorically exclude properties from the requirement to obtain a Process 2 Coastal Development Permit (CDP). In order to qualify, projects would need to:

- Be a residential, institutional, retail sales, commercial service, or office use.
- Comply with the development regulations of the base zone.

- Be consistent with the Barrio Logan Community Plan (BLCP).
- Require no other discretionary permit.
- Submit a certification letter from County of San Diego Department of Environmental Health stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation

Figure 2-9 contained in the draft Land Use Element illustrates the boundaries of the Categorical Exclusion zone. The Categorical Exclusion zoning regulations are included in Attachment 7.

Mobility Element

The Mobility Element considers all users of the transportation network in its design to meet the future transportation needs generated by the proposed land uses. It is organized to include policies pertaining to walkability, transit services and facilities, streets and freeways, transportation demand management, bicycling, parking, and goods movement/freight circulation. An overall goal is to further the attainment of a balanced, multi-modal transportation network that improves mobility and minimizes environmental and neighborhood impacts. The element includes a wide range of policies which advance a strategy for congestion relief and increased transportation choices.

Urban Design Element

This Element is intended to work in conjunction with the other elements of the community plan 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. The Urban Design Element implements General Plan goals and policies and guiding principles at the community plan level by including policies specific to Barrio Logan.

Policies in the Element will help ensure that the fundamental principles of good neighborhood design are followed while allowing for freedom of architectural expression. Policies and recommendations pertain to elements of building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that are integral to the public realm. In addition, a specific section on Street Trees and Urban Forestry provides specific guidance on increasing tree canopy in Barrio Logan. The Community Plan's Appendix A and B provide the recommended list of street trees and a Corridor Street Tree List.

Economic Prosperity Element

The Economic Prosperity Element, through careful land use designation of employment uses and the identification of PIL, emphasizes the importance of maintaining a diversity of industries in creating a stable economy. The Economic

Prosperity Element tiers off of the policies contained in the General Plan with a specific focus on encouraging maritime-oriented manufacturing, research and development and support functions in the areas designated Heavy Industrial since they are base-sector industries, which also produce needed middle-income employment.

Public Facilities, Service and Safety Element

The purpose of the Public Facilities, Services and Safety Element is to establish the public facilities and services needed to serve the existing population and any new growth anticipated with the community plan update. This element includes specific policies regarding police, fire, water, sewer and stormwater infrastructure, parks, schools, libraries, public utilities, street lights and the formation of a maintenance assessment district. The health and safety section includes a discussion of geological and seismic hazards, tsunamis, hazardous materials and brownfields. The policies in this element also apply to transportation and park and recreation facilities and services, with additional guidance found in other elements.

Recreation Element

The Recreation Element includes specific policies and recommendations for addressing preservation, protection and enhancement of park and recreation facilities, accessibility to the facilities, and open space. These policies and recommendations, along with goals and policies of the General Plan, provide a comprehensive parks strategy intended to serve the recreational needs of the community through the next twenty years. Due to the scarcity of park amenities in Barrio Logan, the Recreation Element includes “equivalencies” to address strategies to expand recreational programming within existing public spaces, as contemplated by the General Plan.

At the Park and Recreation Board meeting of June 16, 2011, board members participated in a Workshop for the Barrio Logan Community Plan Update. At that workshop, the board members noted the uniqueness of Chicano Park and its extraordinary display of cultural identity as expressed in the art murals painted on the freeway structures. Based on this, staff believes that the park is of regional significance that brings both residents of the region and tourists to the Park to experience it.

Since the June 2011 Park and Recreation Board Workshop, the State Historical Resources Board has approved the Park as a State Historical Landmark and the Chicano Park Steering Committee approved designation of Chicano Park as a Regional Park. As such, the Recreation Element was revised to note its Historical Landmark Designation as well as recommend designation of Chicano Park as a Regional Park. On April 18, 2013, the Park and Recreation Board voted unanimously to recommend approval of designating Chicano Park as a Regional Park.

Conservation Element

The Conservation Element identifies goals and policies that can be effective in managing, preserving and thoughtfully using the limited natural resources of the community. Topic areas include Climate Change and Sustainability, Resource Management and Preservation. This Element focuses on conserving natural resources such as Las Chollas Creek; preserving and managing open space systems; watercourses; preventing and reducing pollution; promoting urban agriculture and community gardens; urban forestry; and ensuring preservation of quality of life in Barrio Logan. Policies are proposed to help guide development and provide a conservation “blueprint” so that the environmental quality and natural resources are preserved, maintained and improved and in a sustainable manner.

Historic Preservation Element

The Historic Preservation Element is a guide for the preservation, protection and restoration of historical and cultural resources. It includes specific policies addressing the resources unique to Barrio Logan in order to encourage appreciation of the community’s history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in the community plan are identification and preservation of historical resources, which provides historic context, designated historical resources and potential historical resources. This element also addresses education, benefits and incentives for historic preservation.

Noise Element

Strategies contained in the Noise Element implement General Plan goals and policies by addressing Barrio Logan specific noise sources and issues. These are associated with commercial and industrial activity, motor vehicle traffic, as well as rail noise. The Element provides goals and policies to ensure the location of compatible land uses and the incorporation of noise abatement measures for existing and new uses to protect people living and working in Barrio Logan from an excessive noise environment. These policies will help to proactively address the issue as the community continues to grow with infill, mixed use, and transit-oriented development.

Arts and Culture Element

The Arts and Culture Element focuses on strengthening Barrio Logan’s identity as a cultural and arts center, and encouraging the development of the Logan Avenue Arts District. Public art provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm including in Barrio Logan’s streets and sidewalks, parks, plazas, and gateways. The Arts and Culture Element takes this into account and proposes policies to strengthen arts and culture in Barrio Logan.

Draft Zoning Program

As part of the plan update process, the adopted Barrio Logan Planned District Ordinance (BLPDO) that has served as the community's zoning regulations would be repealed and replaced with citywide zones currently contained within the Land Development Code (LDC). In addition, new commercial and residential zones have been created to implement General Plan land use designations and are being applied in parts of Barrio Logan (Attachment 8, LDC Regulations), including the following new zones:

- CN-1-4 would allow neighborhood serving commercial uses and accommodate development with a pedestrian orientation with a medium high residential density (up to 44 dwelling units per acre).
- CO-2-1 would allow a mix of office uses with a neighborhood scale and orientation and prohibit residential development.
- CO-2-2 would allow a mix of office uses that serve as an employment center and prohibit residential development.
- CC-3-6 would allow a mix of community serving commercial and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- CC-4-6 would allow heavy commercial and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- CC-5-6 would allow heavy commercial, limited industrial, and residential uses and accommodate development with a high intensity, pedestrian orientation, and medium high density (up to 44 dwelling units per acre).
- RT-1-5 would provide for attached, single-dwelling unit residential development on small lots with alley access and requires a minimum 1,600 square foot lot area.

A number of amendments are proposed to the LDC that are specific to Barrio Logan, including the following:

- Prohibiting residential development in the CC-3-4 and CC-5-4 zone (Transition Zone area and area at 32nd Street and Main Street).
- Allowing up to 100% of the ground floor in the RM zones to develop with a limited selection of commercial uses.

Previously Conforming Uses

Existing uses that are no longer permitted based on updated land use designations become previously conforming uses. Previously conforming businesses will be primarily located in the Community Village and Historic Core areas. Previously conforming residential uses will be located in the Prime Industrial Area and Main Street Area between 28th Street and 32nd Street. A previously conforming use can continue as it currently exists, be maintained, and be bought and sold. Chapter 12,

Article 7, Division 1 of the Municipal Code provides additional information on previously conforming uses.

Marine-Related Uses in the Coastal Overlay Zone

The entire community planning area is contained within the Coastal Overlay Zone. The areas that will allow marine-related uses typically fall within the areas designated as the Transition Zone, West of Harbor Drive as well as along Main Street south of 28th Street and the Prime Industrial area south of Wabash Boulevard. Attachment 9 illustrates the areas where marine-related uses will be allowed via a discretionary process. As such, over 123 acres of land within the planning area will allow marine-related uses through the approval of a Coastal Development Permit (CDP) and a Conditional Use Permit (CUP) within the following zones:

Community Commercial zones: CC-2-1; CC-2-3; CC-3-4; CC-3-6; CC-5-4

Commercial Office zones: CO-2-1 and CO-2-2

Heavy Industrial zones: IH-1-1 and IH-2-1 – only a CDP is required

Barrio Logan Public Facilities Financing Plan

Development Impact Fees (DIF) were established in 1987 by City Council to mitigate the impact of new development in urbanized communities. Fees are based on the facility needs of each community. This plan updates the existing Public Facilities Needs List adopted in June 2007 for Barrio Logan.

The Fiscal Year 2014 Barrio Logan Public Facilities Financing Plan (PFFP) (Attachment 10, Public Facilities Financing Plan) describes the public facilities that will be needed for the Barrio Logan Community as it develops according to the Community Plan.

The fees are based on a 2035 time horizon, i.e. the population, traffic counts, and numbers of residential dwelling units and square footage of commercial and industrial usage projected to be in place in 2035. The fees are based on the facilities costs being spread evenly among all development, i.e. existing development in place today, and new development projected to occur between now and 2035, meaning that the fees charged to new development will only recover a portion of the cost of facilities included in the PFFP. Since Barrio Logan is an urbanized community, most of the community facilities and infrastructure are already in place. A majority of the remaining needed facilities are in the categories of transportation, parks, a library, and a fire station. The proposed fees reflect the current costs of the facilities identified in the Barrio Logan Community Plan, associated administrative costs, and are necessary primarily to serve anticipated new development in the community.

A summary of the proposed impact fees for Barrio Logan follows:

Residential Units		Commercial and Industrial	
Transportation	\$973 per unit	Transportation	\$139 per trip
Park & Recreation	\$11,382 per unit	Fire	\$533 per 1,000 SF of gross bldg area
Library	\$290 per unit		
Fire	\$533 per unit		
TOTAL FEE	\$13,178 per unit		

The total impact fee for residential development will increase from \$10,737 to \$13,178 per dwelling unit, primarily due to the costs for additional park and recreation facilities required to support the projected population increase assumed in the updated Community Plan.

The FY 2014 PFFP includes \$17.7 million of transportation projects, an increase from the \$14.2 million in projects included in the FY 2007 PFFP. The Financing Plan calculates the transportation fee by dividing the DIF-basis by the community-wide trips at full community development (137,267 trips in 2035). This approach was chosen on the basis that the entire community (not just the new development) will benefit from the future facilities, even though the need for the new facilities is primarily attributable to new development. Accordingly, the use of this approach results in a fee that will be approximately 40% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for all future transportation facilities, other funding sources in addition to DIF will have to be identified.

The FY 2014 update includes \$41.3 million of park projects, an increase from the \$9.8 million of park projects included in the FY 2007 PFFP. As previously stated, this is the primary factor in the overall DIF increase, and is largely due to the General Plan requirement to provide 2.8 acres of population-based park facilities per 1,000 residents. While the park acreage in the community today essentially meets the General Plan standard for the current population, the increase in population assumed in the updated Community Plan is driving the need to acquire additional land for park facilities, resulting in an increase in the park component of the DIF per residential unit from \$7,574 to \$11,382.

The Financing Plan calculates the park fee by dividing the DIF-basis by the number of residential units at full community development (3,807 residential units in 2035). This approach has been chosen on the basis that the entire community (not just the new development) will benefit from the future park facilities, even though the need for the new facilities is primarily attributable to new development. Accordingly, the use of this approach results in a fee that will be approximately 67% of what is required to fully fund the future DIF-basis facilities (assuming that the entire community is fully built out). To achieve 100% of funding requirements for future park facilities, other funding sources in addition to DIF will have to be identified.

A Library fee of \$290 per residential unit is being added to cover new development's share of the Logan Heights Branch Library.

A Fire fee will collect new development's share for a new fire station within the community. The Fire fee is \$533 per residential unit and \$533 per 1,000 square feet of non-residential use.

The projected cost for all projects for the community is \$94,108,060. Eligible project costs in the amount of \$66,949,210 will serve as the basis for the development impact fees, which will be collected at the time building permits are issued. Since these costs are for projects which will benefit both the existing community and future development, the costs are proposed to be allocated to both existing and new development. Those portions of project costs not funded by new development through the DIFs will need to be identified by future City Council actions in conjunction with the adoption of Annual Capital Improvements Program Budgets. Additionally, the FY 2014 PFFP also assumes that additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

ENVIRONMENTAL ANALYSIS: On October 8, 2010, in accordance with CEQA Guidelines Section 15082, the City distributed a Notice of Preparation (NOP) of a Programmatic Environmental Impact Report (PEIR) to the State Clearinghouse, local and regional responsible agencies, and other interested parties. Various agencies and other interested parties responded to the NOP. The City's NOP, associated responses, and comments made during the scoping meeting held on September 28, 2009, are included in Appendix A of the PEIR (Attachment 11, PEIR).

A Draft PEIR for the project was then prepared and circulated for review and comment by the public, agencies and organizations beginning on January 8, 2013 and concluded on March 11, 2013. The City received numerous comments on the project. The City completed responses to those comments in April 2013. Those responses have been incorporated into the Final PEIR.

The PEIR analyzed two land use scenarios equally. Scenario 1 was chosen as the Preferred Plan. Although both scenarios implement the objectives of the CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council.

As part of the PEIR, a number of impacts were concluded to be significant and unmitigated related to Air Quality, Land Use, Noise, Transportation/Circulation/Parking, Hydrology/Water Quality and Drainage (cumulative), Greenhouse Gas Emissions, and Paleontological Resources. Mitigation measures are proposed to reduce Project impacts, however, not to below a level of

significance. Findings of Fact and Statement of Overriding Considerations have been prepared for adoption of the Preferred Plan (Scenario 1).

It is further demonstrated in the PEIR that the project would not result in a significant environmental effect in the following areas: Visual Effects and Neighborhood Character, Human Health/Public Safety/Hazardous Materials, Population and Housing, Public Utilities, Geology and Soils, Biological Resources.

FISCAL CONSIDERATIONS: Adoption of the public facilities financing plan will provide a portion of the funding for the required public facilities. Portions of project costs not funded by new development through impact fees will need to be identified by future City Council actions in conjunction with the adoption of annual Capital Improvements Program (CIP) budgets. Additionally, the FY 2014 PFFP also assumes that additional fees may be imposed on discretionary projects on a case-by-case basis in order to meet the standard of 2.8 acres of parkland per 1,000 population set forth in the General Plan, or to otherwise fully account for a project's public facilities impacts.

PREVIOUS COUNCIL and/or COMMITTEE ACTION: The Second Amendment to the Environmental Consultant Contract and an update on the status of the Barrio Logan Community Plan update was heard by the Land Use and Housing Committee May 9, 2012. By a 4-0 vote, LUH recommended approval of the consultant contract amendment.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS: A comprehensive community outreach strategy was included as part of the community plan update process. At the outset of the plan update in 2007, the City set forth to create a 33-member stakeholder committee to represent the various interests in Barrio Logan. The City solicited members by posting notices throughout the community in English and Spanish, posting the information on the City's website and sending out emails to affected stakeholders. As a result of the outreach, the City received well over 50 stakeholder membership applications and consequently held a lottery that was overseen by the League of Women Voters to select the initial stakeholder committee membership.

In 2008, the City sent a notice to every property owner and tenant in the plan update area. Over the next four years, City staff sent regular e-blasts to the community regarding upcoming meetings and pertinent information. The City's email distribution list includes over 350 individuals. Meeting notices were also posted throughout the community prior to meetings in both English and Spanish.

City staff attended well over fifty (50) meetings and workshops from 2008 through 2013. These included Stakeholder Committee meetings, open houses, community workshops and a four-day charrette. City staff attended meetings and hearings at the Port of San Diego as well as other Port-tenant related meetings such as the Marine Terminal Community Committee and the Working Waterfront Group meetings. City staff regularly attended the San Diego Association of Government's Bayshore

Bikeway Working Group meetings over the course of four years.

In addition, City staff held a number of City Board workshops with the Planning Commission, Historical Resources Board, Community Forest Advisory Board, Park and Recreation Board and Code Monitoring Team. City staff presented at numerous civic forums including leading a walking tour for the American Planning Association-San Diego Chapter, Citizens Coordinate for Century III as well as multiple presentations to students at UCSD, San Diego State University, and the New School of Architecture. City staff also discussed the plan update process on a KPBS television show in 2012. All information related to the plan update including all community outreach and technical documents can be found on the Barrio Logan Plan Update Website: <http://www.sandiego.gov/planning/community/cpu/barriologan/index.shtml>

KEY STAKEHOLDERS: Affected property owners, residents, business owners, public and private institutions, and regulatory agencies in and adjacent to Barrio Logan including the Environmental Health Coalition, Barrio Logan Smart Growth Coalition, Padres Unidos del Barrio, Chicano Park Steering Committee, United States Navy, San Diego Unified Port District, San Diego Unified School District, San Diego Community College District, Metropolitan Transit Services, and the California Department of Transportation.

CONCLUSION: The proposed Community Plan would update the Barrio Logan/Harbor 101 Community Plan adopted by the City Council in November 1979. The Barrio Logan Community Plan would be consistent with and further implement the adopted City General Plan in that it establishes policies that are in harmony with the underlying purpose of each of the General Plan's elements and that it advances each of those policies of the General Plan that the City considers mandatory and fundamental to achieving the General Plan's vision and principal goals. The community plan would provide guidance on future growth and redevelopment within Barrio Logan, would reduce existing incompatible uses over time, and provide a more cohesive community to meet the future needs of the community's residents, business owners, employees, and visitors. The community plan addresses infrastructure and planning needs of the community while providing for ongoing commercial and industrial operations, and their associated jobs, which may require proximity to Naval and Port District operations.


Based on the goals and policies included in the proposed Barrio Logan Community Plan, staff has determined that Scenario 1 is superior in meeting the goals and policies of the General Plan. It would first and foremost greatly reduce incompatible land uses but still allow for future maritime-oriented uses to be developed with a discretionary permit. Scenario 1 reduces potential negative effects of other non-maritime industrial uses that are in close proximity to existing and future planned sensitive receptors. Scenario 1 is identified as the preferred plan and is incorporated into the draft Barrio Logan Community Plan.

ALTERNATIVES

1. Do not Recommend Approval to the City Council of the Requested Actions; or
2. Recommend Approval to the City Council of the Requested Actions with modifications.



Lara Gates, Plan Update Project Manager
Development Services Department



Cecilia Gallardo, Deputy Director
Development Services Department

Attachments: (Note due to the size of some of the attachments listed below, they have been provided on a CD)

1. Barrio Logan Plan Update Stakeholder Committee November 17, 2010 Meeting Minutes (Attached)
2. Existing Land Use Map (attached)
3. Draft Barrio Logan Community Plan (attached)
4. Barrio Logan Stakeholder Committee Roster (attached)
5. Community Meetings Summary (attached)
6. Port of San Diego Transition Zone Policy (attached)
7. Draft Coastal Categorical Exclusion Language (attached)
8. Draft Barrio Logan Zoning Regulations (attached)
9. Marine-Related Uses in the Coastal Overlay Zone Map (attached)
10. Draft Public Facilities Financing Plan (attached)
11. Final Programmatic Environmental Impact Report (full FEIR on CD, Executive Summary attached)
12. Draft City Council Resolution to amend the Barrio Logan Community Plan and Local Coastal Program (attached)
13. Draft City Council Resolution to certify the Environmental Impact Report and adopt the Findings, the Mitigation, Monitoring and Reporting Program and the Statement of Overriding Considerations (attached)