THE CITY OF SAN DIEGO

barrio logan

COMMUNITY PLAN

AND LOCAL COASTAL PROGRAM

Draft - September 2021

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CHAPTER ONE

introduction

IN THIS CHAPTER

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Plan Organization

Barrio Logan is one of the oldest and most culturally-rich urban neighborhoods in San Diego. From historic beginnings in the latter part of the 19th century to the vibrant mix of uses and people who reside and work in Barrio Logan, the neighborhood has played a vital role in the City's development. The Barrio Logan community is a living example of the change and evolution that have continuously shaped the area's cultural heritage, development patterns, economic opportunities, and social fabric. The Community Plan respects and builds upon the community's history while planning for the needs of future residents, businesses, and institutions.

The Barrio Logan Community Plan and Local Coastal Program (Plan) implements the principles of environmental justice by fairly treating people of all races, cultures, and income levels with respect to the development, adoption, and implementation of Plan policies and regulations. The Plan applies land uses that separate new residential and commercial uses consistent with the General Plan's Environmental Justice policies. The Plan promotes equal access to, and meaningful participation in, the decision-making process to create a healthy environment to live, learn, and work.

The Plan is designed to guide growth and development within Barrio Logan. The Plan is a revision of the Barrio Logan/Harbor 101 Community Plan and Local Coastal Program adopted by the City Council in 1978. Any amendments, additions or deletions to this plan will require that the Planning Commission and City Council follow the City of San Diego General Plan (General Plan) procedures regarding plan amendments.

PLAN GOALS

- A blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood.
- Land use, public facilities, and development policies for Barrio Logan, that implement the General Plan.
- Strategies and specific implementing actions to help ensure that the community plan's vision is accomplished.
- Detailed policies that provide a basis for evaluating public and private projects consistent with the community plan.
- Guidance that facilitates projects that enhance the character of the community, taking advantage of its setting and amenities.
- Detailed implementing programs including zoning regulations.

While this Plan sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program.

Zoning used to implement this Community Plan complies with the General Plan policies (See GP LU-F.1). Proposals within this Plan have been coordinated with and are consistent with the General Plan. Periodic comprehensive reviews of the General Plan may affect the Barrio Logan Community Plan and Local Coastal Program.

This Plan should not be considered a static document. It is intended to provide guidance for the orderly growth and development of the Barrio Logan community. In order to respond to unanticipated changes in environmental, social or economic conditions and to remain relevant to community and City needs, the Plan should be monitored and amended when necessary.

Two additional steps are included as part of the adoption: Implementation and Review. Implementation is the process of putting plan policies and recommendations into effect. Review refers to the process of monitoring the community development and growth conditions and recommending changes to the plan as these conditions change.

Guidelines for implementation are provided in the plan, but the actual work must be based on a cooperative effort of private citizens, developers, city officials, and other agencies. It is contemplated that the residents and businesses of Barrio Logan and other private citizen and institutional organizations will provide the continuity needed for a sustained, effective implementation program.

1.1 COMMUNITY PROFILE

SOCIAL AND HISTORICAL CONTEXT

Barrio Logan, once called Logan Heights due to its connection to the community now east of Interstate-5, has a long history as a working-class Mexican-American waterfront community. Its early days as a base of homes and businesses for primarily Mexican immigrant workers helped shape the community into an important working waterfront neighborhood.

As the community built up around maritime uses, such as tuna canning, military industries, and the Navy, the influx of Mexican migrant workers created a dominant presence in Barrio Logan in the 1910s and 1920s. Many industries relied on the laborers that settled in Barrio Logan and set up neighborhood shops and services.

The growth of the shipbuilding industry and Naval operations, rezoning of the neighborhood to include heavy industrial and commercial uses, and the growth in the construction industry changed the character of Barrio Logan during and after World War II.

The construction of Interstate 5 and the San Diego-Coronado Bay Bridge (State Route 75) in the 1960s fragmented the community into smaller areas that were cut off from each other. These events, together with other impacts on the social and physical well-being of the residents, culminated with a neighborhood revolt that shaped the creation of Chicano Park during the early 1970s. With its collection of maritime industrial uses, small-scale residential, local retail, and community facilities, Barrio Logan's existing land use mix is unique. However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character. The rezoning of the majority of Barrio Logan to industrial zones in the 1960s attempted to simplify the land use pattern of the neighborhood by removing the residential uses through regulatory means.

However, while some properties transitioned into industrial uses, many of the residential uses that pre-dated the rezone remained, and commercial and community amenities developed to serve the residential population. While there are conflicts between industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. Barrio Logan is primarily a neighborhood with uses mixed side-by-side that provides interest, variety, and identity to the area. This development pattern also provides the opportunity for neighborhood services and jobs to be in close proximity to residences and transit stops, supporting the "City of Villages" General Plan concept.

Development of Chicano Park

The San Diego Coronado Bay Bridge built in the 1960s

CP Kelco Industries along the Bayfront

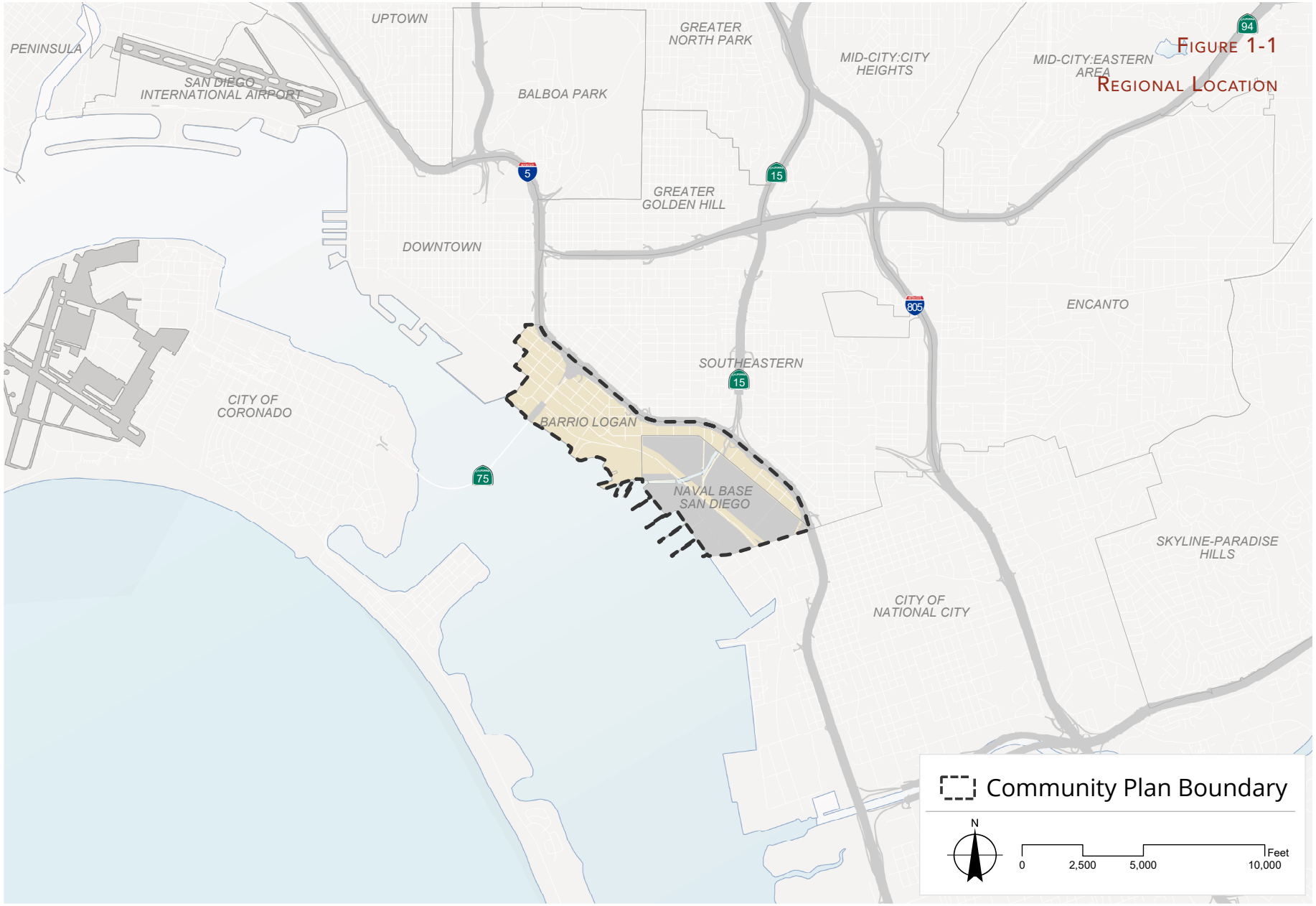


FIGURE 1-1
REGIONAL LOCATION

REGIONAL AND LOCAL CONTEXT

The community is positioned between Downtown San Diego to the north, Interstate 5 to the east, as well as the Unified Port of San Diego and United States Naval Base San Diego along San Diego Bay to the west, and National City to the south (Figure 1-1, Regional Location and Figure 1-2, Barrio Logan and Surrounding Neighborhoods). Barrio Logan comprises approximately 1,000 acres. The Port of San Diego and Naval Base San Diego comprise approximately half of the land area contained within the community planning area.

The City does not have land use authority over the Port of San Diego or the United States Navy properties. Barrio Logan is in the Local Coastal Zone and subject to the California Coastal Act which is implemented by the Barrio Logan Local Coastal Program. Further discussion is included in section 1.3 Legislative Framework.

The Barrio Logan waterfront remains part of the City's core industrial area and contains a significant amount of the city's remaining industrial land. Since the 1880s, the waterfront has played an important and dynamic role within the city's economy and land use system, providing critical land for new and changing maritime and naval industries, and is the last area of the city still suited for this purpose. Along the waterfront, almost half of the land area is controlled by state regulations that only allow maritime-related uses as permanent activities that service the Port. Establishing space for Maritime-oriented

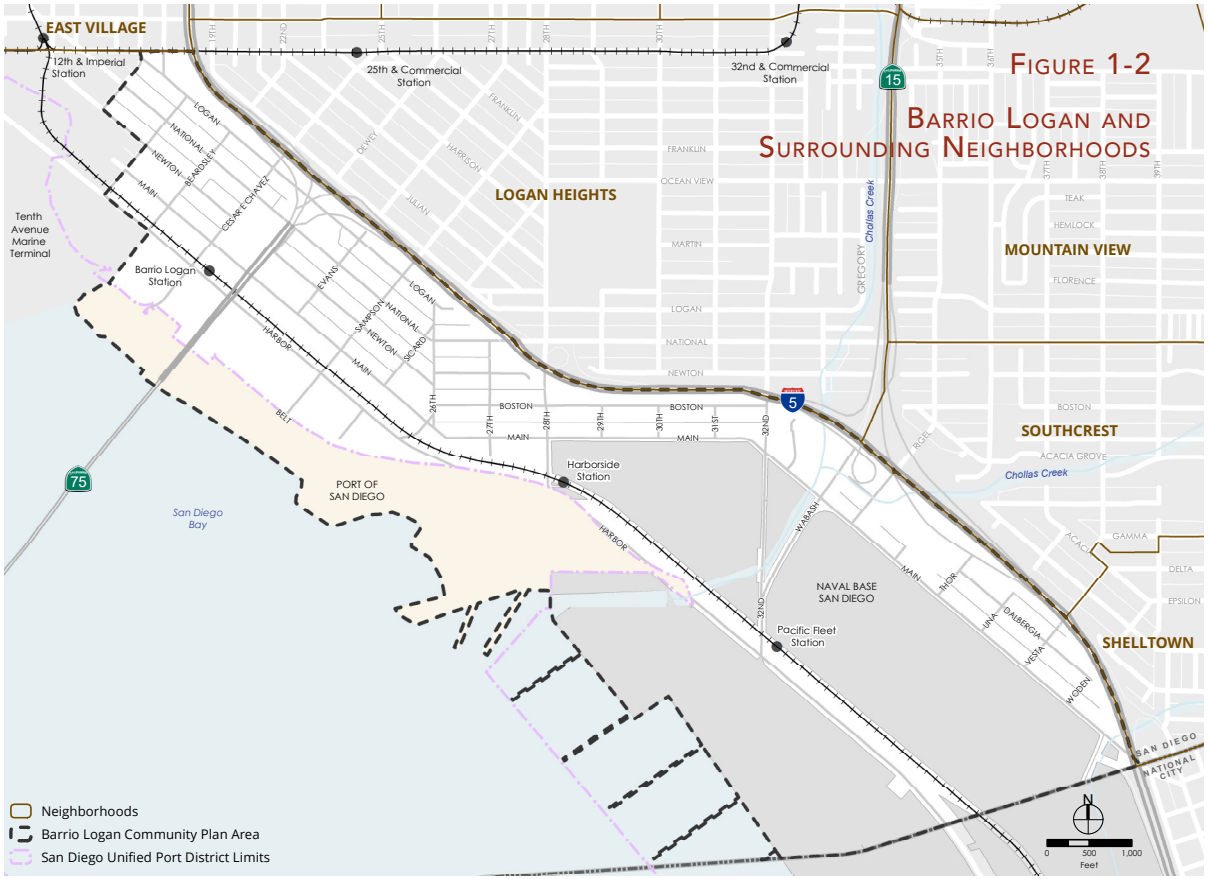


FIGURE 1-2
BARRIO LOGAN AND SURROUNDING NEIGHBORHOODS

Productions and Repair (MPR) activities that is protected from encroachment by other uses responds to existing policy set forth in the city's General Plan, particularly the Economic Prosperity Element that includes the following pertinent policies:

EP-J.9. Retain land uses to support waterfront commerce and industry that provide for U.S. Naval operations, ship repair, and the movement of waterborne goods.

EP-J.10. Protect and promote good working-waterfront jobs that provide self-sufficient wages.

GENERAL PLAN: GUIDING PRINCIPLES

- Compact and walkable mixed-use villages of different scales within communities.
- Employment centers for a strong economy.
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers.
- High quality, affordable, and well-maintained public facilities to serve the city's population, workers, and visitors.
- Balanced communities that offer opportuni ties for all San Diegans and share citywide responsibilities.
- Historic districts and sites that respect our heritage.
- A high aesthetic standard.
- An open space network formed by parks, canyons, river valleys, habitats, beaches, and the Pacific Ocean.
- Diverse residential communities formed by the open space network.
- A clean and sustainable environment.

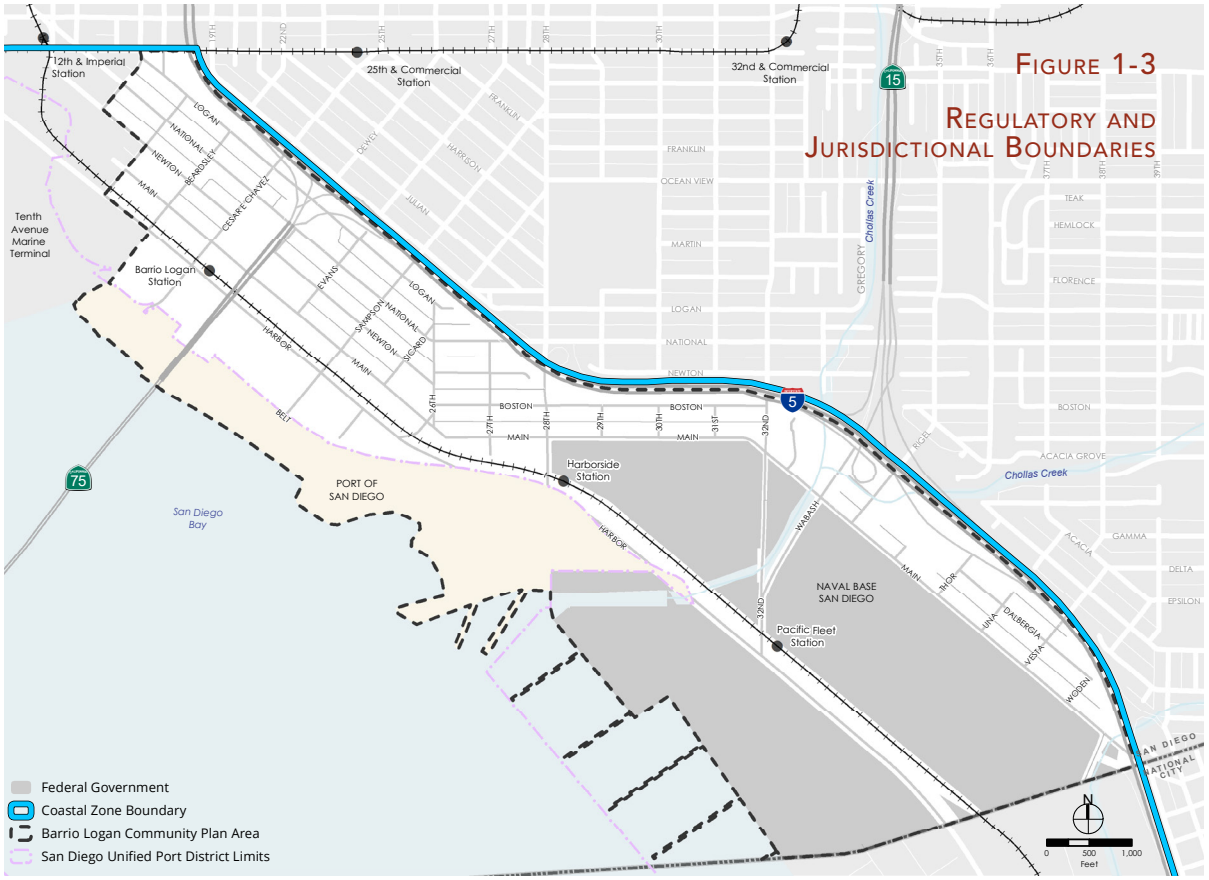


FIGURE 1-3
REGULATORY AND JURISDICTIONAL BOUNDARIES

1.2 GENERAL PLAN PRINCIPLES

The General Plan provides a long-range framework for how the City of San Diego will grow and develop over the next 30 years. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of and are linked to the regional transit system. A Community Village designation is included in this plan. Additional information on the Community Village can be found in the Land Use Element. In order to reduce impacts associated with collocation, the Plan also includes a Transition Area. Policies and guidelines pertaining to the Transition Area can be found in the Land Use and Economic Prosperity Elements.

1.3 LEGISLATIVE FRAMEWORK

RELATIONSHIP TO THE GENERAL PLAN

The Barrio Logan Community Plan is intended to further express General Plan policies in Barrio Logan through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the Community Plan. The two documents work together to establish the framework for growth and development in Barrio Logan. The Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations.

RELATIONSHIP TO OTHER AGENCIES

Barrio Logan's waterfront is under the land use jurisdiction and ownership of the United States Navy and the San Diego Unified Port District. Property under the jurisdiction of the San Diego Unified Port District is subject to the Port Master Plan as shown in Figure 1-3, Regulatory and Jurisdictional Boundaries. The state allows the San Diego Unified Port District to lease Port tidelands for industrial and commercial related uses. State law precludes residential uses from being developed on Port Tidelands.

CALIFORNIA COASTAL RESOURCES

The Barrio Logan Community is entirely within the Coastal Zone boundary under the jurisdiction of the California Coastal Commission except for the Port of San Diego and the Naval Base San Diego (See Figure 1-3).

The California Coastal Plan designates the Barrio Logan area as a "community with special qualities of greater than local significance." The designation reflects the community's opportunities for low- and moderate-income housing, the importance of the adjacent bayfront industries to the region, and its cultural and historical heritage as a Chicano community. The Community Plan and zoning regulations for Barrio Logan comprise the Local Coastal Plan for Barrio Logan and are consistent with the Local Coastal Program including the policies, standards, and implementation programs established for the seven elements contained within the Local Coastal Act. Table 1-2 identifies the location goals, discussions, and policies specifically related to key coastal issues within the Community Plan Elements.

COMMUNITY PLAN: GUIDING PRINCIPLES

- Diverse housing opportunities for Barrio Logan residents
- Strong neighborhood economy
- Compatible mix of land uses
- Healthy environment
- Safe, efficient streets for people
- Respect of historic and cultural resources
- Community connections

1.4 PLANNING PROCESS

In order to ensure that the Barrio Logan Community Plan was a community-driven update, the City conducted a three-year community outreach process beginning in 2008, where a wealth of valuable community information was received through community outreach meetings. The Community Plan Update Stakeholder Committee convened the public discussion to assist in issue identification and development of plan goals and policies. Broad public input was obtained through a series of workshops where residents, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and provided recommendations.

The Barrio Logan Community Plan Update was adopted by City Council in 2013 after a five-year community engagement effort. After the 2013 Community Plan was repealed by a citywide referendum in 2014, stakeholder groups, including the Barrio Logan Community Planning Group (BLCPG), worked together on an agreement and proposed changes to land uses and zoning in a small area between industrial uses at the Port of San Diego and the residential areas of the community.

The update process included extensive community engagements that were conducted in English and Spanish. These included online community workshops, an online survey, regular meetings with the BLCPG, and in person engagements in the community. The community confirmed its values and developed a set of planning principles that were used as criteria in creating land use scenarios.

Table 1-1 General and Community Plan Elements

General Plan Elements	Barrio Logan Community Plan Elements
Land Use and Community Planning	Land Use
Mobility	Mobility
Urban Design	Urban Design; Arts and Culture
Economic Prosperity	Economic Prosperity
Public Facilities, Services and Safety	Public Facilities, Services and Safety
Recreation	Recreation
Conservation	Conservation
Noise	Noise
Historic Preservation	Historic Preservation

Table 1-2 Coastal Issue Area and Community Plan Elements

Barrio Logan Community Plan Element	Coastal Issue Area
Conservation Element	Natural Resources Scenic Resources Water Quality Public (Coastal) Access
Land Use Element	Industrial Development Planning and Locating New Development
Recreation Element	Recreation
Mobility & Urban Design Element	Public (Coastal) Access
Historic Preservation Element	Historical Resources

Community Workshops drew a diverse group of community members

September 2021 Draft

1.5 ENVIRONMENTAL IMPACT REPORT

The Barrio Logan Community Plan and Local Coastal Program Environmental Impact Report (EIR) provides a programmatic assessment of potential impacts occurring with the implementation of the Community Plan, pursuant to the California Environmental Quality Act (CEQA). Because Barrio Logan is an urban area, the nature of impacts primarily relates to the changes in land use, use intensity and traffic rather than effects on natural resources. Potential impacts were anticipated during preparation of the Community Plan, and many of the policies and implementing regulations were designed to reduce or avoid such impacts. An addendum to the EIR certified in 2013 addresses the modifications to the plan.

1.6 PLAN ORGANIZATION

The Community Plan is organized into the following ten **Community Plan Elements:**

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services and Safety
- Recreation
- Conservation
- Noise
- Historic Preservation
- Arts and Culture

An overall introduction and implementation chapters are also included. The elements are divided into the following major sections:

Introduction: provides a summary of key community issues specific to the element

Goals: express the broad intent and results of implementing policies, recommendations and guidelines.

Policies: reflect the specific direction, practice, guidance, or directives that may need to be developed further and/or carried out through implementing plans by the City, or another governmental agency.

1.7 HOW TO USE THE PLAN

The Barrio Logan community plan provides a long-range physical development guide for elected officials, property owners and citizens. The plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in Barrio Logan. When using this community plan to develop projects or determine what uses are appropriate for a site, the applicable zoning regulations found in the City's Land Development Code should also be reviewed to ensure full implementation of the Community Plan.

CHAPTER TWO

land use element

IN THIS CHAPTER

Goals

Land Use Distribution

Land Use Existing and Planned

Equity and Environmental Justice

Residential

Commercial

Institutional

Industrial

Airport Land Use Compatibility

Specific Neighborhood Guidelines

Community Plan Implementation Overlay Zone

The Land Use Element of the Barrio Logan Community Plan contains detailed descriptions and distributions of land uses tailored to Barrio Logan. The Element provides refined residential densities, a delineated Community Village center, and specific policies for the development of commercial, industrial, and institutional uses.

Barrio Logan's particular land use mix is unique to the region, with its collection of maritime and service industrial uses; single family and multi-family residential uses; locally-oriented and chain retail; and open space and community facilities. The unique land use pattern reflects past City direction to concentrate industry and employment-generating uses and serves as evidence of Barrio Logan's history of being dissected by freeways. As a result, instances of incompatible uses where residential, industrial, commercial and institutional uses abut one another are common. This collocation of incompatible uses, coupled with large scale industrial uses within the Port of San Diego and the Naval Base has created conflicts and issues. The Plan addresses these complex issues through land uses that respect the existing and evolving residential character and support the economic viability of businesses in Barrio Logan.

GOALS

- A land use plan that separates incompatible uses.
- A vibrant, pedestrian-oriented Community Plan that provides residential, commercial, office and civic uses.
- A compatible mix of land uses that promote a healthy environment.
- Enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan.
- Quality neighborhood and community-serving commercial uses.
- Retention and enhancement of community-supporting institutional uses.
- Diverse housing opportunities for Barrio Logan residents.
- Additional affordable housing opportunities in Barrio Logan.
- Equitable access to housing, jobs, and public facilities
- Stable base sector employment uses and supportive commercial and industrial services.
- Retention of the waterfront's role as an important location for maritime-oriented production and repair activities.
- Protection of maritime-related activities within the Transition Zone and west of Harbor Drive to support major Port and Naval uses.
- Appropriate measures that ensure maritime-related activities do not affect the health and safety of Barrio Logan residents.
- Protection of Prime Industrial Lands from encroachment from sensitive receptor land uses cover throughout the community.

2.1 LAND USE DISTRIBUTION

Table 2-1 is based on the Land Use categories within the General Plan and has been refined to implement the land uses within Barrio Logan. It identifies the land use categories within Barrio Logan and describes the uses in each category.

Barrio Logan

Neighborhood-serving commercial uses

Table 2-1 Barrio Logan Land Use Categories

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Density Range (du/ac)	Zones
Park, Open Space, and Recreation	Open Space	None	Provides for open space, may have utility for: primarily passive park; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	Not Applicable	Not Applicable
	Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable
Residential	Residential - Low Medium	None	Provides for both single-family and multi-family housing within a low- medium-density range.	10-14 du/ac	RX-1-2
	Residential - Medium	None	Provides for both single-family and multi-family housing within a medium- density range.	15-29 du/ac	RT-1-5 RM-2-5
Commercial Employment	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three -mile radius. Establishments engaged in the chrome plating of materials are not permitted.	15-29 du/ac	CN-1-3 CN-1-4 CC-2-4 CC-3-6
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. Drive-through commercial establishments are not permitted.	Not Applicable	CC-2-4
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	Not Applicable	CO-2-1 CO-2-2
	Maritime Commercial	Residential Prohibited	Provides for commercial services and uses that cater to maritime industries. Establishments engaged in the chrome plating of materials are not permitted.	Not Applicable	CO-2-1
Institutional	School/Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan.	Not Applicable	Not Applicable
Multiple Use	Community Village	Residential Required	Provides for a range of multi-family housing within a medium high density range.	30-44 du/ac	RM-3-7
			Provides for a range of multi-family housing within a high density range.	44-73 du/ac	RM-3-9
		Commercial Permitted	Provides housing within in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials not permitted.	30-44 du/ac	CN-1-4
	Neighborhood Village	Commercial Permitted	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large. Establishments engaged in the chrome plating of materials not permitted.	15-29 du/ac	CN-1-3
Industrial	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.	Not Applicable	IH-1-1 IH-1-2

The Barrio Logan Community Plan land use map is a visual representation of the Community Plan land use designations as illustrated in Figure 2-1. The Community Plan text and graphics are equally necessary to communicate the intent of the plan policies.

LAND USE - PLANNED

A summary of planned land uses in the Barrio Logan Community at buildout is provided in Table 2-2.

In order to foster a healthy community that is balanced with economic prosperity for businesses and residents alike, this plan encourages development that builds on Barrio Logan's established character as a mixed-use, working neighborhood by:

- Fostering Barrio Logan's role in the City's economy by protecting existing and future production, distribution, repair, and maritime activities in predominantly industrial areas.
- Increasing housing in Barrio Logan without impinging on or creating conflicts with identified areas of production, distribution, research and repair activities.
- Establishing a land use pattern that supports and encourages transit use, walking, and biking.
- Better integrating Barrio Logan with the surrounding neighborhoods and improving its connections to Port land and the water's edge.
- Improving the public realm so that it better supports new development and the residential and working population of the neighborhood.

TABLE 2-2
PLANNED LAND USE

LAND USE CATEGORY	ACRES*	% OF TOTAL USES
Community Commercial	9	1%
Community Village	34	3%
Heavy Industrial	206	21%
Maritime Commercial	17	2%
Military Use	368	37%
Neighborhood Commercial	35	3%
Neighborhood Village	5	<1%
Office Commercial	13	1%
Open Space	3	<1%
Park	20	2%
Resiidential - Medium Density	26	3%
Residential - Medium-Low Density	7	1%
Transportation / Right-of-way	247	25%
School/Institutional	5	1%
TOTAL	995	100%

* Rounded to the nearest acre.

Retain and enhance existing compatible commercial uses

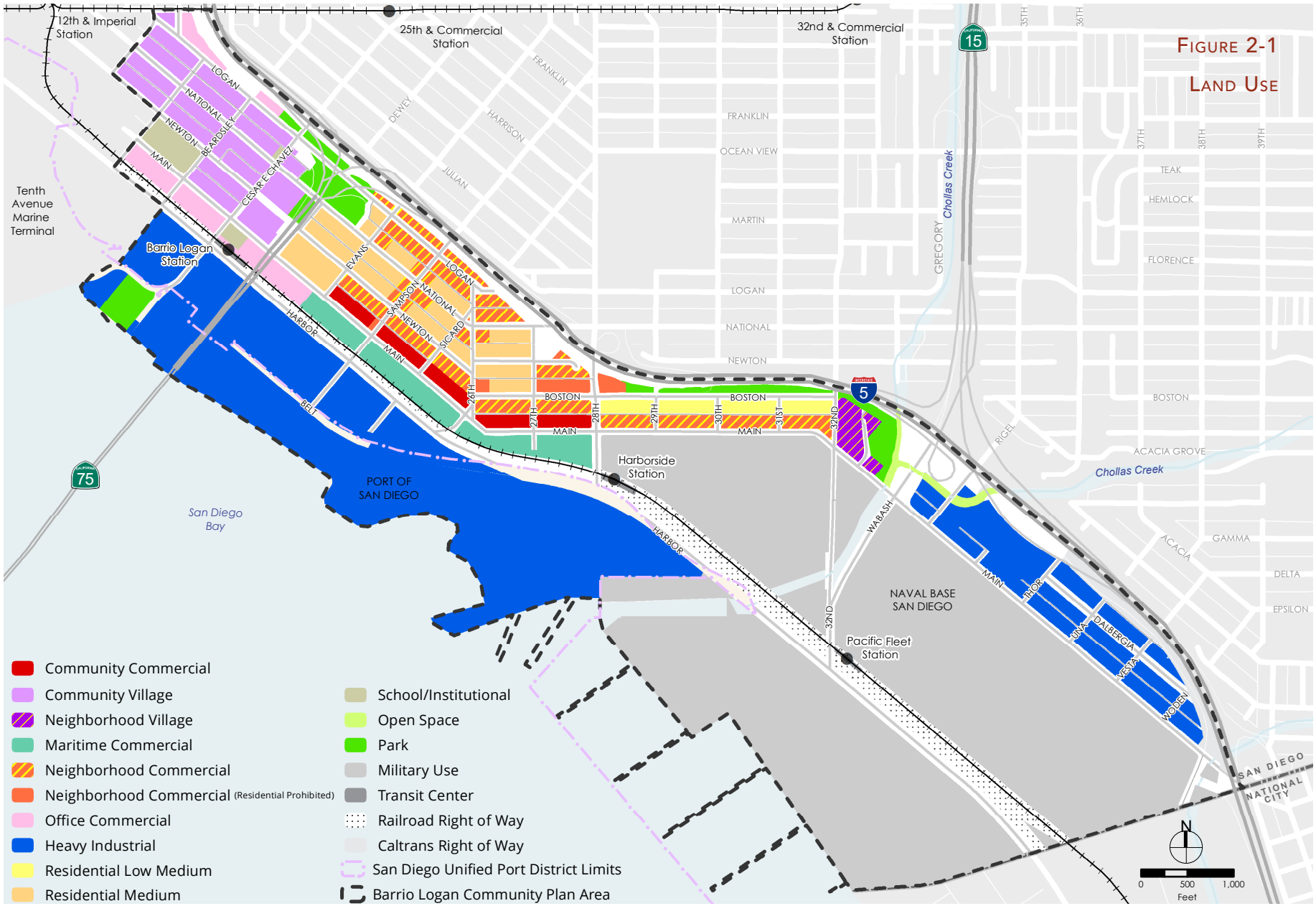


FIGURE 2-1

LAND USE

Review of the data in Table 2-3 identifies the following about Barrio Logan and about its relation to the City as a whole:

- The residential character of Barrio Logan is dominated by multi-family development;
- Households in Barrio (persons per household) are generally larger than the those in the City as a whole, with the median household size in Barrio Logan being approximately one-third larger;
- The larger households in Barrio Logan generally live on less income than those in the City as a whole, with the median household income in Barrio Logan being approximately 45% lower.

The data indicates three specific needs within the Barrio Logan Community. First, there is a need for larger living units to accommodate typically larger households. Second, the current community is in need of affordable housing opportunities, based on generally lower household income and larger household size. Finally, the community could benefit from development of jobs that are comparable with the city-wide median for wages within and adjacent to the community.

ENVIRONMENTAL JUSTICE

Environmental justice is "the fair treatment of people of all races, cultures, and income levels with respect to the development, adoption, implementation and enforcement of environmental regulations and policies." Protection from environmental and health hazards is uniquely important in Barrio Logan, given the community's current and historical mix of incompatible uses. Environmental justice ensures everyone has equal access to, and meaningful participation in, the decision-making process to have a healthy environment in which to live, learn, and work.

The built environment plays a critical role in public health and environmental justice. The Community Plan can influence conditions that affect the community's health. For example, the Plan can affect how often people walk, ride a bike, drive a car, or take public transportation; their access to healthy food; and the quality of their air and water. The section aims to summarize the elements of the Community Plan that address environmental justice concerns with policy to improve the living conditions and foster better health - both physical and mental - and overall wellbeing for Barrio Logan's residents and employees.

State and federal agencies are also responsible for protecting community health by creating and enforcing air quality rules as well as enforcing rules concerning use, handling, storage and transportation of hazardous materials identified in the California Hazardous Materials Regulations and the California Fire and Building Code, and laws and regulations of the California Department of Toxic Substances Control and the San Diego

Table 2-3
Future 2050 Housing and Population Estimates Comparisons
Barrio Logan and City of San Diego

	Household Population	Housing Stock				Median Household Income [3]	Household Size
		Single Family		Multi-Family			
		no.	%	no.	%		
Barrio Logan[1]	13,534	13,534	2%	3,738	98%	$ 38,324	3.81
City of San Diego[2]	1,777,936	281,642	44%	411,935	56%	$ 70,149	2.64

[1] City of San Diego Planning Department, 2020

[2] SANDAG Regional Forecast 2050 (Series 13) for the year 2050

[3] SANDAG Regional Forecast 2050 (Series 12) for the year 2030

County Department of Environmental Health. These agencies include the Environmental Protection Agency, the California Air Resources Board, and the San Diego Air Pollution Control District.

Barrio Logan's mix of industrial, commercial, residential, and institutional uses developed in a manner consistent with past land use policies and zoning, which validated the mix of uses existing at that time, while allowing additional new residential and industrial uses to locate side-by-side. Barrio Logan has contaminated sites, auto uses, and industrial uses that pose health risks to residents due to poorer air quality, loud noises from machinery, unappealing facades and open industrial yards, and past and potential hazardous materials and emissions. The Community Plan provides a thoughtful approach to current and future land uses is required to address operations of light industrial and commercial activities and their proximity to adjacent residential land uses. This approach includes:

- Separation of Incompatible Land Uses: The Land Use element applies land uses that separate new residential and commercial uses consistent with the General Plan's Environmental Justice policies.
- Industrial uses. The Land Use Element establishes areas for Prime Industrial uses at a distance from residential uses and creates a transition area of commercial uses between industrial uses on Port tidelands and the residential neighborhoods.
- Mobility Choices: The Mobility Element establishes a network that provides multiple safe and convenient mobility options. The Plan policies promote active transportation so people can easily walk and bike within the community, and reliable connections to jobs, services, and neighborhood amenities.
- Design of the Built Environment: The Urban Design Element and the Noise Element support improved compatibility between land uses through a number of policies and design measures, including noise mitigation (i.e. controlling noise at the source), screening operations with landscaping or well-designed walls, as well as enforcement of the City's existing codes (e.g. containing operations within structures).
- Access to Public Spaces: The Recreation Element recommends new parks, public spaces and urban plazas and complete streets to foster development of safe and active community gathering places.
- Access to Healthy Food: The availability of healthy food options at stores and farmers markets can facilitate better health in individuals. The Land Use Element promotes development of spaces that can be occupied by fresh food retailers and policies that promote community gardens, urban gardening, and farmers' markets.

EQUITY

Equity is necessary to achieve environmental justice. Equity in planning includes the concepts of justice and fairness, promotes the inclusion of underrepresented communities, and takes historical inequities into account when engaging in planning. Equity ensures access to quality housing, parks, public spaces and facilities, and mobility options for all, which create a strong and sustainable city. The Community Plan addresses the past mixing of industrial and residential uses by providing policies to address and avoid this situation in the future.

Land Use

Policy 2.1.1 Incorporate measures to improve air quality, which could include increased setbacks, landscaping, ventilation systems, and other measures where appropriate for new residential development.

Policy 2.1.2 Promote affordable space for arts, nonprofit organizations, and other community-based organizations as part of new development.

Community Engagement

Policy 2.1.3 Ensure that traditionally underrepresented and disenfranchised people are meaningfully involved in the decision-making process.

Policy 2.1.4 Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English.

Policy 2.1.5 Facilitate partnerships between public agencies and community organizations to address community challenges

Public Facilities

Policy 2.1.6 Promote an environment of diversity, inclusion, and respect within Barrio Logan's public facilities and public spaces.

Policy 2.1.7 Prioritize the delivery of new facilities, services, and community investments in areas with the greatest needs.

Policy 2.1.8 Promote the activation and programming of public spaces to ensure safe and enjoyable community gathering and recreational spaces.

Policy 2.1.9 Incorporate features that improve the livability and enjoyment of the community into public facilities, such as additional trees, vegetation, and living walls.

Achieve a diverse mix of housing types and forms

Mercado del Barrio mixed-use development

2.2 RESIDENTIAL LAND USE

One of the main goals of the Barrio Logan Community Plan is to expand and preserve the supply of affordable housing through the construction of new units as well as the preservation and restoration of the older homes in Barrio Logan. Due to the unique nature of the small lot development in Barrio Logan, other methods of development to achieve infill housing is encouraged. These methods include development of small lot housing and companion units in lower density residential areas, and development of live/work style units to accommodate working artists within the community. Furthermore, shopkeeper units are encouraged, which allow families to live above commercial, retail and office space.

In combination with the shift in the housing stock, new businesses, which can afford increased commercial rent, cater to a more affluent base of consumers - further increasing the appeal to higher income earners. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production.

Anti-Displacement

The Community Plan seeks to limit the displacement of residents. Gentrification is a shift in an urban community towards wealthier residents and/or businesses and increasing property values. Gentrification is typically the result of investment in a community by real estate development business, local government, or community activists, and can often spur changes to the economic development and business opportunities of long-term residents as well as displacement and the loss of affordable housing opportunities. For example, gentrification can result in industrial buildings being converted to residences and shops.

Continued compliance with State and local affordability requirements will help to ensure that affordable housing will continue to be an integral component of overall housing production in Barrio Logan. By allowing for a variety of housing densities and types, the community plan, in part, facilitates continued affordable housing production in compliance with the City's affordable housing policies and programs.

Encourage the preservation and renovation of culturally and historically significant residential units

Promote construction of larger housing units suitable for families with children

Mixed-use development

Encourage diverse housing opportunities

Mercado Del Barrio Apartments

Housing for families with children

RESIDENTIAL POLICIES

Policy 2.2.1 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

Policy 2.2.2 Rehabilitate older residential development where appropriate to provide a balance with new development.

Policy 2.2.3 Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

Policy 2.2.4 Provide development of housing that incorporates universal design standards for persons with disabilities.

Policy 2.2.5 Enable rental and ownership opportunities in all types of housing including companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for- sale townhomes.

Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units, particularly in the Historic Core and along Boston Avenue, and provide incentives to retrofit or remodel units in a sustainable manner.

Policy 2.2.7 Preserve existing single family homes which provide affordable housing and contribute to Barrio Logan's unique character

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Avenue south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low-income homeowners to meet their mortgage obligations.

Policy 2.2.9 Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development. Require soil remediation to occur as part of development when proposing a change in use from Industrial to residential and or mixed residential development.

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Promote the production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

Policy 2.2.11 Create affordable home ownership opportunities for moderate income buyers.

Policy 2.2.12 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

Policy 2.2.13 Promote homebuyer assistance programs for moderate-income buyers.

Policy 2.2.14 Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels.

Policy 2.2.15 Encourage compliance with State and local affordability requirements to ensure that affordable housing will continue to address the needs of the Barrio Logan community.

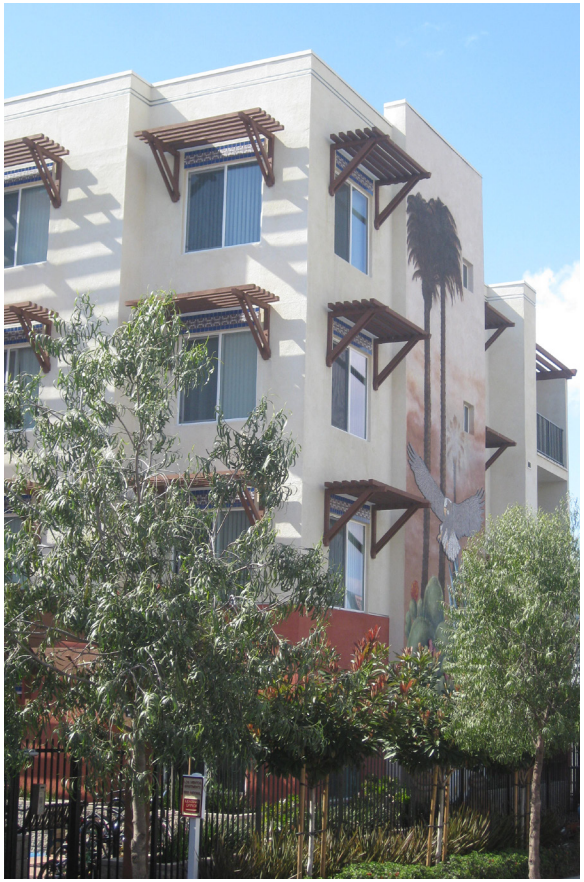
Policy 2.2.16 Respecting community history and ties, seek to preserve Barrio Logan residents' ability to continue to live in the community.

Policy 2.2.17 Recommend that, in cases of planned demolition of existing residential units, residents are provided extended notice and options to return to new affordable units.

Policy 2.2.18 Strongly encourage inclusion of affordable units on-site and incorporating options to retain and relocate existing tenants by directly engaging with existing tenants and residents.

Policy 2.2.19 Support anti-displacement initiatives, such as the community acquisition/ land trust and other programs to increase homeownership opportunities for residents in the community.

Policy 2.2.20 Explore options to promote and preserve affordable housing options in Barrio Logan, including both deed-restricted and naturally occurring affordable housing.



Affordable housing at the Los Vientos Housing Project on National Avenue

The plan promotes a diversity of housing for all income levels

2.3 COMMERCIAL LAND USE

Commercial uses are located throughout the Barrio Logan Community, except for the area between Harbor Drive and the San Diego Bay. The commercial uses tend to be grouped into a number of categories; maritime/industry serving, resident/community serving, worker/navy serving, and auto/oriented serving. Barrio Logan contains five commercial Community Plan land use designations. Two of those designations allow residential use at varied densities, and three of the designations prohibit residential. See Land Use Map for the precise location of these designations.

Barrio Logan has long been home to maritime activities, including the existing ship yards along the San Diego Bay. Maintaining and supporting these marine-related activities, including ship repair, maritime support, warehousing and storage, and shipping, is important to both Barrio Logan and more generally to San Diego's economy.

COMMERCIAL LAND USE POLICIES

Policy 2.3.1 Enhance and retain maritime-oriented commercial uses that are compatible with surrounding land uses.

Policy 2.3.2 Retain and enhance existing neighborhood-serving commercial uses.

Policy 2.3.3 Encourage the development of shopkeeper units and live/work units that allow residents to own and operate office, professional and retail uses.

Policy 2.3.4 Consider the vacant San Diego Gas & Electric power plant site on Sampson Street as an opportunity for reuse for larger-scale office, commercial, or research activities.

Policy 2.3.5 Ensure that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community.

Policy 2.3.6 Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features within the Transition Zone.

Policy 2.3.7 Allow coffee roasting facilities to be located in areas designated as Community Village and Neighborhood Commercial except where the CPIOZ limits this use.

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.

Mixed-use office building with retail and office uses

Build on the character of the community

Live/work Units

2.4 INSTITUTIONAL LAND USE

Institutional uses provide public or semi-public services to the community. Table 2-4 identifies the public institutional uses serving Barrio Logan. Other institutional uses spread throughout the community include private schools, child care facilities, a vocational college, churches, and centers that provide health, development, and counseling service.

Table 2-4 Public Institutional Uses Serving Barrio Logan

Institutional Use	Facility	Location
Educational	Perkins Elementary School	Barrio Logan
	Burbank Elementary School	Southeastern San Diego
	San Diego High School	Downtown
San Diego	Fire Station No. 7	Barrio Logan
	Central Division	Southeastern San Diego
Library	Logan Heights Branch Library	Southeastern San Diego
	Central Library	Downtown
U.S. Government	Post Office 277 Logan Ave.	Southeastern San Diego

INSTITUTIONAL LAND USE POLICIES

Policy 2.4.1 Provide support to community social service institutions.

Policy 2.4.2 Coordinate with the San Diego Unified School District to develop a joint use park facility with Perkins Elementary School. (Refer to Recreational Element).

Cesar E. Chavez Campus Continuing Education Center

2.5 INDUSTRIAL LAND USE

The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies "are intended to strengthen our industries, retain and create good jobs, with self sufficient wages, increase income, and stimulate economic investment in our communities". The element also addresses Prime Industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. These lands should be protected and maintained.

The Barrio Logan Community Plan designates parcels south of Wabash Street and to the west of Harbor Drive, as Heavy Industrial due to their industrial character. These areas have also been identified as Prime Industrial lands which contribute to the regional economy and support waterfront related activities.

Port Industry

INDUSTRIAL LAND USE POLICIES

Policy 2.5.1 Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced in industrial areas.

Policy 2.5.2 Protect and promote development of maritime and maritime-related uses that do not present health-related or environmental hazards to adjacent sensitive receptors.

Policy 2.5.3 Encourage parking management, increased use of alternative modes of transportation, and additional parking spaces to reduce parking impacts associated with port-related industries.

Policy 2.5.4 Allow industrial land uses that minimize conflicts with incompatible uses through building design and truck restrictions and provide a balance between the needs of the heavy industrial businesses that are located west of Harbor Drive and the residences contained within the community.

Policy 2.5.5 Encourage new industrial buildings be designed to better integrate with the surrounding neighborhood.

Policy 2.5.6 Incorporate active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.5.7 Encourage the addition of plazas, courtyards and outdoor places for employees to gather and recreate.

Policy 2.5.8 The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provided multi-modal access (refer to General Plan Policies UD-D.1 through D.3).

2.6 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Areas for Naval Air Station North Island and San Diego International Airport affect the Barrio Logan Community. The Airport Influence Area is composed of the noise contours, safety zones, airspace protection surfaces, and over-flight areas for the two airports and serves as the planning boundaries for the Airport Land Use Compatibility Plans.

AIRPORT LAND USE COMPATIBILITY POLICY

Policy 2.6.1 Ensure new development proposals are consistent with airport land use compatibility policies and regulations.

Promote economic growth in the community

Reduce negative effects through building design

Protect and promote development of maritime-related uses

2.7 SPECIFIC NEIGHBORHOOD GUIDELINES

Barrio Logan is comprised of five distinct neighborhoods. The five specific neighborhood areas coincide with the Landscape Districts of Section 4.3 Urban Forestry and are shown in Figure 2-2. The following guidelines are based on the characteristics of the built environment and the existing and desired land use pattern. These areas include the Barrio Logan Community Village, Historic Core, Transition Area, Boston and Main Street Corridor Area, and Prime Industrial. The following sections provide specific land use recommendations within each neighborhood area. When reviewing the following policies and guidelines, also refer to General Plan policies UD-C.1 –C.7 and UD-F.3.

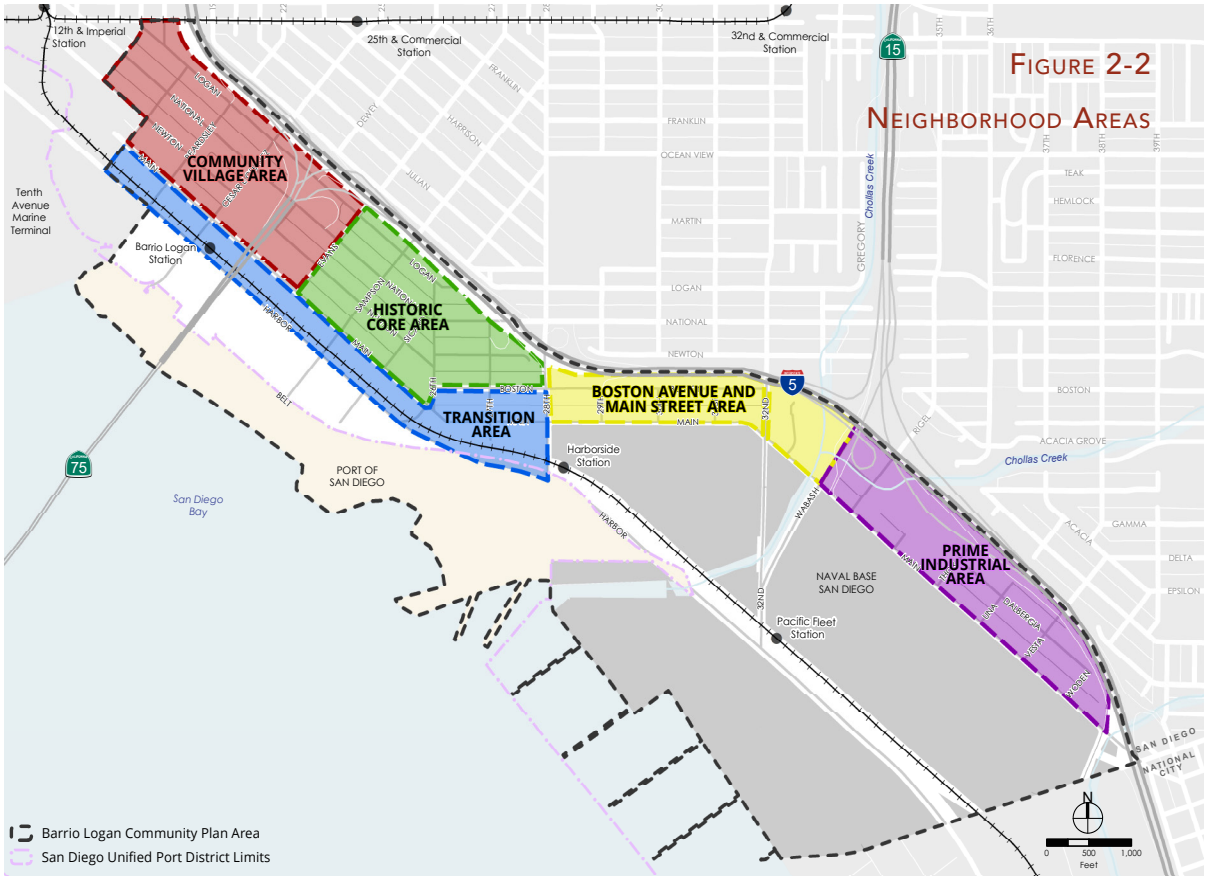


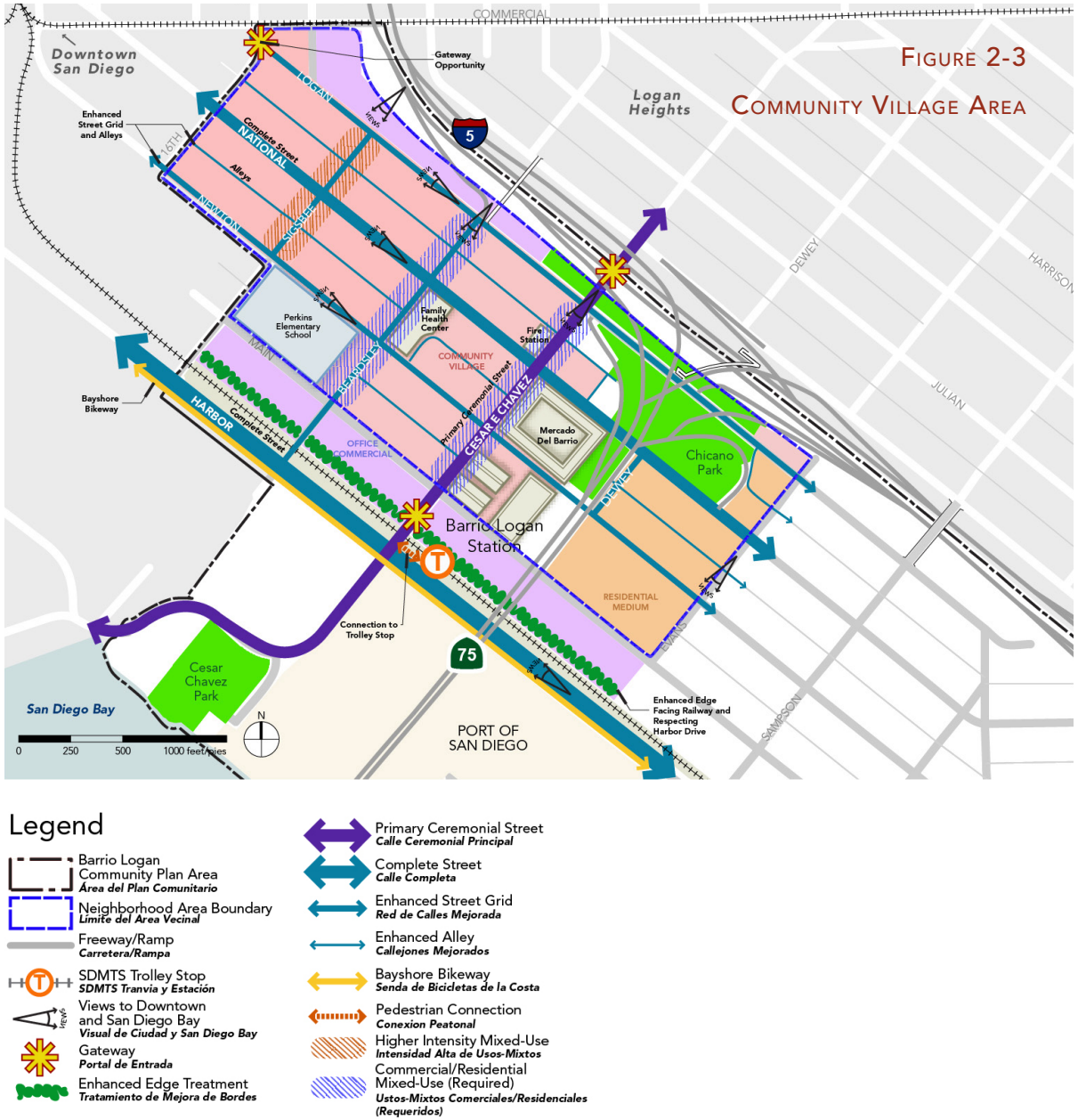
FIGURE 2-2
NEIGHBORHOOD AREAS

COMMUNITY VILLAGE AREA

The Barrio Logan Community Village draws upon the character and strength of the Barrio's setting, commercial centers, institutions and employment centers as shown in Figure 2-3.

The Village area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture.

The Village land uses will include a combination of residential, commercial and residential vertical mixed-use, office, commercial, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first and buildings will be designed to reflect human scale.



COMMUNITY VILLAGE AREA POLICIES

Policy 2.7.1 Promote Cesar E. Chavez Parkway as the community's primary ceremonial street as described in the Mobility Element.

Policy 2.7.2 Orient street frontages onto Cesar E. Chavez Parkway, and provide for outdoor seating and space for retailers to display their wares.

Policy 2.7.3 Ensure public view corridors are enhanced along Logan Avenue, National Avenue, Newton Avenue and Main Street.

Policy 2.7.4 Provide sidewalks that are 15 feet wide along Cesar E. Chavez Parkway to allow for enhanced pedestrian and commercial activity.

Policy 2.7.5 Require new development at the intersections of Logan Avenue, National Avenue, Newton Avenue and Main Street to provide sidewalks that are 12 to 14 feet in width and include corner sidewalk bulb-outs.

Policy 2.7.6 Require development to provide appropriate setbacks between 5 feet and 10 feet in order to emphasize and enhance the designated public view corridors along National Avenue, Newton Avenue and Logan Avenue northwest of the San Diego-Coronado Bay Bridge.

Policy 2.7.7 Protect and preserve small retail establishments which provide jobs andentrepreneurship opportunities for local residents. Allow for the development of a public market in the Community Village to serve the daily needs of the community and provide educational and economic opportunities for the local and regional economy.

The following list of uses are allowed on parcels that are residentially designated and zoned within the Community Village that are included as part of a public market with a Planned Development Permit:

- Farmers' markets
- Retail sales fresh and prepared foods and cooking related products
- Secondary food manufacturing
- Restaurants, cafes and coffee shops with outdoor seating
- Community gardens
- Certified kitchens
- Community event space

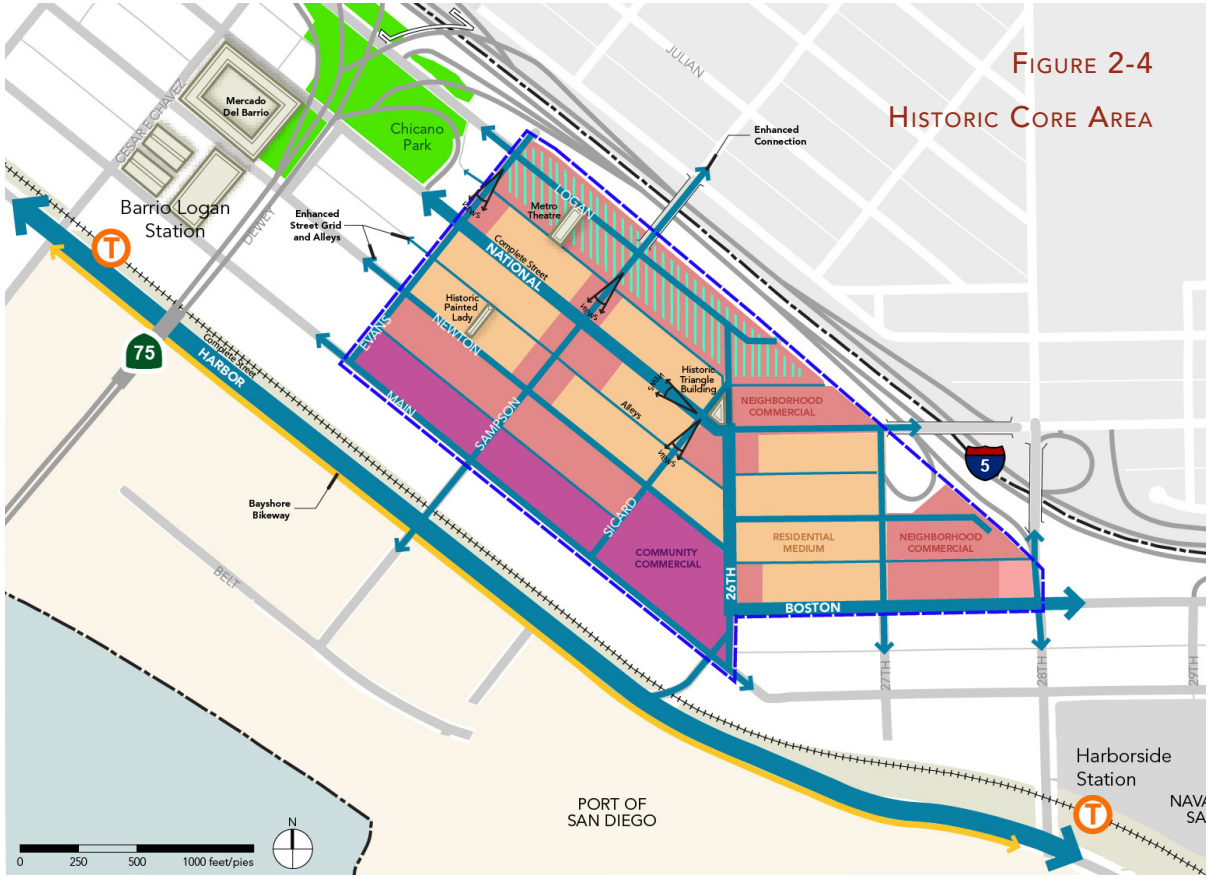
Cesar E. Chavez Parkway as a Ceremonial Street

Sidewalks on Cesar E. Chavez Parkway

Protect and preserve small retail establishments

HISTORIC CORE AREA

Development within the historic core (see Figure 2-4) should complement the existing and evolving character of the built environment. Commercial development and housing that provides live/work spaces, small lot housing, shopkeeper units interspersed with the existing quality development of the neighborhood, along with new housing that provides live/work spaces, small lot housing, shopkeeper units, and workspace. Live work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue.



Legend

- Barrio Logan Community Plan Area *Área del Plan Comunitario*
- Neighborhood Area Boundary *Límite del Area Vecinal*
- Freeway/Ramp *Carretera/Rampa*
- SDMTS Trolley Stop *SDMTS Tranvia y Estación*
- Views to Downtown and San Diego Bay *Visual de Ciudad y San Diego Bay*
- Complete Street *Calle Completa*
- Enhanced Street Grid *Red de Calles Mejorada*
- Enhanced Alley *Callejones Mejorados*
- Bayshore Bikeway *Senda de Bicicletas de la Costa*
- Logan Avenue Arts District *Distrito Artistico de Logan Avenue*

HISTORIC CORE AREA POLICIES

Policy 2.7.8 Respect the existing development pattern within the Historic Core area

Policy 2.7.9 Discourage parcel consolidation over 14,000 square feet in the Historic Core to maintain the historic building pattern of smaller buildings. If parcels are consolidated, the scale of the existing buildings should be reflected through design and choice of materials for new development.

Policy 2.7.10 Encourage, smaller-scale infill development throughout the Historic Core.

Policy 2.7.11 Rehabilitate existing residential units that contribute to the historic core's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

Policy 2.7.12 Encourage the rehabilitation of housing, in particular the bungalows along Evans Street and Sampson Street, that date back to the times when many Barrio Logan residents worked for the Navy or local fish canneries, as well as the larger residential units along Logan Avenue north of Evans Street.

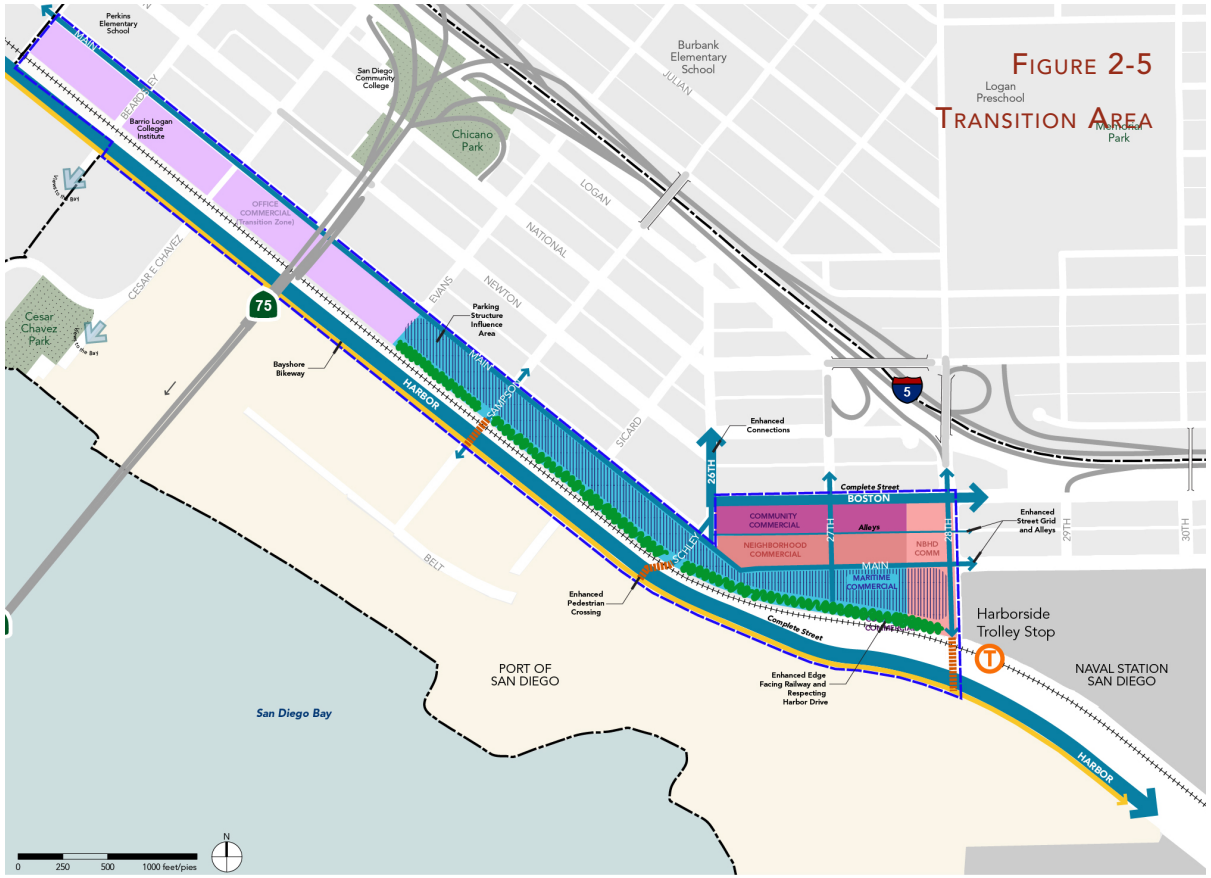
Policy 2.7.13 Encourage live/work units and shopkeeper units along Logan Avenue and 26th Street in order to increase the vitality and livability of this historic street.

Scale of existing buildings should be reflected through design and choice of materials of new development. Encourage smaller scale infill development.

TRANSITION ZONE

In 2008, the San Diego Unified Port District adopted a Transition Zone Policy (BPC Policy 725). The purpose of the Policy is to protect the maritime and maritime-related jobs provided by the Port of San Diego and to protect existing operations and business governed by the Barrio Logan Community Plan or the Port Master Plan. It is also the intent of the Policy to minimize conflicts with incompatible uses and to provide a balance between needs of the Port District and the goals and objectives of the adjacent communities. The Transition Zone 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.

The Barrio Logan Community Plan implements the intent of the San Diego Unified Port District Transitional Zone (See Figure 2-5). Residential uses are prohibited adjacent to Harbor Drive or Main Street south of 28th Street. The Transition Area is intended provide a buffer comprised of buildings between the Heavy Industrial uses west of Harbor Drive and the community of Barrio Logan. The area will emphasize the use of high quality materials and design.



TRANSITION ZONE POLICIES

Policy 2.7.14 Protect and promote maritime commercial uses by prohibiting residential and industrial uses within the transition zone.

Policy 2.7.15 Include active uses fronting the sidewalk such as retail services to engage and enliven the street in the Transition Zone.

Policy 2.7.16 Treat building facades facing the rail road right-of-way as primary façades. These facades should use quality materials, and screen the service and loading areas from the right-of-way.

Policy 2.7.17 Ensure that truck and auto ingress and egress are taken from the west side of properties facing the railway and trolley tracks in order to minimize impacts to the community east of Main Street.

Treat rail facing facades as primary facades

Provide landscaping and sidewalks

Active uses fronting the sidewalk

PRIME INDUSTRIAL AREAS

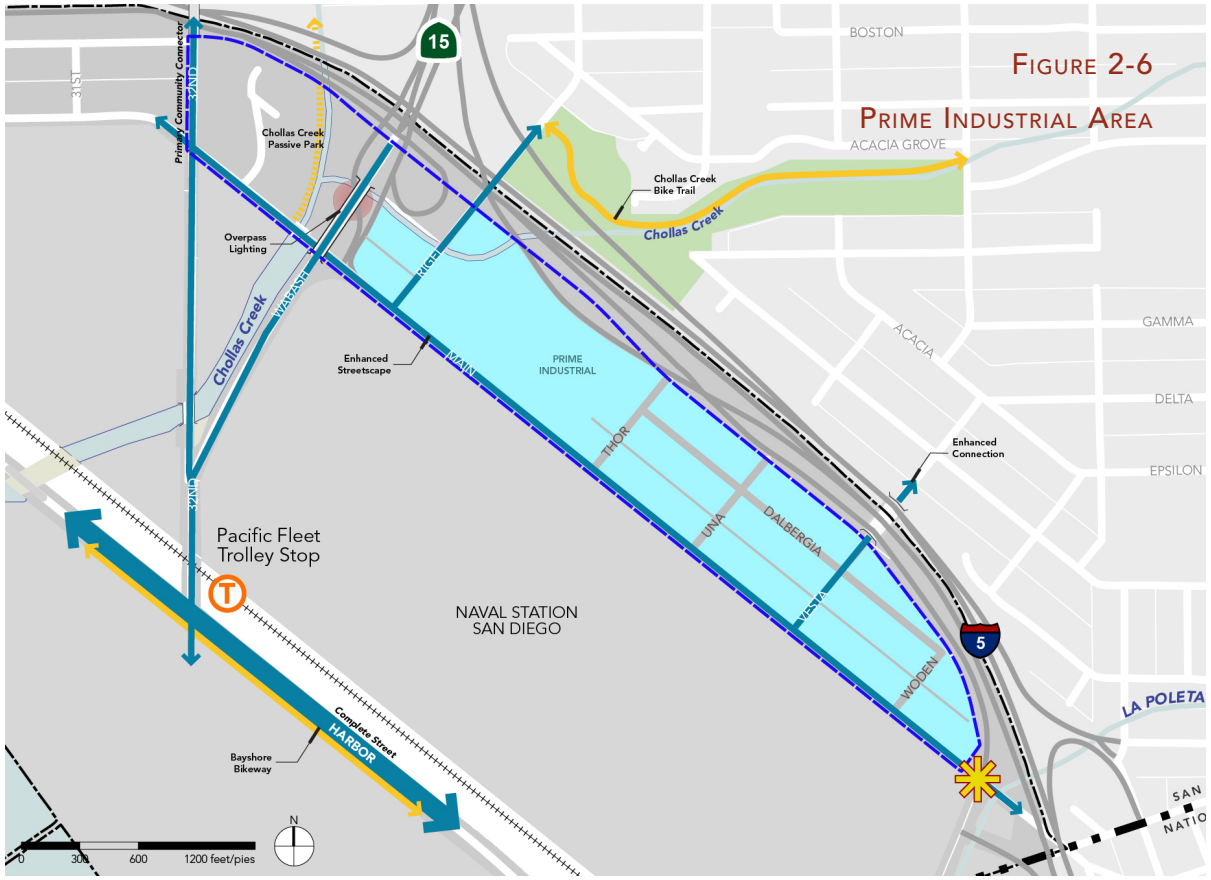
Barrio Logan's Prime Industrial lands are long-term assets that serve a critical role in the region's economy. Industrial structures should be sensitively designed since they are adjacent to residential and mixed-use neighborhoods, and open space systems. Figure 5.1 illustrates the Prime Industrial Area in Barrio Logan.

PRIME INDUSTRIAL AREA POLICIES

Policy 2.7.18 Protect the stock of existing buildings used by, or appropriate for, industrial businesses by restricting conversions of industrial buildings for retail or office uses in areas identified as Prime Industrial land.

Policy 2.7.19 Apply restrictive Heavy Industrial zoning to areas identified as Prime Industrial land to ensure that sensitive receptor and public assembly land uses will not result in land use conflicts or otherwise diminish the availability or attractiveness of these areas to existing and future industrial uses.

Policy 2.7.20 Ensure that new land uses adjacent to Prime Industrial areas does not conflict with existing industrial operations characteristic of these areas or conflict with transportation access to these areas.



Older industrial buildings in predominantly residential areas can be adaptively reused for commercial purposes

BOSTON AND MAIN STREET CORRIDOR

Boston Avenue between 28th St. and 32nd St. is defined primarily by single family homes. Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial and residential uses. The Mobility Element of the Plan provides policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60-feet to 40-feet in order to slow traffic speeds to improve safety for residents. Main Street is envisioned to intensify with higher intensity commercial and office uses.

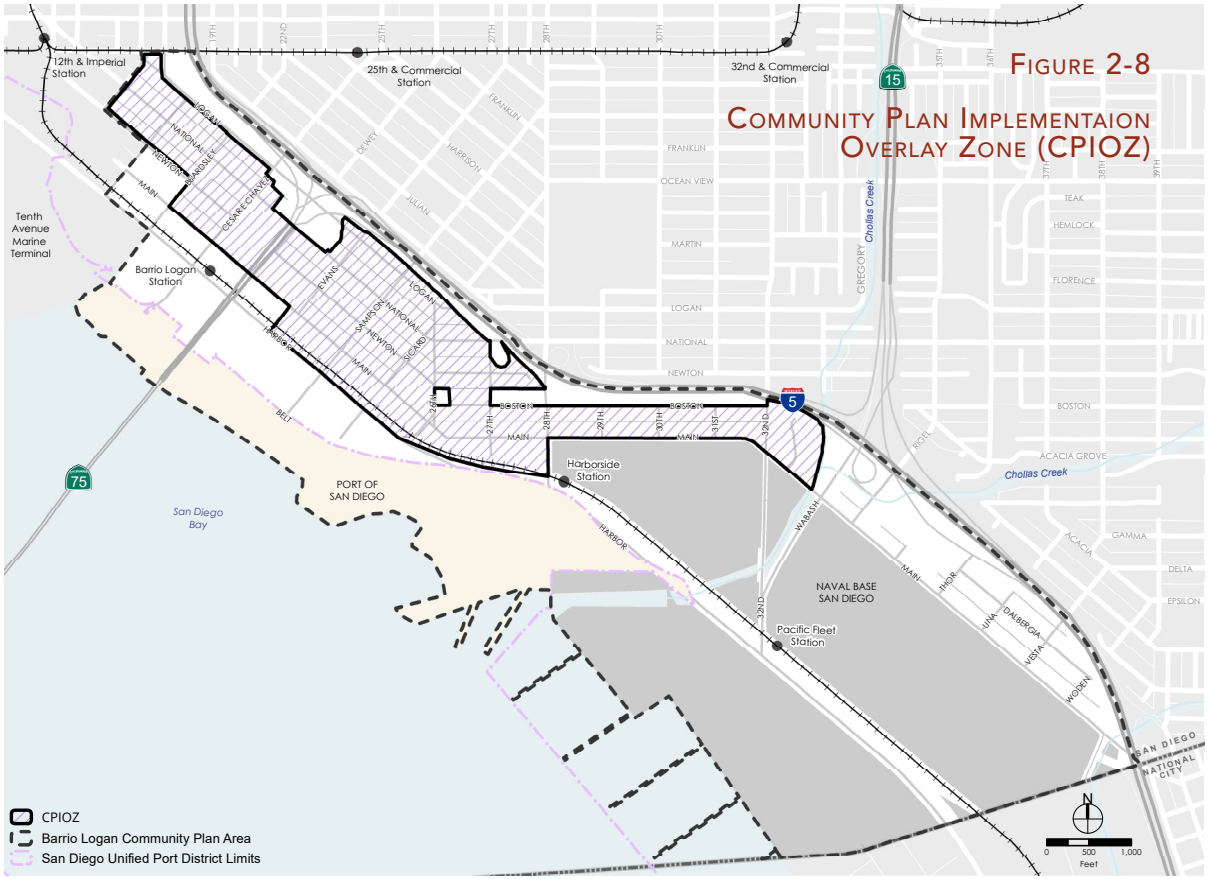
Policy 2.7.21 Provide a diversity of housing options along Boston Avenue that respond to community needs.

FIGURE 2-7

BOSTON AND MAIN STREET CORRIDOR

2.8 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE (CPIOZ)

Development within boundaries identified in Figure 2-8 are within the Barrio Logan Community Plan Implementation Overlay Zone (CPIOZ) - Type A. In this area, 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, 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 regulations in Appendix A, in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan.



CHAPTER THREE

mobility element

IN THIS CHAPTER

Goals

Walkability and Complete Streets

Transit Services and Facilities

Streets and Freeways

Transportation Demand Management

Bicycling

Parking

Goods Movement and Freight Circulation

Barrio Logan's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed-use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in Barrio Logan. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Three freeways, Interstate 5 (I-5), State Route 15 (SR-15) and State Route 75 (SR-75) along with the rail corridor parallel to Harbor Drive provide regional access but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular over and undercrossings, these facilities create physical and perceived barriers. The multiple access and exit ramps to and from the freeways contribute to the traffic operations challenges.

It is the intent of the Mobility Element 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 tidelands and throughout the Barrio Logan community. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network.

GOALS

- Pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue corridor, and Harbor Drive.
- Transit as a viable mode of choice for residents and employees in the area by supporting improvements to transit service and infrastructure.
- Adequate capacity and improved regional access for vehicular traffic on heavily traveled roadways through focused improvements.
- A parking management strategy that reduces the parking impacts associated with Port tenant and Naval facilities on Barrio Logan streets.
- A safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
- Safe and efficient truck routes for access to San Diego Bayfront industries as well as businesses within the Barrio Logan community that minimize the negative impacts associated with truck traffic.

3.1 WALKABILITY

Barrio Logan has several important features of a walkable community including its fine-grained mix of residential and neighborhood serving commercial uses in the village area and basic grid network of streets throughout. Walking is commonplace in Barrio Logan and sidewalks exist on virtually all streets. Deficiencies in the pedestrian environment include the barriers presented by the rail and freeway infrastructure, large land parcels, industrial uses interspersed throughout the neighborhood, and inadequate sidewalks and pedestrian facilities on higher pedestrian and traffic volume streets. Pedestrian routes in Barrio Logan have been classified based on definitions in the City's Pedestrian Master Plan and are shown in Figure 3-1, Planned Pedestrian Route Types:

- ***District sidewalks*** support heavy pedestrian levels in higher density mixed-use areas.
- ***Corridor sidewalks*** support moderate pedestrian levels along commercial and mixed-use corridors.
- ***Connector sidewalks*** support low pedestrian levels and connect to corridor and district sidewalks.
- ***Neighborhood sidewalks*** support low to moderate pedestrian levels in residential areas.

These route typologies relate to potential facility designs and design treatments to address pedestrian needs.

Barrio Logan served by Blue Line trolley

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FIGURE 3-1

PLANNED PEDESTRIAN ROUTE TYPES

ME-3

The Mobility Element promotes the concept of Complete Streets in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets create a sense of place and improve social interaction and may include:

- Sidewalks and buffer areas
- Bicycle lanes
- Well-designed and well-placed crosswalks
- Raised crosswalks, medians or crossing islands in appropriate locations
- Transit amenities and priority treatments
- Accessible pedestrian signals
- Sidewalk bulb-outs
- Street trees, planter strips and ground cover, staggered parking, and other 'traffic calming' techniques which tend to lower speeds and provide a buffer from travel ways
- Center medians with trees and landscaping
- Consolidation of driveways

All recommended improvements in the Mobility Element were developed with consideration of implementing complete streets. General Plan policies ME-A.6 through ME-A.9 as well as the Traffic Calming Toolbox, Tables ME-1 and ME- 2, should be consulted for additional policies.

Pleasing pedestrian environment

Improve pedestrian environment

WALKABILITY POLICIES

Policy 3.1.1 Improve pedestrian accessibility and connections that link neighborhood areas to attractions and create safe routes to schools, transit stations, parks, and other activity centers.

Policy 3.1.2 Support and promote complete sidewalk and intersection improvements along Harbor Drive including the intersections at: Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street.

Policy 3.1.3 Support improvements to grade-separate the 28th Street and 32nd Street Trolley tracks in order to enhance pedestrian, bicycle, auto and truck circulation

Policy 3.1.4 Collaborate with the adjacent jurisdictions and agencies to implement improved safety features at rail and road crossings for pedestrians and bicyclists traveling to and from the Barrio Logan Trolley Station and Cesar Chavez Park and the bayfront.

Policy 3.1.5 Support street design improvements, treatments, and operational measures that work towards accomplishing Vision Zero goals.

Policy 3.1.6 Install missing sidewalk and curb ramps and remove accessibility barriers.

Policy 3.1.7 Provide high visibility crosswalks, pedestrian countdown timers, and ADA compliant ramps at all signalized intersections.

Policy 3.1.8 Coordinate with the California Department of Transportation (Caltrans) to improve the pedestrian and bicycle environment, improve active transportation access to nearby communities, and reduce conflicts with motor vehicles at all freeway on- and off-ramps, undercrossings, and overcrossings.

Policy 3.1.9 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, lighting, crosswalks, and other appropriate measures.

Policy 3.1.10 Coordinate with developers and property owners to create an attractive, comfortable pedestrian environment by providing the recommended amenities and treatments that support Figure 3-1: Planned Pedestrian Route Types.

Policy 3.1.11 Redesign underutilized portions of streets as public spaces, such as widened sidewalks and curb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway.

Policy 3.1.12 Provide shade-producing street trees and street furnishings with an emphasis in the Community Village and Historic Core areas.

Policy 3.1.13 Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces while maintaining the safety and flow of vehicular traffic.

Policy 3.1.14 Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass.

Policy 3.1.15 Transform unused rail and freeway rights-of-way into landscaped features to provide a pleasant and safe route where possible for pedestrians. Prioritize improvements for the areas along the east side of Harbor Drive between 32nd Street and Downtown San Diego and adjacent to I-5, SR-75 and SR-15 where the freeway is at-grade or elevated.

3.2 TRANSIT SERVICES AND FACILITIES

Transit is the most efficient way of moving the greatest amount of people from place to place. Barrio Logan is well served by both local and regional transit. Nearly all of the community falls within transit priority areas (TPAs), which are areas within one-half mile of an existing or planned major transit stop. Taking advantage of such opportunities and encouraging transit use, the Plan's proposed land use pattern integrates stations and stops into walkable transit-oriented villages, districts, and corridors further improving transit accessibility and increasing ridership.

Regional and citywide planning efforts continue to promote transit as the ideal choice of travel for many trips. The San Diego Association of Governments (SANDAG) is the metropolitan planning organization in charge of transit planning within the region, and they periodically prepare regional plans that identify service upgrades as well as new transit system connections to activity centers, neighborhoods and major employment areas. Under the currently adopted regional plan, rapid bus transit and upgraded trolley service in the form of frequency and infrastructure enhancements are planned. Figure 3-2 illustrates the existing transit facilities, along with the general alignment assumptions of the planned regional transit corridors.

The Metropolitan Transit System (MTS) operates the buses and trolleys throughout the region.

As shown in Figure 3-2, MTS will continue to provide trolley service via the Blue Line that runs from the University Town Centre to San Ysidro, with stations at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. The at-grade rail crossings at these stations are where rail-based transit service operations can conflict with pedestrian, bicycle, and vehicle circulation. This Plan supports reducing conflicts at these locations by providing a policy framework to coordinate with other agencies and adjacent jurisdictions and identify solutions, which could include grade separation of the rail crossings as a long-term option.

This Plan envisions enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan. To help achieve this vision, the establishment of mobility hubs in the community can enhance the transit rider experience by offering a variety of amenities and access to shared micro-mobility devices or other travel options that would connect people from transit to their job, home, or other community destinations (i.e., first/last mile infrastructure). Additionally, complete streets improvements discussed in other sections, plus the implementation of transit priority measures and other intelligent transportation systems, will support efficient transit service and further promote transit use as a viable mode of choice. General Plan policies ME-B.1 through ME-B.10 should be consulted for additional policies and guidance.

TRANSIT SERVICES AND FACILITIES POLICIES

Policy 3.2.1 Coordinate with public entities and private developers to ensure multi-modal accessibility and compatibility between transit operations and future development or infrastructure plans.

Policy 3.2.2 Reduce existing curb cuts where possible to minimize vehicular conflicts with pedestrians and buses on important transit corridors and neighborhood commercial streets such as National Avenue and Main Street.

Policy 3.2.3 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

Policy 3.2.4 Collaborate with MTS and SANDAG to develop mobility hubs at key transit stops/stations, including, but not limited to, Barrio Logan Station, Harborside Station, Pacific Fleet Station, Cesar Chavez Parkway/Logan Avenue intersection, Chicano Park, and Cesar Chavez Park, to encourage transit ridership and multi-modal trips and provide first and last-mile connections.

Policy 3.2.5 Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information.

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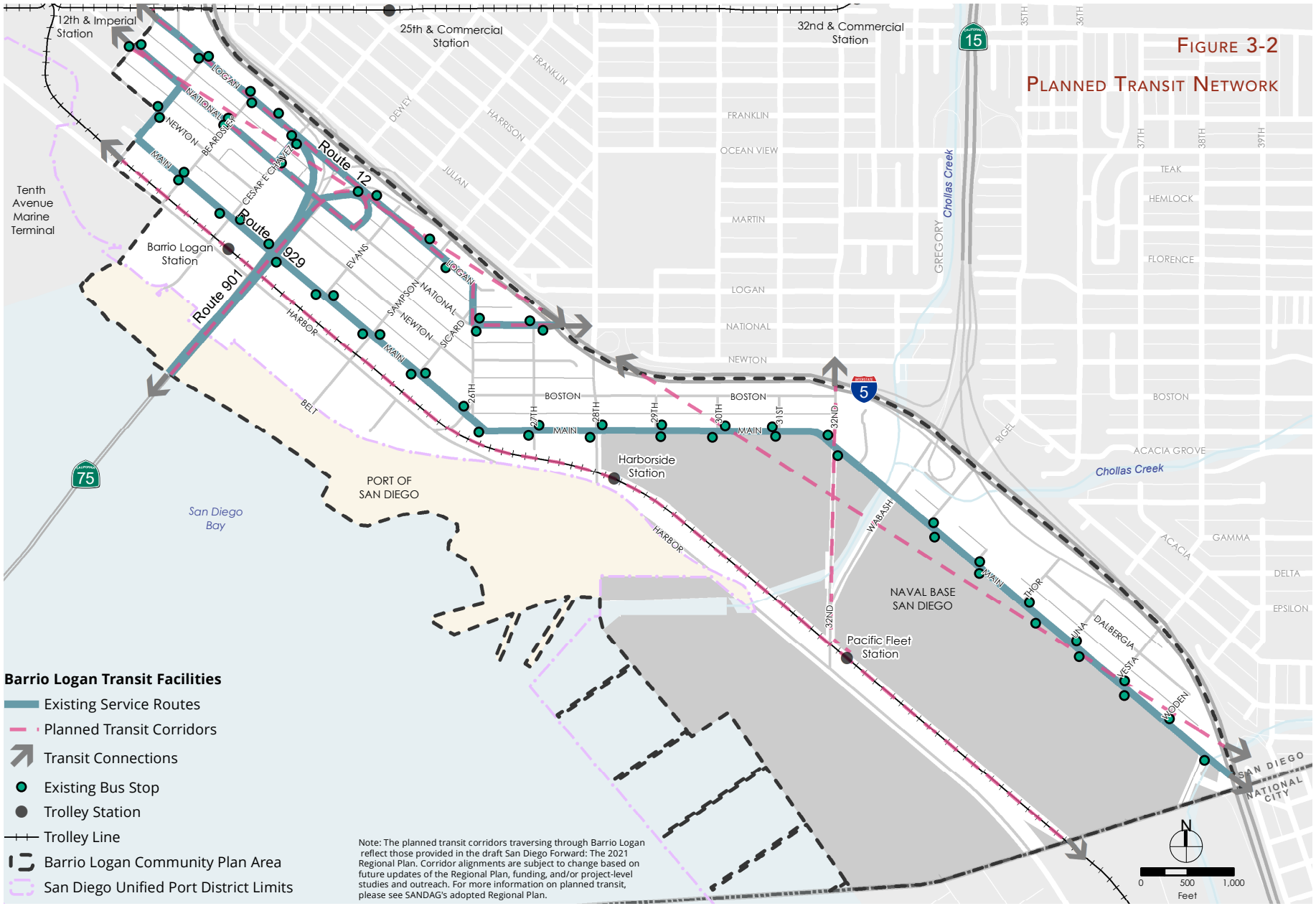

FIGURE 3-2

PLANNED TRANSIT NETWORK

ME-7

Policy 3.2.6 Highlight the presence of each of the three trolley stations through street treatments and signage on pedestrian and bicycle routes to and from each of the stations.

Policy 3.2.7 Coordinate with MTS, SANDAG, and the California Public Utilities Commission to reduce trolley, train, vehicle, bicycle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, safety improvements at existing rail crossings, and aesthetic improvements to strengthen active transportation access and walkability.

Policy 3.2.8 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

Policy 3.2.9 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. Future projects that are particularly of interest are the roadway-rail grade separations at 28th Street and 32nd Street.

Policy 3.2.10 Implement transit priority measures such as queue jumpers and transit priority signal operations, where feasible, to allow transit to bypass congestion and result in faster transit travel times at critical locations.

3.3 STREETS AND FREEWAYS

Barrio Logan has regional connections, served by three freeways (Interstate 5, State Route 75, State Route 15), and several regionally significant arterials that connect across communities, including National Avenue, Harbor Drive, and Main Street. The community's street system connects various users internally, as well as to the bayfront, Port of San Diego terminals, military facilities, and surrounding communities and freeways. Figure 3-3 illustrates the circulation roadways and their existing street classification.

There are several unique traffic generators, such as maritime uses and Naval Base San Diego, that cause congestion for short periods during certain times of the day due to changing or ending work shifts. New residential, commercial and industrial development in Barrio Logan will generate additional travel in and through the compact area. Both the existing and projected traffic characteristics in the community and adjacent areas, makes it imperative that Barrio Logan's street system be utilized in the most efficient way possible.

Maximize shade producing trees

Provide additional amenities at the Barrio Logan trolley station

Barrio Logan trolley station

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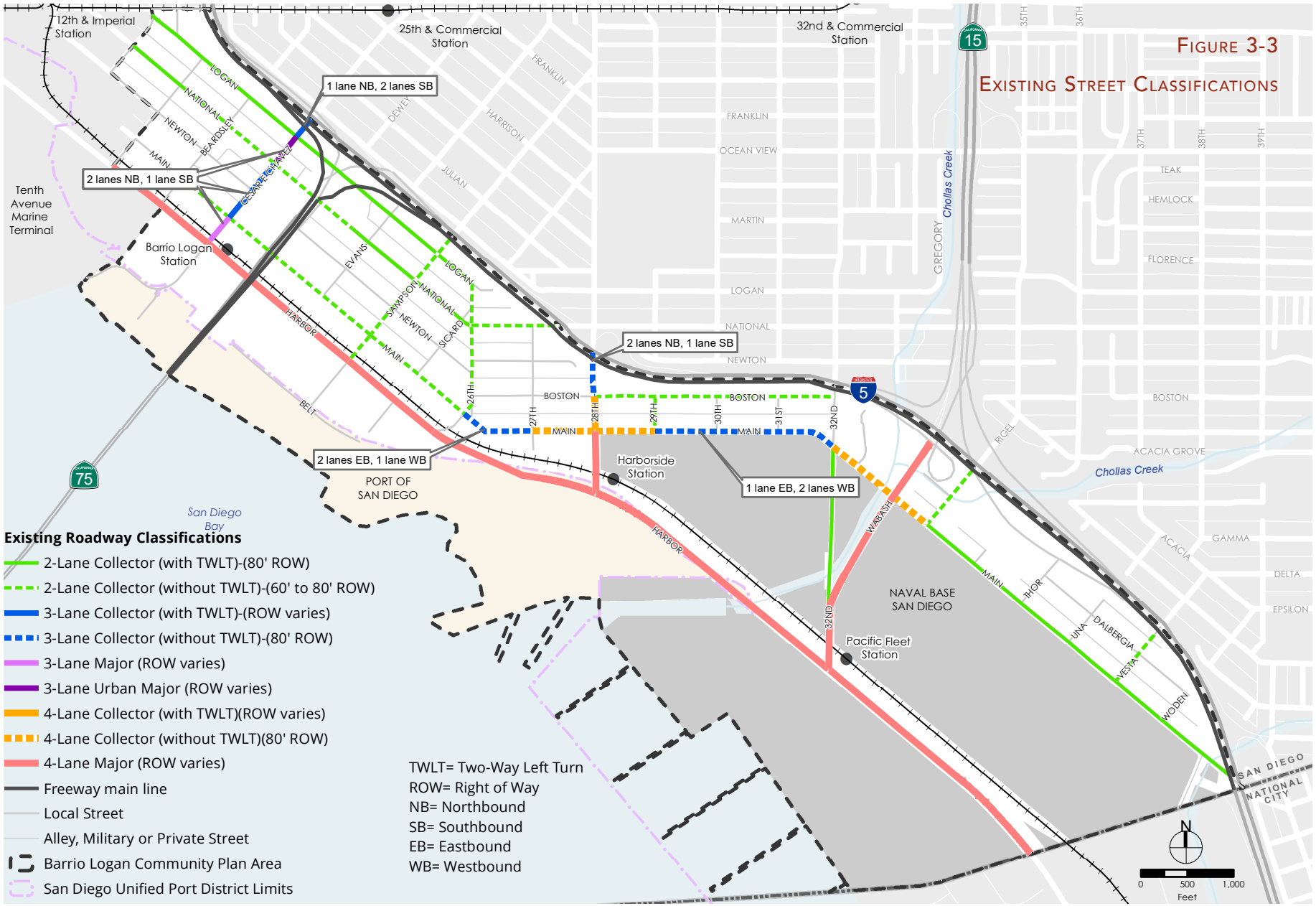

FIGURE 3-3
EXISTING STREET CLASSIFICATIONS

Efforts should be made to direct many of the existing and new trips to public transit, walking, and biking, while also accommodating new vehicle traffic and minimizing conflicts between modes. Targeted street improvements, transportation systems management techniques, and traffic calming projects should be implemented and expanded to increase multi-modal capacity, reduce congestion, reduce speeding and improve safety and neighborhood livability.

New technologies and intelligent transportation systems (ITS) should be pursued to respond to current traffic conditions and move people and goods safely and efficiently throughout the community. Potential integration of ITS technologies could include interconnected signals that work together in a synchronized manner, adaptive signals that adjust timings to accommodate changes in traffic, advanced analytics, and high-speed communication networks to allow smartphones, future connected vehicles, and roadways to communicate and share real-time data.

Additionally, seeking collaboration opportunities for the City, Caltrans, the US Navy, Port of San Diego, and SANDAG to study long-term grade separation options or other infrastructure investments would be beneficial in identifying regional access improvements to minimize congestion on local streets, improve access to the freeway system, and alleviate bottlenecks.

Figure 3-4 shows the planned buildout street classifications. The hierarchy of street classifications contained in the General Plan and its companion community plans, such as this, is intended to provide for safe and orderly traffic flow and efficient circulation. While planned street classification of the roadway network shall maintain such a hierarchy, the organization of right-of-way surface improvements for a classified roadway is contingent upon several factors including, but not limited to, safety and mobility for all users, transit performance, emergency response, freight movement, and travel delay. The configuration of surface improvements including travel lanes is determined at the time of need and be based on the best available data and analysis that addresses the aforementioned factors, to the satisfaction of the City Engineer. General Plan policies ME-C.1 through ME-C.7 and Table ME-2 Traffic Calming Toolbox should be consulted for additional policies and guidance.

CESAR E. CHAVEZ PARKWAY CEREMONIAL STREET

The Cesar E. Chavez Ceremonial Street serves as the spine of the Community Village and is anchored by the Mercado Commercial Mixed Use project. Planned modifications to the Ceremonial Street include bicycle facilities and expanded sidewalks for an enhanced multi-modal connection between Chicano Park and the bayfront, as well as abutting businesses and the Barrio Logan Transit Station. Portions of the planned roadway modifications have been implemented along select segments as part of redevelopment projects that have been constructed. As the surrounding Community Village Area continues to transform into a vibrant pedestrian-oriented neighborhood, the City could explore opportunities for additional roadway and urban design modifications to further enhance the active transportation realm and streetscape, as well as increase community spaces along the Cesar E. Chavez Ceremonial Street.

Artist rendition of proposed Cesar E. Chavez Parkway Ceremonial Street

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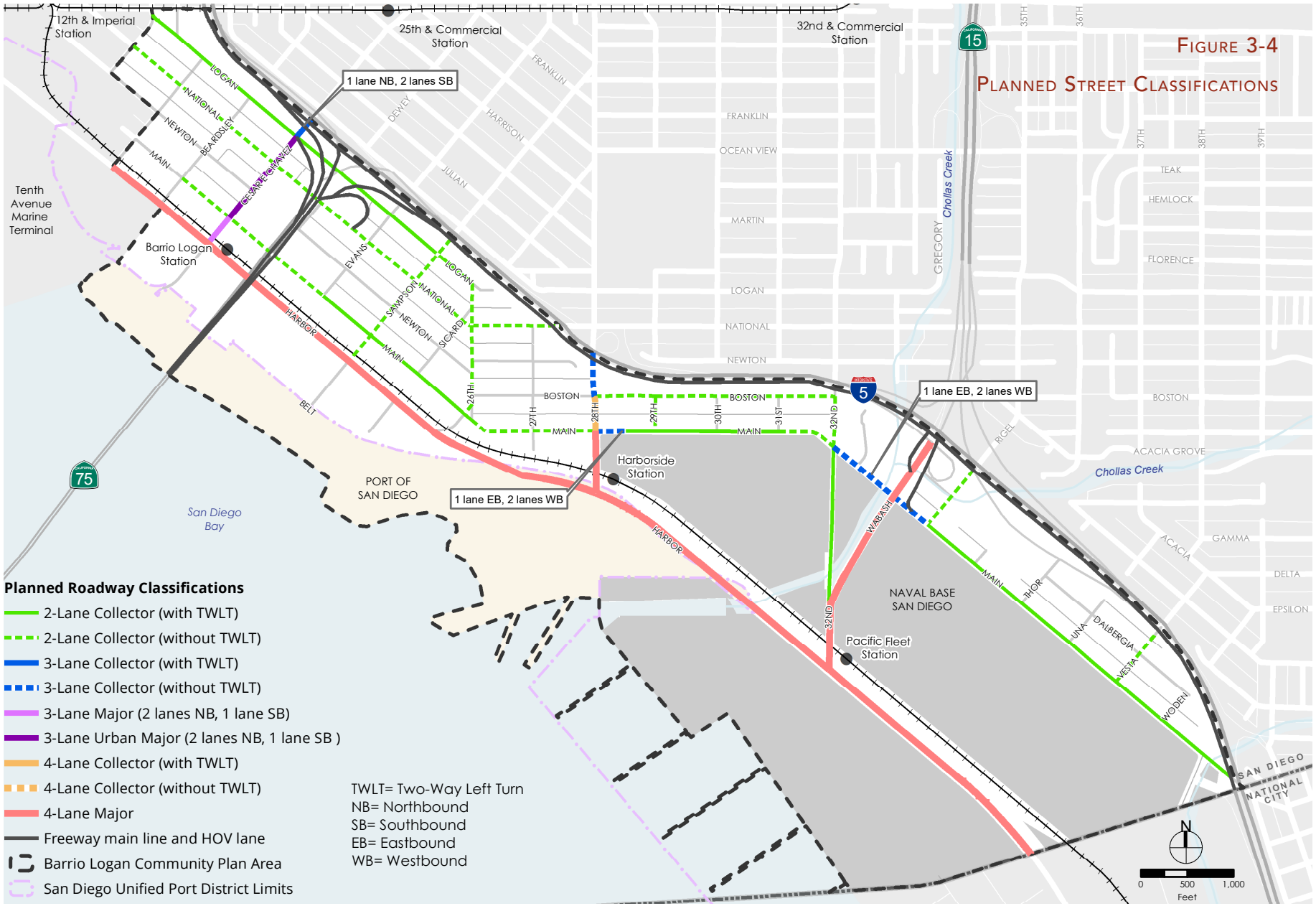


FIGURE 3-4

PLANNED STREET CLASSIFICATIONS

ME-11

STREETS AND FREEWAY POLICIES

Policy 3.3.1 Maintain the grid network of streets and alleys.

Policy 3.3.2 Design publicly-accessible alleys to break up the scale of large developments and allow additional access to buildings.

Policy 3.3.3 Discourage vacating or selling streets, alleys, or public rights-of-ways except in cases where significant public benefits can be achieved, or where:

- The vacation of streets or alleys adjacent to I-5 would create public space and affordable housing as part of future developments.
- The vacation of excess right-of-way would create a pedestrian plazas or nodes.
- The vacation would increase the community's overall tree canopy within the public right-of-way and development sites to provide air quality benefits and urban runoff management.

Policy 3.3.4 Encourage the Port to site new structures on Port lands so as not to obstruct public views of the bay from City streets, and to extend east-west streets to the water's edge to facilitate public access to the waterfront.

Policy 3.3.5 Implement the Boston Avenue Linear Passive Park Trail and enhance the pedestrian and bicycle connection through this area.

Policy 3.3.6 Introduce traffic calming measures where appropriate to improve pedestrian and bicyclist safety and comfort, and to reduce speeding and traffic diversion from arterial streets onto residential streets and alleyways. Corridors for traffic calming treatments include, but are not limited to, Sigsbee Street, Beardsley Street, Sampson Street, Boston Avenue, National Avenue, Cesar E. Chavez Parkway.

Policy 3.3.7 Implement ITS strategies such as smart parking technology, dynamic message signs, adaptive signals, advance preemption at rail crossings, and traffic signal coordination to improve safety and reduce traffic congestion especially along Harbor Drive, Cesar E. Chavez Parkway, 28th Street and 32nd Street.

Policy 3.3.8 Consider, encourage, and accommodate the use of innovative transportation improvements and emerging technologies to address regional and local transportation demand in Barrio Logan.

Policy 3.3.9 Coordinate with the US Navy and Caltrans to reduce congestion on 32nd Street through the construction of the Vesta Street bridge at Harbor Drive and operational and ITS improvements at multiple intersections including 32nd Street, Norman Scott Road and Wabash Street, Harbor Drive and 32nd Street, and Main Street and I-15 Ramps.

Policy 3.3.10 Coordinate with adjacent agencies and jurisdictions, such as National City, on multi-modal improvements to provide an interconnected transportation network between communities and to enhance mobility for all modes.

Policy 3.3.11 Support street design improvements and operational measures that work towards implementing systemic safety actions and countermeasures. These could include, but are not limited to, the following:

- A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities
- Roundabouts, where feasible and appropriate
- Traffic calming measures that reduce speeding and traffic diversion
- Roadway features that eliminate crash prone conflicts
- Protected intersections

Policy 3.3.12 Consider the installation of roundabouts, in lieu of signalization, throughout the community to minimize conflicts, reduce traffic speeds, and reduce fuel consumption, where feasible and appropriate, and evaluate roundabout intersection control for all new intersections.

Policy 3.3.13 Support opportunities to explore additional roadway and public rights-of-ways modifications to further enhance the bicycle facilities, pedestrian realm, and streetscape along the Cesar E. Chavez Ceremonial Street. This could include, but not limited to, a Cesar E. Chavez Parkway corridor study to determine the feasibility of a 2-lane configuration with roundabout control at intersections.

3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) combines marketing and incentive programs to reduce dependence on automobiles and encourage use of a range of transportation options, including public transit, bicycling, walking and carpooling. These are important tools to reduce congestion and parking demand and are viable in Barrio Logan. General Plan policies ME-E.1 through ME-E.8 should be consulted for additional policies and guidance.

TRANSPORTATION DEMAND MANAGEMENT POLICIES

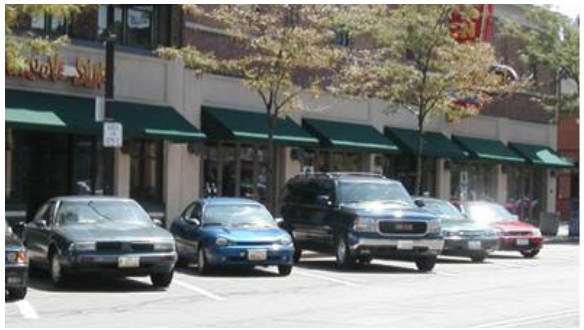
Policy 3.4.1 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

Policy 3.4.2 Encourage large employers and institutions in the Barrio Logan area such as the Port tenants, and the Community College District to provide transit passes at reduced rates to employees and students and to allow for flexible work and school schedules in order to shift trips to off-peak periods.

Policy 3.4.3 Continue to encourage developers to incorporate additional TDM practices, such as providing transit passes, in new residential, commercial, office, and industrial developments and make their residents, employees, or patrons aware of TDM programs.

Retrofitting freeways with architectural lighting

Transportation Demand Management practices should encourage the use of bicycling and walking



Innovative parking management strategies

Policy 3.4.4 Encourage employers to participate in and inform employees about TDM programs, which could include, but are not limited to:

- Continued promotion of SANDAG's Transportation Demand Management programs
- Encourage rideshare, carpool, and commuter programs for major employers and employment centers
- Promote car/vanpool matching services
- Provide flexible schedules and telecommuting opportunities for employees

Policy 3.4.5 Work with public and private entities to encourage bike share, carshare, and scooter share program(s) establishment or expansion, with an initial focus on transit stations, mobility hubs, and other locations where appropriate to reduce the necessity of automobile ownership and use in the community.

3.5 BICYCLING

Barrio Logan's flat topography and short distances between residential and commercial areas makes it well suited for bicycling. Critical to making bicycling a more attractive mode of transportation, especially for short trips less than five miles, is the development of a safe, continuous bicycle network that is connected to activity centers and bikeways in neighboring communities. Recommended bicycle facilities range from shared paths to separated lanes are shown on Figure 3-5:

- ***Class I Bikeway (Bike Path)*** - Shared paths or multi-use paths provide a completely separated right-of-way designated for the exclusive use of bicyclists and pedestrians with minimal crossings by motorists.
- ***Class II Bikeway (Bike Lane)*** - A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles using a painted buffer to separate bicycles from vehicle travel or parking lanes.
- ***Class III Bikeway (Bike Route)*** - A roadway for shared use of traffic lanes by both vehicles and bicyclists identified by signage and street markings known as "sharrows".
- ***Class IV Bikeway (Cycle Track)*** - Buffered and physically protected bikeways located within the roadway right-of-way for the exclusive use of bicyclists and are separated from vehicular traffic by raised islands, planters, flexible posts, on-street parking, or other objects.

As depicted on Figure 3-5, most of the planned facilities along the community's circulation roadways will be Class III routes, where bicyclists and motorists share the same travel lane without specific vehicle or bicycle lane delineation. The need to maintain vehicle capacity and on-street parking on both sides of the streets, limits the potential to install bicycle lanes or cycle tracks throughout the community. The Plan proposes to still create a safe, comfortable environment for bicyclists through other means of heightening motorists' awareness of bicyclists, which could include enhanced signs, pavement markings, and traffic calming measures.

Also planned for Barrio Logan's bicycle network is the implementation of separated bikeways, where feasible. Separated bicycle facilities are known to enhance the comfort and safety of the bicycling environment and to promote increased cycling rates among the general population, the majority of whom are uncomfortable riding in unprotected facilities.

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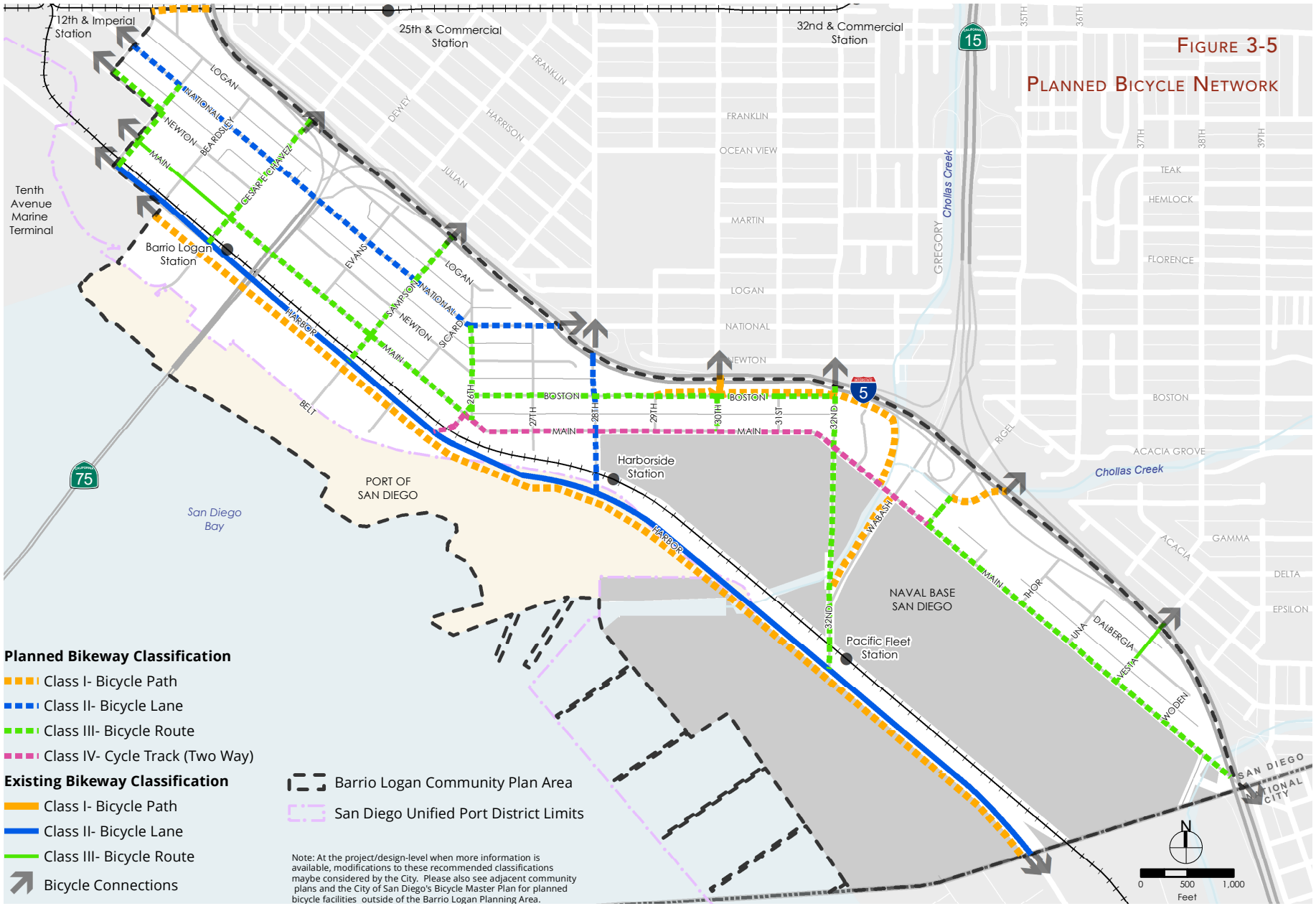

FIGURE 3-5

PLANNED BICYCLE NETWORK

ME-15

Key proposed bike corridors include:

- National Avenue which provides a direct connection to Downtown and centralized connections to important institutions and commercial uses within the community.
- Harbor Drive which connects to downtown and is the location for the Bayshore Bikeway.
- 28th Street which provides connections to Southeastern San Diego, Golden Hill and Balboa Park.
- Cesar E. Chavez Parkway which provides connections to San Diego Bay, Southeastern San Diego, Golden Hill and Balboa Park.
- Main Street which provides a connection between Chollas Creek and the Bayshore Bikeway.
- Bayshore Bikeway which provides a continuous loop route around San Diego Bay comprised of Class 1 and Class 2 facilities along the Harbor Drive corridor.

General Plan policies ME-F.1 through ME-F.6 should be consulted for additional policies and guidance.

Bike lane along Harbor Drive

BICYCLING POLICIES

Policy 3.5.1 Provide and support a continuous network of safe, convenient and attractive bicycle facilities connecting Barrio Logan to the citywide bicycle network and implementing the San Diego Bicycle Master Plan, the Regional Bike Plan, and the Bayshore Bikeway.

Policy 3.5.2 Provide secure, accessible and adequate bicycle parking throughout the community especially at all trolley stations, within shopping areas such as the Mercado Commercial District, and at concentrations of residential and employment uses.

Policy 3.5.3 Work ith Caltrans to retrofit the active transportation bridges over I-5 Freeway at Beardsley Street and 30th Street to improve accessibility for pedestrians and bicyclists. Improvements could include, but not limited to, ADA compliant amenities and treatments and bike rails on the stairways to to facilitate wheeling a bicycle up the stairs.

Policy 3.5.4 Support opportunities to explore a Class IV cycle track connection from Harbor Drive to Main Street along 32nd Street in consultation with the US Navy redevelopment of the Navy Exchange and the Vesta Street Bridge project.

Policy 3.5.5 Coordinate with Caltrans and the US Navy on multi-modal improvements along areas within and adjacent to their right-of-way, this could include, but not limited to, alternative Chollas Creek connections and alignments to/from Barrio Logan and the bayfront.

Policy 3.5.6 Enhance safety, comfort, and accessibility for all levels of bicycle riders with improvements such as wayfinding and markings, secure bike parking, bicycle signals, bike boxes, buffered bike lanes, and protected facilities, where feasible and applicable.

Well-designed and convenient bicycle facilities

3.6 PARKING

Many of the goals and policies of this Plan depend heavily on how parking – both on and off street – is managed in Barrio Logan. These goals include reduced congestion and vehicle trips, improved transit, vibrant neighborhood commercial districts, housing production and affordability, and good urban design.

There is a high demand for on-street parking in most of Barrio Logan. Most of the parking shortage is directly related to employees parking on City streets and walking a few blocks to their place of employment. Implementing parking management programs and strategies on the impacted street segments can increase turnover and parking availability. Parking management programs can provide solutions such as park-once strategies, creation of parking districts, restrictions like time limits and permitted parking, demand-based pricing, and a community circulator. Specifically, to support the needs of businesses and create successful commercial areas, on-street parking spaces should be managed to favor short-term shoppers, visitors, and loading. In residential areas such as Boston Avenue and along Newton Avenue, curbside parking should be managed to favor residents.

A typical parking garage

A reduction of minimum off-street parking requirements in new residential and commercial developments, while continuing to permit reasonable amounts of parking if desired, allows developers more flexibility in how they choose to use scarce developable space but may cause community parking impacts.

Development could be built with reduced off-street parking yet still accommodate the parking needs of drivers through supply and demand measures such as innovative shared parking arrangements, provision of community parking garages, or other means. Community parking garages would ideally be located within the Community Village area and in the Transition Zone. These future shared parking structures are envisioned to provide parking for multiple users. General Plan policies ME-G.1 through ME-G.5 as well as Table ME-3 (Parking Strategies Toolbox) should be consulted for additional policies and guidance.

PARKING POLICIES

Policy 3.6.1 Establish parking policies and mechanisms that better manage parking supply/demand. Of particular interest, is support to create a parking district that will seek funding, create, and implement parking-related strategies, plans, and programs to manage parking utilization.

Policy 3.6.2 Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

Policy 3.6.3 Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4 Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

Policy 3.6.5 Implement on-street parking management strategies and enforce parking regulations and restrictions in the Community Village, Historic Core and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6 Encourage the repurposing of on-street parking for alternative uses (i.e., physically separated bicycle facilities, landscaped buffered sidewalks, placemaking opportunities, corrals for micro-mobility, etc.), where appropriate and feasible.

Well managed and business friendly on-street parking

3.7 GOODS MOVEMENT AND FREIGHT CIRCULATION

Certain areas in the Barrio Logan community experience higher than average truck traffic volumes due to the industrial land uses in the community and in the adjacent Port. Truck restrictions have been implemented on various roadways in the community to eliminate the impacts of trucks traveling to and from the Tenth Avenue Marine Terminal and other Port-related industries. Within the community, truck trips to industrial uses and deliveries to retail uses are legitimate reasons why community streets are being used by trucks. Along the recommended truck routes shown on Figure 3-6, the needs of industry should be prioritized while still accommodating pedestrians, bicyclists and cars. Specific design concepts and operational features that facilitate the effective movement of goods via trucks will be identified at the project-level of infrastructure improvements, development, and traffic service requests. General Plan policies ME-J.1 through ME-J.8 should be consulted for additional policies.

GOODS MOVEMENT AND FREIGHT CIRCULATION POLICIES

Policy 3.7.1 Require adequate loading spaces internal to the development to minimize conflicts with users in new non-residential projects and minimize loading and storage spillover onto adjacent streets.

Policy 3.7.2 Provide an adequate amount of short-term, on-street curbside freight loading spaces.

Policy 3.7.3 Ensure that adopted goods movement routes including Harbor Drive 28th Street and 32nd Street meet the demands of the local businesses and Maritime industries.

Policy 3.7.4 Support the Port and Caltrans efforts to develop improvements to facilitate truck access to and from Harbor Drive and SR-15, while relieving congestion and impacts to the community's transportation network. This includes supporting and coordinating with these agencies on the Harbor Drive 2.0 project for potential "flexible" lanes in each direction of Harbor Drive would be dedicated for trucks, transit buses, and/or shuttles with the primary goal to enhance freight connectivity between the marine terminals and freeways.

Policy 3.7.5 Discourage trucks from using local streets as a means of cutting through the community to access the freeways and marine terminals. Measures to minimize conflicts between trucks, residential needs, commuter access, and other users of the community's neighborhood roadways, could include but not limited to:

- Implementation of traffic calming measures, such as speed humps, diverter islands, or other treatments, where appropriate and feasible.
- Incorporate features on designated truck routes that make the prescribed streets more attractive and accommodating to these vehicles
- Improved truck signage regarding designated truck routes
- Robust enforcement of the use of truck routes, including investment in technologies and/or programs that monitor and enforce truck route compliance.

Policy 3.7.6 Support efforts to provide street improvements along Cesar E. Chavez Parkway to dissuade trucks accessing the Tenth Avenue Marine Terminal from using the street.

Policy 3.7.7 Provide improvements and clear regulatory and wayfinding signage to facilitate legal local truck access within the community while minimizing impacts to residential and other sensitive uses.

Policy 3.7.8 Support the transition to and use of advanced clean trucks and zero emission vehicles, and strategic placement of the vehicle charging stations.

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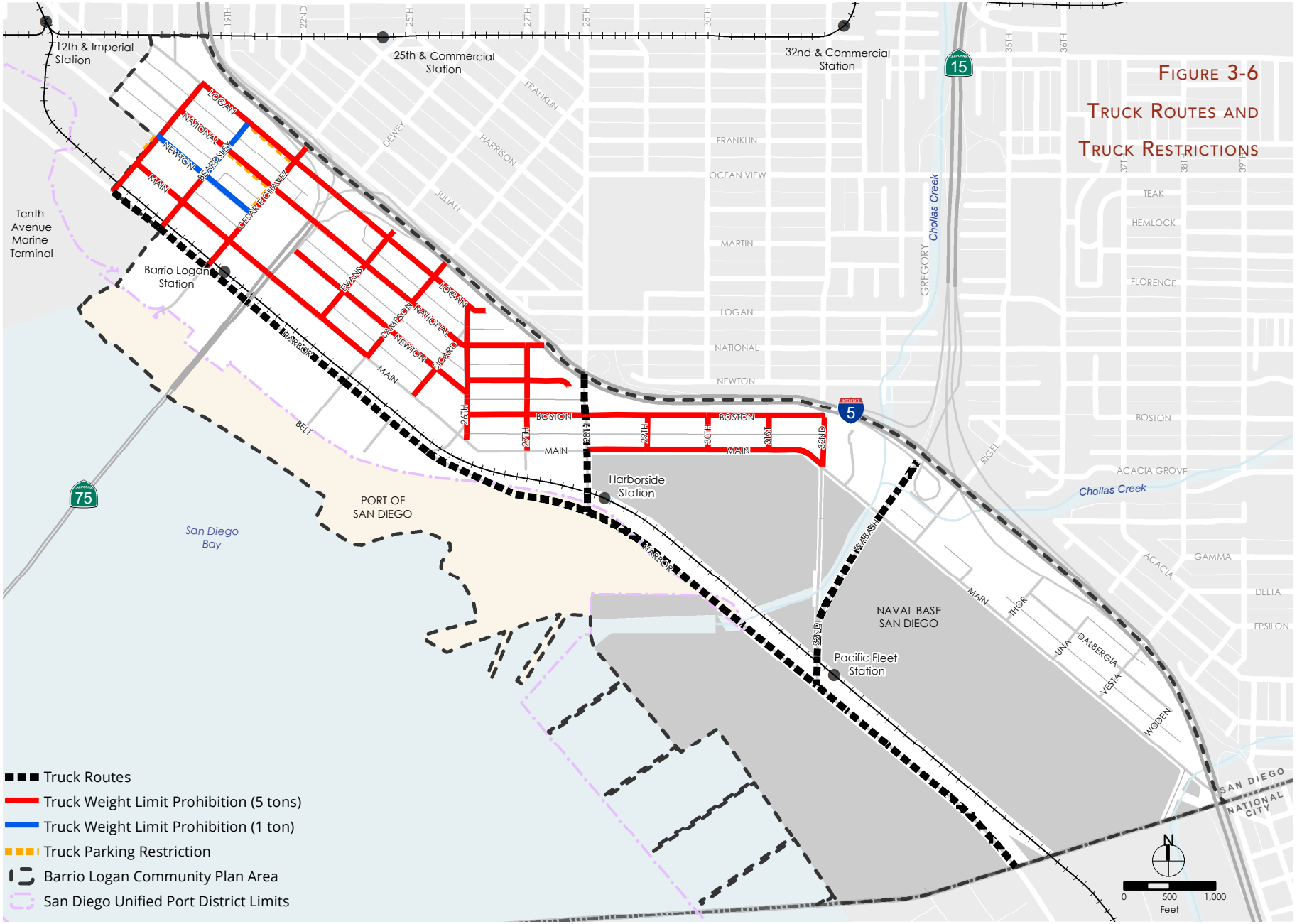


FIGURE 3-6

TRUCK ROUTES AND TRUCK RESTRICTIONS

ME-21

CHAPTER FOUR

urban design element

IN THIS CHAPTER

Goals

Urban Form and Public Realm

Climate Sensitive Buildings

Public Views

Urban Forest/Street Trees

The Barrio Logan Urban Design Element works in conjunction with the other elements of the Community Plan. The intent is to create a pattern, scale, and character for the built environment that complements the existing community while fulfilling the land use and mobility goals. The Urban Design Element supports and implements the General Plan at the community plan level by including specific design policies for Barrio Logan.

GOALS

- A built environment that respects the physical, historic, and cultural character of Barrio Logan.
- Development that promotes a healthy, safe, secure, and attractive urban environment.
- An enhanced, expanded and connected public realm throughout the community.
- A pattern and scale of development that meets the diverse needs of the community.
- A community that is connected with the San Diego Bay water- front and the surrounding communities of Logan Heights, National City, and Downtown San Diego.
- An enhanced visual environment as seen and experienced throughout the community.
- A comprehensive urban forestry program throughout the community that significantly increases the canopy cover throughout the community.

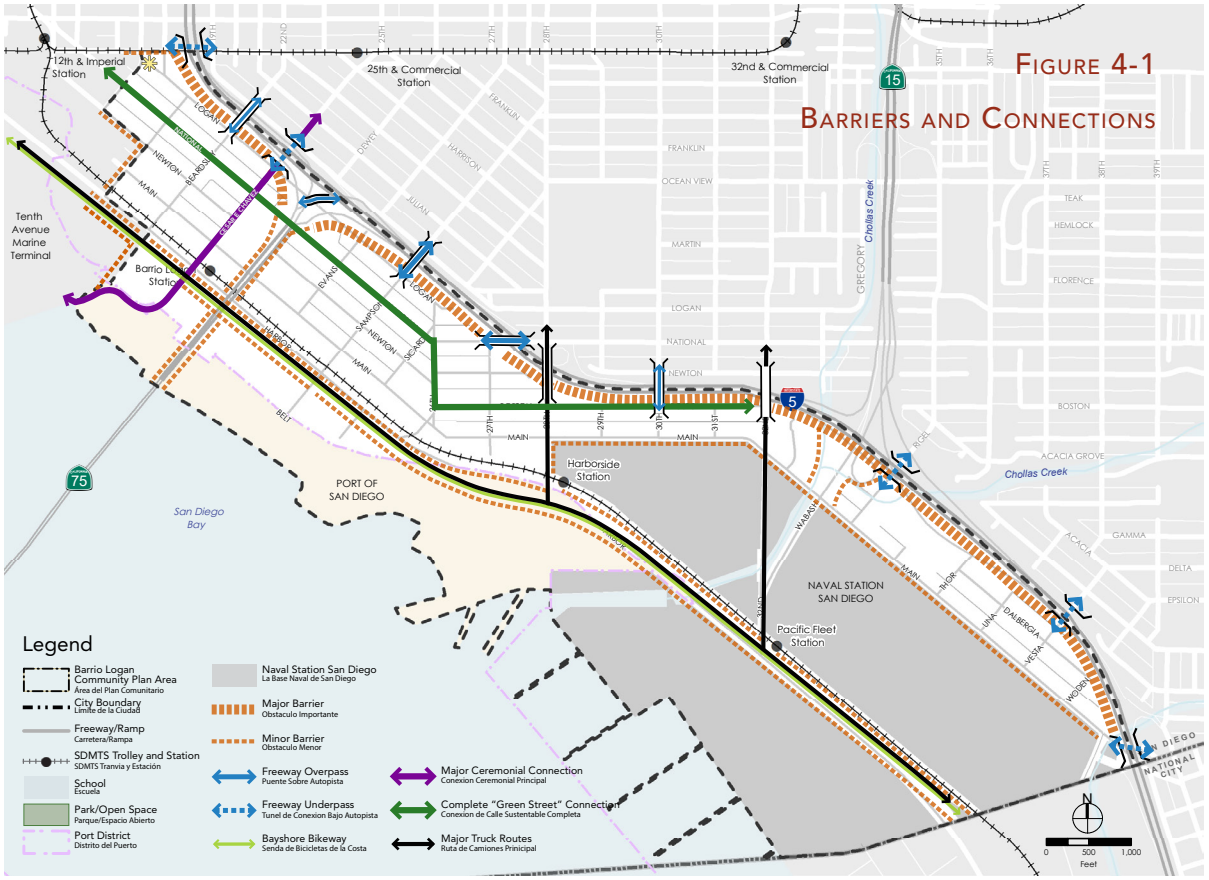


FIGURE 4-1
BARRIERS AND CONNECTIONS

As one of San Diego's oldest communities, Barrio Logan has a long history that is evidenced in the built form, community character, and street patterns that help to establish a distinct identity.

Barrio Logan's historical development along the bayfront and its varied parcel sizes - from large industrial facilities to small scale commercial, industrial and residential lots - creates unique urban design opportunities and challenges. Of importance is reestablishing the historical linkages that were broken with the construction of the freeways and railway infrastructure throughout the community as shown in Figure 4-1.

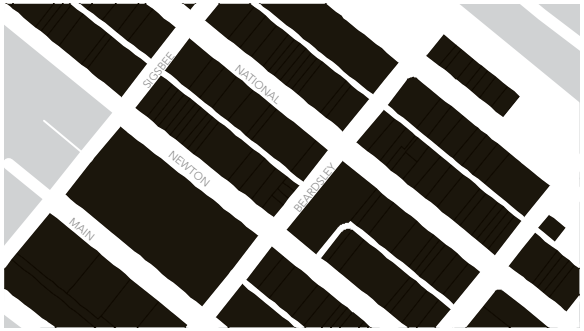
Freeways and railways are a permanent part of the urban fabric of Barrio Logan. However, urban design techniques can be used to enhance the urban environment and reconnect the important places within and outside of Barrio Logan through the design of the built environment.

New development at different scales is likely to occur given the demand for housing and services in Barrio Logan. Potential development ranges from façade renovations, to modest structures that will fill in gaps on small parcels within the Historic Core and in the Community Village area, to more substantial development of large parcels within the community. Development should add to Barrio Logan's character, create a human-scaled public realm, and fit within the surrounding fabric. Large developments should not overwhelm the character of the area and should help establish a pedestrian-scale pattern along the street grid system.

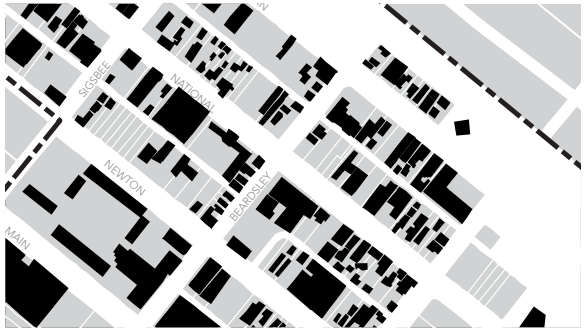
Barrio Logan's urban form is comprised of a distinctive street grid pattern that helps residents and visitors alike navigate through its streets, understand relationships between different neighborhoods, and feel the uniqueness of place.

The northwest to southwest traditional street grid pattern, creating unique view corridors reinforced by tightly-knit street front buildings, is the strongest existing organizing pattern in Barrio Logan. This traditional grid pattern should be reinforced and used to connect the activity centers in the plan area, and link Barrio Logan to its neighboring communities and the San Diego Bay.

Artist's rendering of National Avenue



Typical Barrio Logan Block Configuration



Typical Barrio Logan Building Footprint Configuration

4.1 URBAN FORM AND PUBLIC REALM

The urban design policies are intended to respect and reflect historic development patterns while allowing for new growth and development to occur consistent with the urbanized nature of Barrio Logan. The policies promote neighborhood-focused design while allowing for freedom of architectural expression. As such, architectural style is not addressed in these policies.

Instead, the guidelines pertain to the elements of high-quality building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm.

The intent is to encourage high quality design of buildings and public spaces that will create an inviting and visually interesting neighborhood.

URBAN FORM AND PUBLIC REALM POLICIES

Policy 4.1.1 Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

Policy 4.1.2 Design buildings so that they are sensitive to scale, form and quality of the neighborhood while respecting the context of well established streets, landmarks.

Policy 4.1.3 Articulate new buildings, especially with large street frontages, with strong, well defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.

Policy 4.1.4 Differentiate changes in use of vertically mixed-use buildings visually through changes in material, upper floor stepbacks or other means, and not solely by color alone.

Policy 4.1.5 Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.

Create a visually appealing streetscape (view is of Cesar Chavez and Main Street looking north)

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Policy 4.1.6 Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.

Policy 4.1.7 Terminate brick, stone, tile, veneers, or other applied materials logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.

Policy 4.1.8 Use non-reflective glass windows on all ground floor retail and first floor office uses that front onto pedestrian streets and alleys. Frame windows with protruding vertical and horizontal shading elements to provide required protection from overheating when windows face southwest and west.

Policy 4.1.9 Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible.

1. Screen views of ground, building and roof- mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible.
2. Place utility boxes and access panels underground, or out of the public right-of-way to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.

Policy 4.1.10 Ensure that development includes appropriate setbacks.

1. Provide space for an entry and front landing between the public sidewalk and the private entryway for commercial and residential streets.
2. Use setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks to make the façade of the building attractive and more compatible to the surrounding context.

Policy 4.1.11 Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages. (Refer to General Plan Policy UD-A.17).

Visually differentiate changes in use of vertically mixed-use buildings

Use non-reflective glass windows on ground floor retail and first floor office

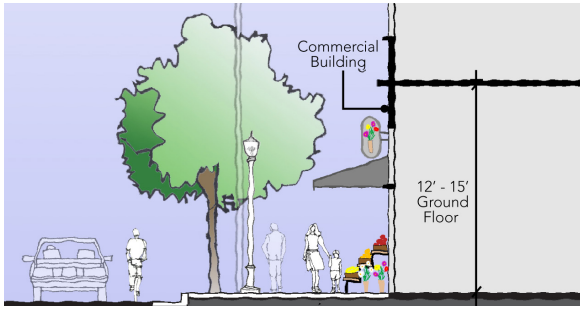
Provide space for an entry and front landing between the public sidewalk and the private entryway

GROUND FLOOR RETAIL POLICIES

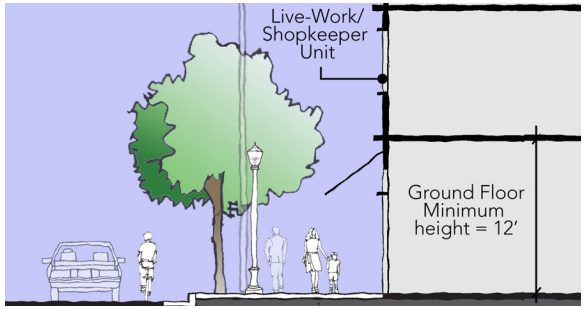
Policy 4.1.12 Design storefront space with minimum 12 to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.

Policy 4.1.13 Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.

Locate active uses on the ground floor



Design all ground floor commercial development to have 15-foot high ceilings



Design live/work units on the ground floor to appear like storefront space with minimum 12-feet-high ceilings

PARKING POLICIES

Policy 4.1.14 Minimize the land area dedicated to parking, on-site space dedicated to automobile circulation, and the associated visual impact of parking by creating access to parking from the alleyway and by other means (Refer to General Plan Policies UD-A.11-12).

Policy 4.1.15 Place parking underground wherever site conditions allow.

Policy 4.1.16 Consolidate parking for multiple properties, where opportunities arise, to minimize the number of curb cuts and garage entrances.

Policy 4.1.17 Strongly discourage at grade parking. Wrap at-grade parking with a minimum of 15 feet of active use, such as residential and/or retail, on both the primary and secondary street frontages, except for the minimum frontage required for fire doors and parking access.

Policy 4.1.18 Eliminate curb cuts concurrent with development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

Policy 4.1.19 Prohibit drive-throughs in all new commercial and retail development.

Screened parking areas can be an opportunity for public art

Screen curb cuts and automotive entryways with low building elements

Create access to parking from the alleyway

BUILDINGS AND FRONTING SIDEWALK POLICIES

Policy 4.1.20 Ensure that building openings and fenestration represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Recess windows a minimum of 3 inches.

Policy 4.1.21 Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

Policy 4.1.22 Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

Policy 4.1.23 Clearly identify entryways by adding awnings, creating a landing area or front porch, or adding design details.

1. Residential units fronting a street or alley should have their primary entryway accessible from the street or alley.
2. Garages should not take the place of the main entryway.

Policy 4.1.24 Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect. This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.

Policy 4.1.25 Enhance setback areas with high quality streetscape elements and landscape.

Policy 4.1.26 Prohibit chain-link fencing on parcels adjacent to the street or public right of way.

Policy 4.1.27 Ensure that building form celebrates corner locations where topography permits. Retail entrances should be located at corners for neighborhood-serving commercial and mixed-use projects. Primary residential entrances may be located away from the corner to prevent congestion.

1. For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.
2. Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.

Active uses on the ground floor

Buildings should be set back to accommodate front steps and stoops to help embrace the sidewalk

Building form should celebrate corner locations

ACCESS TO LIGHT AND AIR POLICIES

Policy 4.1.28 Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

1. Avoid building configurations that rely on narrow side yards for access to air and light.
2. Provide courts, niches, alcoves, and other spaces in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

Policy 4.1.29 Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

1. Windows and balconies should not face or overlook each other.
2. Minimize the number of windows looking into neighboring interior private yards when possible. Otherwise, provide landscape or architectural features that afford privacy.
3. Encourage residential balconies designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.

Orientation and configuration of development should allow for adequate access to light and air

Residential and mixed-use development shall maximize access to private outdoor space

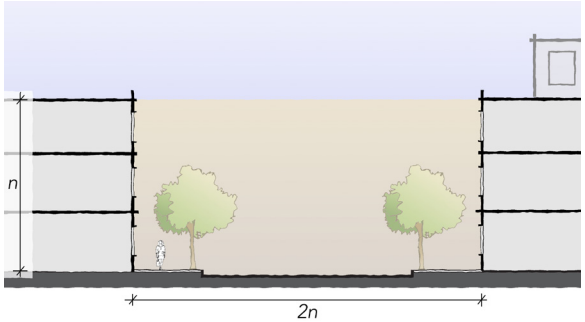
BUILDING HEIGHT POLICIES

Policy 4.1.30 Use the surrounding buildings to inform variations in height and massing of development.

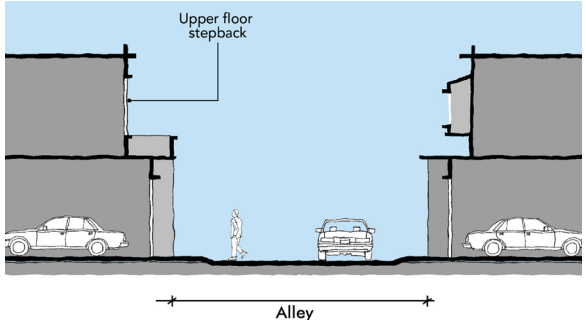
Policy 4.1.31 Step down development in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the San Diego Bay (Figure 8-1).

Policy 4.1.32 Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.

Variation in building heights informed by surrounding development



Establish building heights to be proportional to street' widths



Provide upper story setbacks along alley frontages

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PUBLIC VIEW POLICIES

Policy 4.1.33 Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

Policy 4.1.34 Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.

Policy 4.1.35 Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.

Policy 4.1.36 Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.

National Avenue view corridor

HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDING POLICIES

Policy 4.1.37 Design infill development to positively reflect the qualities of historically and culturally significant buildings and not merely replicate the architectural style.

Policy 4.1.38 Maintain the fine-grained scale of much of Barrio Logan by developing projects to match existing parcel footprints.

Policy 4.1.39 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.

Policy 4.1.40 Site buildings so that they reinforce street frontages and alleyways and relate to the context of existing and planned buildings.

Policy 4.1.41 Encourage buildings to express a variety of architectural styles, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the high quality (desirable) older buildings that surround them.

Infill development should provide positive additions to the best of the old

4.2 CLIMATE SENSITIVE BUILDING

Development of infill buildings and retrofitting of existing buildings should take into account energy efficient design. When energy efficient design is incorporated into the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the Barrio Logan neighborhood.

Macro and micro level design solutions may include the following recommendations.

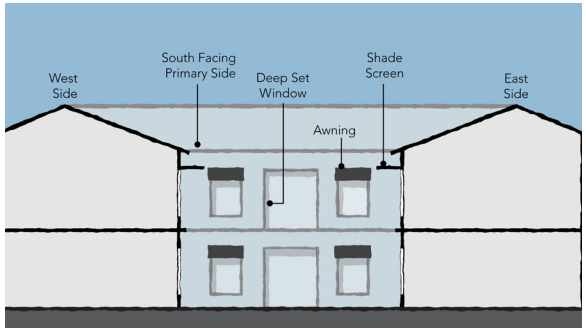
CLIMATE SENSITIVE BUILDING POLICIES

Policy 4.2.1 Minimize building heat gain and appropriately shade windows for all new development.

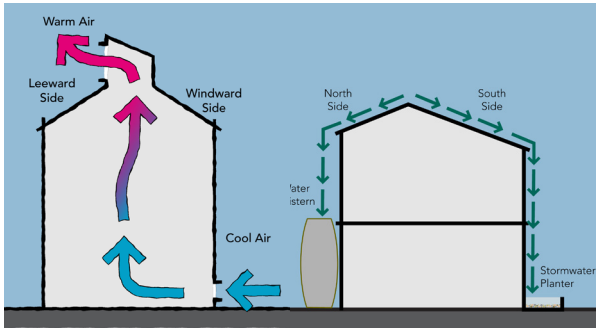
1. Orient buildings to minimize east and west facing facades.
2. Configure buildings to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
3. Provide awnings, canopies and deep-set windows on south facing windows and entries.
4. Provide exterior shades and shade screens on east, west and south-facing windows.
5. Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
6. Provide vertical shading and fins on east and west facing building facades.

Policy 4.2.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay.

1. Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
2. Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
3. Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.
4. Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
5. Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.



Minimize building heat gain with appropriate courtyard configurations and shading fenestration techniques

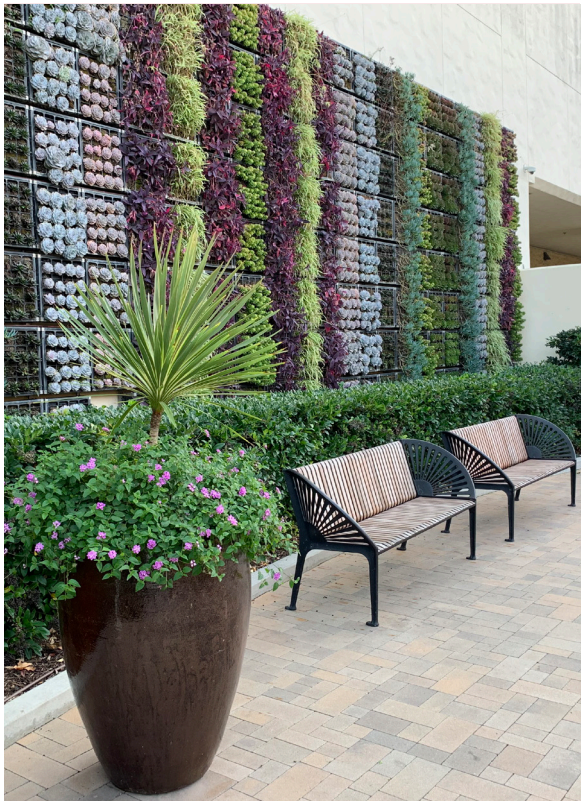


Maximize natural and passive cooling

GREEN BUILDING POLICIES

Policy 4.2.3 Incorporate environmentally sustainable building practices and materials.

1. Use durable construction materials, as well as re-used and recycled materials.
2. Encourage the use of permeable paving elements in auto and non-auto-oriented areas.
3. Minimize impervious surfaces that have large thermal gain.



Greenwalls to minimize heat gain and provide attractive landscaping

Policy 4.2.4 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments.

1. Plant deciduous trees on the south side of buildings to shade the south face and roof during while allowing sunlight to penetrate buildings in the winter.
2. Plant vegetation adjacent to exposed east and west facing walls.
3. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

Policy 4.2.5 Integrate stormwater Best Management Practices (BMPs) on-site to maximize their effectiveness.

1. Encourage use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from buildings for re-use.
2. Use downspouts to discharge into areas that can effectively reduce direct flows of rainwater from buildings to the stormwater drainage system.
3. Minimize on-site impermeable surfaces, such as concrete and asphalt, and encourage use of permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to effectively detain and infiltrate more run-off on-site..

4.3 URBAN FOREST/STREET TREES

Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees provide economic, environmental, social and aesthetic benefits.

Street trees can give a distinctive character to the community, encourage residents to walk shaded sidewalks, increase access to parks, establish visual harmony along the street, increase property values, enhance civic pride, absorb carbon dioxide, improve health, reduce stormwater runoff, and help reduce air pollution.

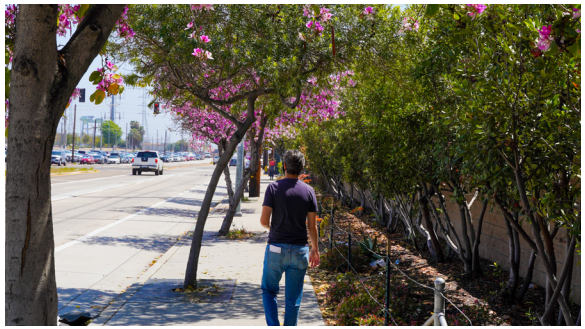
Policy 4.3.1 Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix B for a list of Street Trees.

Landscaping along Cesar Chavez Parkway

COMMUNITY CORRIDORS

Principal thoroughfares will be consistently planted with selected primary trees, establishing strong, recognizable community-wide design elements. The community corridor street tree plan establishes individualized streetscape concepts for major thoroughfares in the community. These streetscapes act as linear gateways to the community, they help to connect the community the greater City fabric, and contain significant commercial areas. These streets include Logan Avenue, National Avenue, Newton Avenue, Main Street and Cesar E. Chavez Parkway. In addition to giving the streetscape a unified character, the following should be considered:

1. Primary trees are the dominant species and will establish the character of the street.
2. Secondary trees are also appropriate and should be used when conditions for the Primary Tree are inappropriate, or when there is a need to separate the dominant species for disease prevention or visual accent purposes.



Streetscapes act as linear gateways to the community

LANDSCAPE DISTRICTS

For purposes of neighborhood street tree selection, the community has been divided into the following six districts based on their built environments: Community Village, Historic Core, Transition Area, Main and Boston Corridor, Harbor Drive, and Prime Industrial (See Figure 2-3 for Neighborhood Areas map). Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the primary tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.

Policy 4.3.2 Require a double row of street trees where sidewalks/setbacks exceed a total of 15 feet.

Policy 4.3.3 Provide for necessary care of existing street trees and replace trees which are damaged with in-kind trees in a timely manner.

Policy 4.3.4 Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.

Shade-producing street trees along Dalbergia Street

Policy 4.3.5 Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives.

1. Coordinate with public agencies and private enterprises when impacting street trees.
2. Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.

Policy 4.3.6 Space street trees no further than 30' on center to achieve a continuous canopy.

Policy 4.3.7 Encourage contiguous tree-lined parkways along residential streets, such as Boston Avenue.

Policy 4.3.8 Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.

Policy 4.3.9 Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix B), for each neighborhood street, or block is recommended to create local continuity and identity.

Policy 4.3.10 Maintain existing parkways and provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.

PRIMARY TREE

These are trees that form the dominant character of the street. Primary trees should be used to unify the street unless site conditions require that an secondary or an accent tree be used.

SECONDARY TREE

These are trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, or micro-climate conditions.

New planting should use the primary trees, however when conditions for the tree cannot be achieved, or when there is a need to separate the primary tree for disease prevention purposes a secondary tree should be used.

ACCENT TREE

Accent trees should be selected based on flowering habit, foliage color, foliage texture, and/or tree form. Accent trees should complement the primary tree.

URBAN FOREST/STREET TREES POLICIES

Policy 4.3.11 Incorporate shade-producing street trees along all streets and roadways.

1. Maximize tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
2. Plant different species of trees along blocks to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another.
3. Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
4. Provide a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.
5. Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.
6. Plant trees that are not on the California Invasive Plant Council (CAL-IPC) list of invasives for southern California.
7. Prioritize street tree canopy expansion within a park's 10-minute walkshed to increase access to the park and the cooling benefits it offers.

Policy 4.3.12 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.

Encourage tree-lined streets

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CHAPTER FIVE

economic prosperity element

IN THIS CHAPTER

Goals

Industrial

Commercial and Office

Economic development efforts create job opportunities for the residents of Barrio Logan as well as other San Diego neighborhoods. To ensure that industrial uses and locally-serving commercial uses remain viable in Barrio Logan, the plan proposes to protect and preserve Prime Industrial lands, provide a Transition Zone between predominantly industrial and residential areas, promote infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion.

Barrio Logan is an important employment center for the region, and the plan is expected to increase employment opportunities. The maritime base sector industries are important for the stability and growth of Barrio Logan commercial businesses and entire regional economy and is also an important part of the economic base. The Port of San Diego's 10th Avenue Marine Terminal, Naval Base San Diego, and the maritime-oriented industries are all inter-dependent on each other.

GOALS

- Sufficient long-term capacity for base sector industries.
- Economic growth of major maritime industries and supporting local businesses while promoting environmentally sustainable business operations.
- A strong and stable socio-economic makeup comprised of a residential community and an industrial center for water-oriented industry.
- Economic wellbeing of locally-owned and operated businesses by utilizing economic development approaches and programs that benefit the local business environment.
- Ample middle income job opportuni ties for residents of Barrio Logan and other nearby communities.

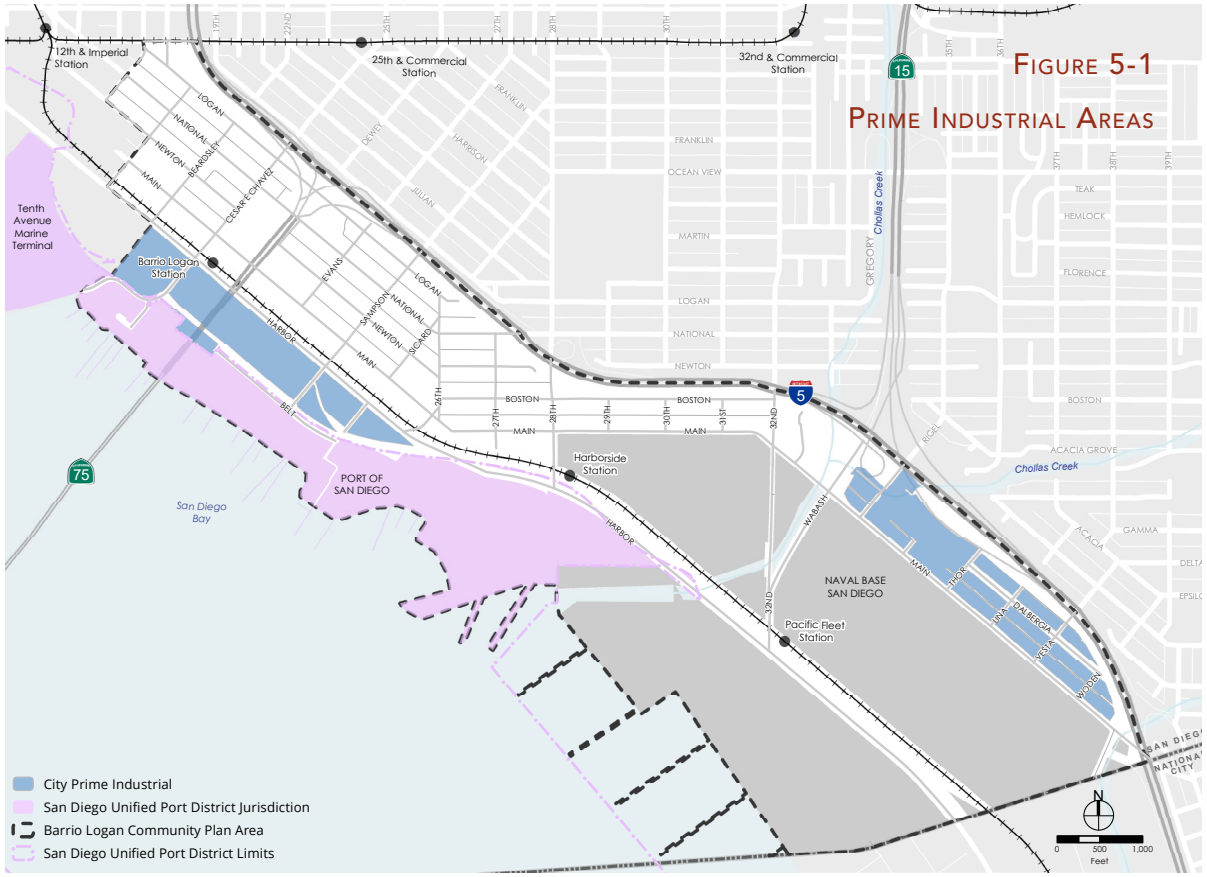

FIGURE 5-1
PRIME INDUSTRIAL AREAS

Barrio Logan lacks basic commercial and retail-serving uses such as banks, pharmacies, convenience stores, and other neighborhood serving uses typically found in urbanized communities.

Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district which could provide new job and entrepreneurial opportunities for Barrio Logan residents.

The maritime industries located west of Harbor Drive are active use, providing the Port and city with modern shipbuilding as well as container- and non-container-cargo handling facilities. The businesses at and related to the bay front are well integrated with the city's economy; they employ a substantial number of people, generate income for the Port, and taxes for the city.

It is important for the health and diversity of the city's economy and population that land West of Harbor Drive and within the Transition Zone be preserved for Maritime-Oriented Production and Repair (MPR) activities. Jobs in these areas tend to pay above average wages, provide jobs for residents of all education levels and offer good opportunities for advancement.

5.1 INDUSTRIAL

Most industrial businesses in Barrio Logan manufacture goods and provide a wide variety of repair, processing, and logistic services to other businesses and to the Navy.

PRIME INDUSTRIAL LANDS

Lands identified as Prime Industrial are shown in Figure 5-1 and support export-oriented activities such as manufacturing, research and development, and supporting business service uses.

The identification of Prime Industrial lands is intended to protect valuable industrial land for industrial uses and prevent future encroachment of incompatible uses. Prime Industrial lands are characterized by predominantly industrial structures and uses generally free from residential or sensitive receptor land uses.

HEAVY INDUSTRIAL

The Heavy land use designation allows heavy industry manufacturing, but also allows a wide variety of light manufacturing, distribution, and some service sector uses.

INDUSTRIAL POLICIES

Policy 5.1.1 Prohibit the establishment of sensitive receptor and public assembly land uses within industrially designated areas.

Policy 5.1.2 Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial lands map.

Pacific Ship Repair building

NASSCO Heavy Industrial

PCE Maritime Business

5.2 COMMERCIAL AND OFFICE

There are a variety of commercial uses within Barrio Logan that not only serve residential customers but also provide other important goods and services to other business and industries such as those on the waterfront and the Navy.

COMMUNITY AND NEIGHBORHOOD COMMERCIAL

Retail uses that provide groceries, consumer wares and services are encouraged to locate in land designated for Community and Neighborhood Commercial.

MARITIME COMMERCIAL

The Maritime Commercial designation is identified between Harbor Drive and Main Street and provides for retail sales, commercial services, and office uses that cater to the maritime industries, industrial uses, including prohibiting uses that would generate pollutants, or pose a safety hazard to surrounding uses, are not allowed. Residential is not allowed in this designation.

OFFICE COMMERCIAL

Office Commercial uses shall provide for office employment with limited, accessory retail uses. It is the intent of this designation to provide major employers such as the Navy and Port tenants to locate larger scale offices in Barrio Logan along major thoroughfares and to buffer the predominantly residential areas from the predominantly industrial areas.

COMMERCIAL POLICIES

Policy 5.2.1 Locate smaller-scale convenience shopping opportunities throughout Barrio Logan to promote greater pedestrian activity.

Policy 5.2.2 Future development projects that provide neighborhood serving commercial uses in Barrio Logan should be encouraged.

Policy 5.2.3 Encourage the development of neighborhood serving commercial uses; including food markets, restaurants, and other small retail shops to serve both residents and the Port tidelands employees.

Policy 5.2.4 Enhance the business corridor along Logan Avenue from Chicano Park to 27th Street as an Arts and Cultural Mixed-Use District.

Policy 5.2.5 Encourage the development of new office space that supports and complements the major Port industries and United States Navy.

Policy 5.2.6 Provide commercial uses within the Community Village area in a mixed-use setting that complements adjacent or adjoining residential uses.

Retail uses such as restaurants with outdoor dining and plaza space are encouraged.

Birds eye view of Mercado commercial area at Main Street and Cesar E. Chavez Parkway

CHAPTER SIX

public facilities, services and safety

IN THIS CHAPTER

Goals

Public Facilities and Services

Health and Safety

The purpose of the Public Facilities, Services and Safety Element is to identify and propose public facilities and services needed to serve the existing and future population of Barrio Logan. This element includes specific policies regarding public facilities financing, public facilities and services prioritization. Specific infrastructure assets include: fire-rescue, police, stormwater, water and sewer infrastructure, waste management, libraries, schools, parks, trails and habitat restoration, public utilities, healthcare and social service facilities as well as health and safety. Figure 6-1 illustrates where current facilities exist (as of 2012).

GOALS

- Public facilities and services that are available and accessible to the community.
- Development that fully addresses impacts to public facilities and services.
- Police and fire safety services that meet the current and future needs of the Barrio Logan community.
- Park and recreation and school facilities that are safe, convenient, and enjoyable.
- A reliable system of water, stormwater, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness.
- Minimal exposure to hazardous mate rials.
- An adequate plan to prepare and respond to issues resulting from seismic conditions.

6.1 PUBLIC FACILITIES AND SERVICES

POLICE AND FIRE

Barrio Logan is located within the Police Department's Central Division jurisdiction. Central Division is comprised of the following facilities:

- Central Division, 2501 Imperial Avenue
- Logan Heights Storefront located at 446 26th Street
- Fire protection services are provided by:
- Fire Station #7, 944 Cesar E. Chavez Parkway
- Fire Station #19, 3434 Ocean View Blvd.

Fire Station #7 is a 3,645 square foot station constructed in 1957. A larger fire station is needed in order to respond to incidents in Barrio Logan, Downtown San Diego and Port of San Diego.

San Diego Fire Station #19 was completed in 1986 and covers a portion of the Barrio Logan community between 28th Street and the border of National City.

POLICE AND FIRE POLICIES

Policy 6.1.1 Provide additional police oversight of Chicano Park to assist with issues of prostitution and vagrancy.

Policy 6.1.2 Construct a new state-of-the-art fire station to replace the existing Fire Station #7.

Policy 6.1.3 Ensure that there is sufficient fire protection coverage and that established response times are met throughout Barrio Logan.

Ensure that there is sufficient fire protection coverage and response times throughout Barrio Logan.

WATER, SEWER AND STORMWATER INFRASTRUCTURE

Extensive replacement and maintenance of water and sewer lines has been occurring from year to year, and upgrading existing infrastructure is an ongoing process. Barrio Logan has limited drainage capacity in some areas and the community has experienced flooding in many alleys and streets during storms. Upgrading existing infrastructure is critical to the future of Barrio Logan.

WATER, SEWER AND STORMWATER INFRASTRUCTURE POLICIES

Policy 6.1.4 Upgrade infrastructure for water and sanitary sewer facilities and the storm drain system and enhance cleaning efforts prior to the rainy season to help reduce flooding and water pollution. (Also see Policy 6.1.9.)

Policy 6.1.5 Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching Chollas Creek and San Diego Bay.

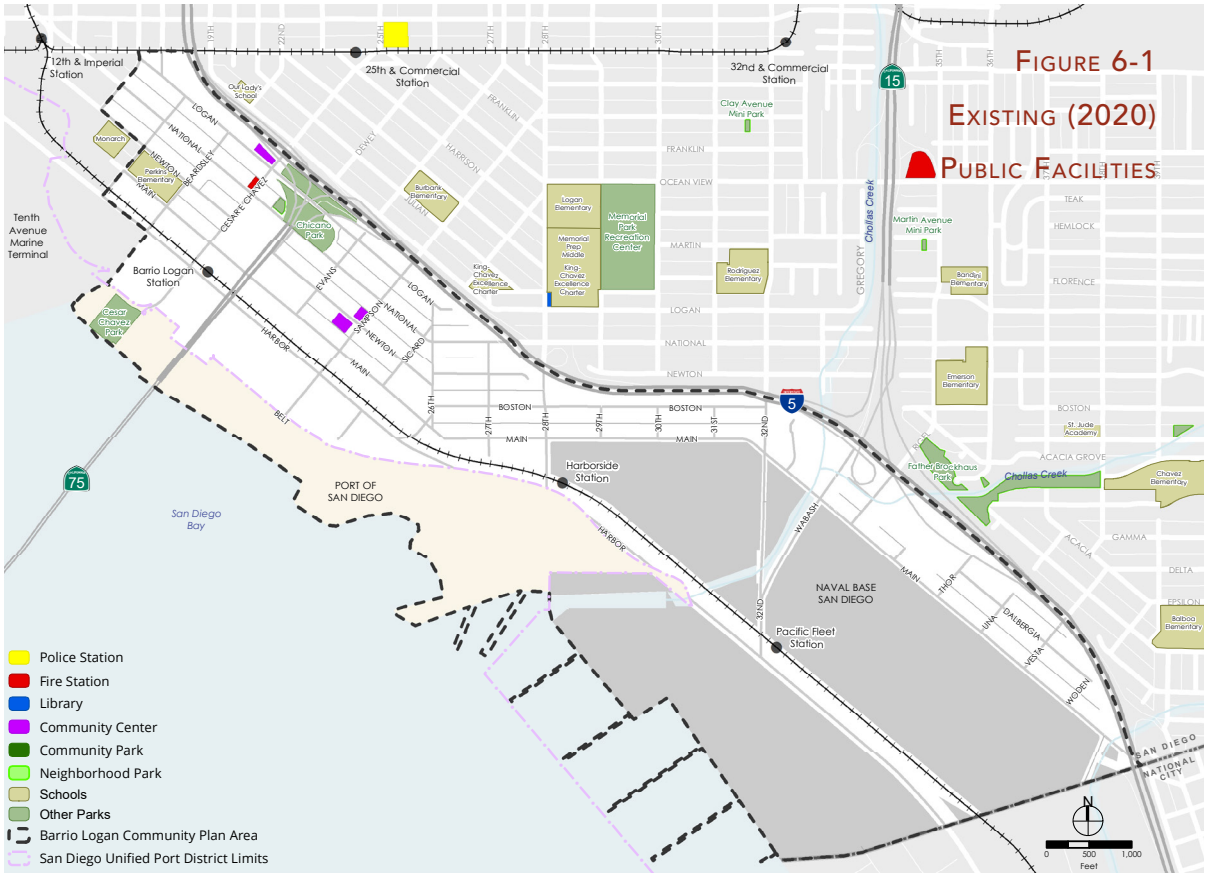

FIGURE 6-1
EXISTING (2020)
PUBLIC FACILITIES

PARKS, SCHOOLS, AND LIBRARY

Barrio Logan has two parks to serve the community: the City's Chicano Park and the Port District's Cesar Chavez Park. There are also private and not-for-profit community organizations that offer recreational facilities and programs within the community. Refer to the Recreation Element for details.

The San Diego Unified School District's Perkins Elementary is the only elementary school located in Barrio Logan that serves students in kindergarten to 8th grade. To meet the needs of the community, the school added grades 6 through 8 by placing portable classrooms in the school's recreational area. Perkins Elementary School will need to identify additional recreational area to accommodate the increase in the student population. The children attending junior and senior high school must travel outside the community's boundaries, typically to San Diego High School located on Park Boulevard in downtown San Diego or the e3 Civic High School located within the San Diego Library. The population of Barrio Logan is not expected to result in a need for additional junior or high school facilities within the Barrio Logan planning area boundaries.

The San Diego Community College District also has a continuing educational facility in Barrio Logan that provides vocational training opportunities.

The library at Logan Elementary School in Southeastern San Diego provides library services for Barrio Logan. The new Central Library located in downtown will also provides library services to Barrio Logan.

PARKS, SCHOOLS AND LIBRARY POLICIES

Policy 6.1.6 Ensure that existing and future parks meet the needs of the residential population

in Barrio Logan as well as provide recreational opportunities for workers and visitors alike.

Policy 6.1.7 Coordinate with the San Diego Unified School District and community to explore options for the provision of needed educational facilities, including the establishment of charter schools that serve Barrio Logan and downtown San Diego.

Policy 6.1.8 Ensure that future library services provide the necessary resources for Barrio Logan residents.

Perkins Elementary School

Community College Continuing Education Center on Main Street and Cesar E. Chavez Parkway

Chicano Park

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT

Gas and electricity are provided by the San Diego Gas & Electric Company. San Diego Gas & Electric has substantial investment in the Barrio Logan community. Several parcels of land are owned by the utility and one of the utility's major power stations in the San Diego region is located in Barrio Logan. This station is identified as the Silvergate substation, located west of Harbor Drive at Sampson Street.

Barrio Logan lacks adequate street lighting throughout the community. Street lighting is important to improve safety for pedestrians, vehicles, and properties at night.

Maintenance Assessment Districts and other special districts could assist in funding and maintaining community-desired improvements that are not typically funded by the City. These community services could include enhanced lighting, landscaping, streetscape amenities and other non- standard improvements.

PUBLIC UTILITIES, STREET LIGHTS AND COMMUNITY BENEFIT ASSESSMENT DISTRICT POLICIES

Policy 6.1.9 Improve the general cleanliness of Barrio Logan through regular litter removal, street sweeping and maintenance efforts to ensure that the public right-of-way and facilities are maintained to the standard citywide level of service.

Policy 6.1.10 Support special assessment districts throughout Barrio Logan to assist in funding programs such as a community-wide street tree planting program, street lighting and litter abatement program.

Policy 6.1.11 Consider the establishment of a lighting and landscape maintenance district for the inclusion of pedestrian-oriented historical lighting and shade-producing street trees within the public right-of-way.

Cesar Chavez Parkway

6.2 HEALTH AND SAFETY

GEOLOGICAL AND SEISMIC HAZARDS

The geologic formation underlying Barrio Logan, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of marine and non-marine, poorly consolidated, fine-and-medium-grained, sandstone. Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone that crosses Barrio Logan in a complex pattern of active and potentially active fault traces. The two most significant active faults identified in the area are the Downtown Graben and the San Diego Fault shown in Figure 6-2.

Barrio Logan does have areas that could be prone to liquefaction. Liquefaction occurs when soil loses strength and stiffness in response to applied stress. Locations prone to liquefaction in Barrio Logan can be seen on Figure 6-2 and include relatively small portions of the southern end of the plan area. They are typically south of SR-15 and west of Dalbergia Street to the bay, west of Harbor Drive between 16th Street and SR-15 to the bay.

GEOLOGICAL AND SEISMIC HAZARDS POLICIES

Policy 6.2.1 Implement all seismic-safety development requirements, including those of the Priolo Zone Act and the Downtown Special Fault Zones, for areas subject to potential liquefaction.

Policy 6.2.2 Work closely with developers to provide publicly-accessible open space where active faults are found and building cannot take place.

TSUNAMIS

Barrio Logan is vulnerable to tsunamis. A tsunami is a series of sea waves generated by undersea earthquakes, landslides, or other large, impulsive displacements of sea level. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident.

TSUNAMI POLICIES

Policy 6.2.3 Participate proactively in the efforts of other agencies to plan for tsunami events.

Policy 6.2.4 Promote awareness of the Alert San Diego emergency notification system, and encourage self-registration of cell phone numbers, and e-mail addresses.

HAZARDOUS MATERIALS

Exposure to hazardous materials can cause harm immediately or over time, and must be mitigated to ensure public safety. As an example, when an industrial building is demolished, asbestos and lead based-paint could contaminate soil and water. Implementing established remediation protocols in these situations is required to reduce public health risks to a negligible level.

HAZARDOUS MATERIALS POLICIES

Policy 6.2.5 Require documentation of hazardous materials investigation addressing site and building conditions during the review of development projects.

Policy 6.2.6 Do not support on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

Park built on a fault line separates buildings from the fault

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BROWNFIELDS

Brownfields are properties where the previous use(s) has caused environmental contamination that will be required to be cleaned up before redevelopment can occur. Brownfield sites are abandoned or under-used properties where past actions have caused real or suspected environmental contamination. These sites may include, but are not limited to: businesses that contained heavy industrial or commercial uses, abandoned gas stations, former dry cleaners, and other commercial properties where toxic substances may have been stored or used. Many of these industrial sites may have been remediated however, not to the level to allow such uses as residential and certain institutional uses. Additional remediation may be required.

BROWNFIELDS POLICIES

Policy 6.2.7 Ensure that sites designated as brownfields comply with all state regulations.

Policy 6.2.8 Seek funding sources specifically targeted at brownfield site remediation.

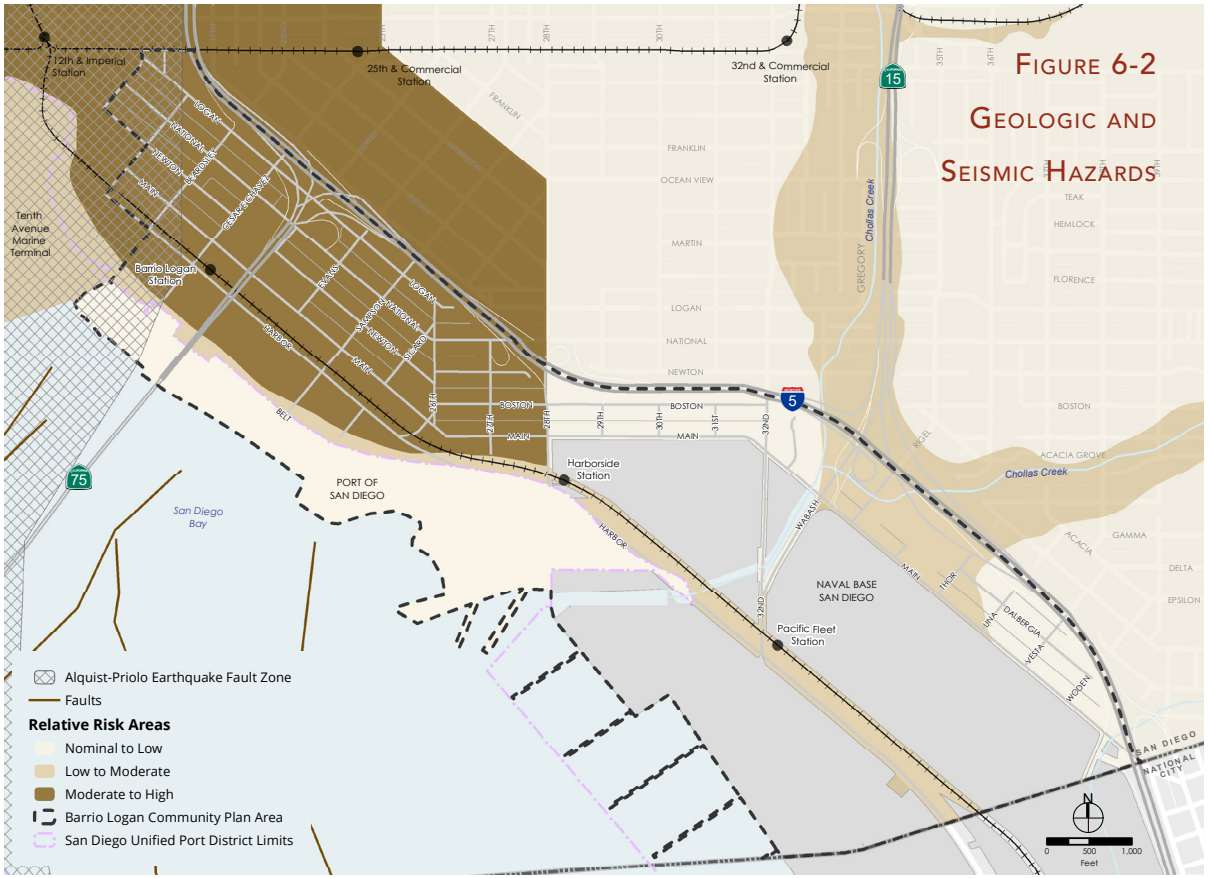

FIGURE 6-2
GEOLOGIC AND SEISMIC HAZARDS

CHAPTER SEVEN

recreation element

IN THIS CHAPTER

Goals

Parks and Recreation Facilities

Preservation, Protection and Enhancement

Accessibility

Open Space Lands

The Barrio Logan Community Plan Recreation Element includes specific policies and recommendations addressing the following topic areas: 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 thirty years. Because of the scarcity of park amenities in Barrio Logan, the Recreation Element includes intensification strategies to expand facilities and programming within existing public spaces.

GOALS

- A sustainable park and recreation system that meets the needs of a variety of users such as children, the elderly, and persons with disabilities and communities of concern.
- Protect and enhance the quality and recreational value of existing parks, open space, and recreational programs in the Barrio Logan Community.
- Protect and preserve natural, cultural, and historic resources that serve as recreational facilities in Barrio Logan.
- Comprehensive pedestrian, bikeway, and public transporation connections between parks and open space lands within the Barrio Logan Community and the entire City.
- An open space system for the preservation and management of Chollas Creek and the San Diego Bay.

7.1 PARKS AND RECREATION FACILITIES

POPULATION–BASED PARK AND RECREATION FACILITIES

The General Plan park standard is a 100 points of recreational value per 1,000 residents, to deliver safe and enjoyable activities, amenities, and experiences in parks and open spaces desired by the community. See the Parks Master Plan, Appendix C and D for a discussion on recreational value and park facility typologies.

Population-based park requirements for the community are calculated based on community build out population for the year 2050. The projected population for Barrio Logan at full community development is approximately 12,130 residents.

Currently, the park system in Barrio Logan is comprised of a Regional Park and a San Diego Unified Port District park as shown in Figure 7-1. Regional Park, Chicano Park is a City-owned and operated regional park serving the Barrio Logan Community (See Table 7-1). Chicano Park is constructed within the Caltrans Right-of-Way under the I-5 and San Diego- Coronado Bay Bridge. The park includes two handball courts, two basketball courts, comfort station, barbeque grills, lawn areas, concrete plazas, skate park, and a children's play area.

Used heavily by residents as the "central park" within the neighborhood, the park serves as a community gathering space, a place for active and passive recreation, and a symbol of the hardships shouldered by the neighborhood and achievements over many decades. Art murals painted on the freeway structural supports add vibrancy and cultural identity to the park and the community.

Chicano Park dance stage

The Gateway Family Apartments play area

Figure 7-1
Park and Recreation Facilities

RE-3

Parks Master Plan Recreation Value-Based Standard

The Recreational Value-Based Park standard establishes a point value to represent recreational opportunities within local, resource-based, and open space parks. As an outcome-based measure, recreation value emphasizes the activities and experiences available to residents rather than a sole focus on the size of parkland in a given area. The standard recognizes the value of parks appropriate for diverse communities, from ballfields to pocket parks to trails. The range and number of points is explained in depth in the Parks Master Plan. In the Community Plan, new park and recreational opportunities have been identified to uniquely serve the Barrio Logan Community and the City as a whole. Points have been calculated for existing parks, and points have been estimated for planned facilities to achieve the citywide standard of 100 points per 1,000 residents.

In 2012 the State Historical Resources Board approved the designation of the Park as a State Historical Landmark. Four years later on December 23rd, 2016 the Secretary of the Interior designated Chicano Park as a National Historic Landmark for possessing exceptional value and quality in illustrating and interpreting the heritage of the United States.

The Americans with Disabilities Act (ADA)/ Title 24 mandates that accessibility upgrades and retrofits are required for the park, including the existing restrooms and children's play areas.

There are community organizations and services in Barrio Logan that provide recreational, social, and activity opportunities for residents. The Paradise Senior Center provides numerous activities for older adults. Barrio Station is a not-for-profit organization that provides counseling services and a variety of recreation programs and facilities for youth and young adults in Barrio Logan. In addition, Barrio Station, provides a community pool, recreation center and gymnasium activities of an appropriate size for the community at anticipated full development.

The Parks Master Plan establishes minimum guidelines for recreation centers and aquatic complexes, per Appendix C. A full-size recreation center and an aquatic complex are not planned specifically for Barrio Logan because the projected population at full community development is below the requirements. However, the City-owned Cesar Chavez Center, located adjacent to Chicano Park, could be renovated and utilized as a public recreation center by providing a full range of diverse recreation programs, and expanding hours of operation beyond typical hours.

Example of linear park and trail

Chicano Park

Table 7-1 Planned Population-Based Parks and Recreation Facilities						
Parks and Recreation Facilities	Existing Recreational Value	Planned Recreational Value***	Existing Usable Area	Planned Usable Area	Parks and Recreation Facilities Description	Parks and Recreation Facilities Recommendations
Neighborhood Parks						
Boston Ave Linear Park	0.00 Points	245.00 points	0.00 Acres	3.00 Acres	Proposed linear park within Caltrans Right-of-Way to accommodate passive and active recreational uses.	Design and construct park amenities to support passive and active recreation, such as children's play area, landscaping, shaded seating, walkways, bike paths, basketball courts, skatepark, handball courts, security lighting, a restroom, and interpretive signs. The width of the street will be decreased and restriped to provide an enhance pedestrian sidewalk with a double row of trees. Additional traffic calming measures may be required to ensure the safety of park users. Explore parking restrictions along Boston Ave to ensure safe parking is available for local residents and park users.
Bryant Street Neighborhood Park	0.00 points	231.00 Points	0.00	2.00 Acres	Proposed neighborhood park within Caltrans Right-of-Way to accommodate passive and active recreation.	Coordinate with Caltrans to develop the right-of-way west of the 5 freeway along Chollas Creek for recreational use. Design and construct park amenities to support passive and active recreation such as a children's play area with universal play/access, lit basketball court, multi-purpose turf, active recreation field, restrooms, wetland restoration, access to Chollas Creek, security lighting, wayfinding signage, and shade trees.
Joint Use Facilities						
Perkins Elementary	0.00 points	98.00 points	0.00 Acres	2.00 Acres	Proposed joint use with San Diego Unified School District	Design and construct facilities consisting of multi-purpose turf field, walking track, irrigation and landscaping pursuant to long-term joint use agreement.
Pocket Parks and Plazas						
Chollas Creek Linear Park	0.00 points	87.50 points	0.00 Acres	0.60 Acres	Proposed pocket park to accommodate passive recreational uses, including a trailhead into Chollas Creek Regional Park	If development occurs on the property currently housing the recycling yard, the developer will provide a 30' wide linear park onsite to connect Boston Avenue Linear Park, Bryant Street Neighborhood Park, and Chollas Creek Trail Open Space Park. Design and construct park amenities to support passive recreation such as fitness equipment, lighting, landscaping, shaded seating, walkways, public art, and interpretive signs.

Table 7-1 Planned Population-Based Parks and Recreation Facilities

Parks and Recreation Facilities	Existing Recreational Value	Planned Recreational Value***	Existing Usable Area	Planned Usable Area	Parks and Recreation Facilities Description	Parks and Recreation Facilities Recommendations
Sicard Street Promenade	0.00 points	56.875 Points	0.00 Acres	0.10 Acre	Proposed pocket park to accommodate passive recreational uses, community events, social connections, and cooling benefits.	Vacate Sicard St between 26th St and National Avenue and convert it into a pocket park. Design and construct facilities consisting of a pedestrian promenade with seating, shade trees, concessions, community WiFi network, historical/educational signage, and public art. Install traffic calming measure such as curb bulb outs for pedestrian safety.
Logan Avenue Plaza	0.00 points	49.875 Points	0.00 Acres	0.10 Acre	Proposed pocket park to accommodate passive recreational uses, community events, social connections, and cooling benefits.	Vacate a triangle shape of public right-of-way at the interstation of Logan Ave St and 26th St and convert it into a pocket park. Design and construct facilities consisting of a plaza with seating, shade trees, concessions, community WiFi network, historical/educational signage, and public art. Install traffic calming measures such as curb bulb outs for pedestrian safety with the park.
Logan Avenue Pocket Park	0.00 points	63.875 Points	0.00 Acres	0.20 Acre	Proposed pocket park to accommodate active recreational uses, community events, social connections, and cooling benefits.	Recommend acquiring the two vacant lots between 2222 and 2230 Logan Ave for a future park. Design, and construct a pocket park with facilities consisting of a children's play area, public art, staging area for community events with electrical connections, community WiFi network, cultural signage, seating, and shade trees. Install traffic calming measures such as curb bulb outs .
Sigsbee Street Pocket Dog Park	0.00 points	35.875 Points	0.00 Acres	0.12 Acre	Proposed pocket park to accommodate active recreational uses, community events, social connections, and cooling benefits.	Vacate and convert public ROW at the end of Sigsbee St into a pocket dog park. Design and construct facilities consisting of seating, shade trees, active dog park features, and public art. Install traffic calming measure along with the park.
Barrio Logan Gateway Pocket Park	0.00 points	49.875 Points	0.00 Acres	0.10 Acres	Proposed pocket park to accommodate passive recreational uses, and gateway signage.	Vacate 26th St between Schley St and Main St and convert it into a pocket park. Design and construct facilities consisting of seating, shade trees, community gateway signage, community WiFi network, and public art. Install traffic calming measure such as curb bulb outs along with the park.
Trails and Open Space Parks						
Chollas Creek Trail Open Space Park	0.00 Points	21 Points (Regional Recreational Value)	0.00 Acres	5.60 Acres*	Proposed open space park and trail connection to Chollas Creek and Chollas Creek Regional Park within Caltrans right-of-way consistent with the Chollas Creek Enhancement Program	Coordinate with Caltrans to develop the right-of-way west of the 5 freeway directly along Chollas Creek for conservation and passive recreational use. Restore and develop Chollas Creek with low intensity public recreation uses, such as trails, interpretive and educational areas, overlooks, seating, trash receptacles and public art.

Table 7-1 Planned Population-Based Parks and Recreation Facilities

Parks and Recreation Facilities	Existing Recreational Value	Planned Recreational Value***	Existing Usable Area	Planned Usable Area	Parks and Recreation Facilities Description	Parks and Recreation Facilities Recommendations
Resource-Based Parks						
Chicano Regional Park	332.5 Points	49.00 Points	8.00 Acres	2.00 Acres	Existing National Historic Landmark and Regional Park with playgrounds, a skatepark, cultural murals, handball courts and other passive and active recreation amenities.	Expand the park by acquisition or ground lease, and development of adjacent and contiguous parcels as they become available or feasible, to serve future residents. Improve gathering space adjacent to skate plaza by providing electrical connections, lighting, and staging to encourage public gatherings and community events
San Diego Unified Port District						
Cesar Chavez Park	150.5 Points	0.00 Points	4.32 Acres	0.00 Acres	Existing San Diego Unified Port District park with playground, active recreation field, picnic shelters, and other passive and active recreation amenities.	Coordinate with the San Diego Unified Port District to increase recreational value.
Recreation Centers						
Paradise Senior Center	N/A	N/A	2,400 square feet	0 square feet	Recently renovated Senior Center in Chicano Regional Park.	Adequately maintain, fund, and staff the center to provide a high level of service. Accommodate any new reasonable recreational opportunities.
Cesar Chavez Recreation Center	N/A	N/A	0 square feet	11,000 square feet	City-owned building in Chicano Regional Park	Renovate and utilize the publicly owned building as a recreation center providing a full range of diverse recreation programs, social services, and expand hours.
Aquatic Complexes						
Barrio Station Aquatic Complex	N/A	N/A	1.00	0.00	Not-for-profit organization that provides counseling services, a community pool, recreation center, and gymnasium activities for youth and young adults.	Grow the City's relationship with Barrio Station and provide professional assistant and funding to expand recreational offerings.
Summary of Parks and Recreation Facilities	**Year 2050 Requirement**	**Existing Recreational Value**	**Planned Recreational Value*** **	**Existing Size**	**Future Size**	
Total Recreational Value**	1213.00 Points	483.00 Points	966.875 Points	N/A	N/A	
Total Acreage**	N/A	N/A	N/A	12.32 Acres	8.22 Acres	
Total Recreation Center Square Feet	8,248 square feet	N/A	N/A	2,400 square feet	11,000 square feet	
Total Aquatic Complex	0.24	N/A	N/A	1.00	0.00	

* The total acreage of Chollas Creek Trail Open Space Park does not include park size points because it is classified an Open Space Park and as part of Chollas Creek Regional Park

** To ensure 20% of the recreational value points are achieve through park size approximately 96 points of additional parkland acquisition will be needed, which can be achieved through future opportunistic site acquisitions and new park spaces delivered through the development process.

*** Planned recreational value is an estimate and is subject to change during the General Development Plan process outlined in Council Policy 600-33

RECREATION OPPORTUNITIES

Opportunities for additional parkland and recreation facilities within the Barrio Logan Community are anticipated to come through the redevelopment of private and public properties.

Some examples of future population-based park and recreation facilities to be considered as opportunities arise include: mini, trailhead, pocket or linear parks; plazas; expansion of the existing Chicano Park; utilization of existing brownfield and other under utilized sites; freeway decks over the I-5 connecting to the Southeastern San Diego Community Planning Area; a multi-purpose joint use facility at Perkins Elementary, utilization of Caltrans and City Right-of-Way along Boston Avenue, community gardens, and any other opportunities that increase recreational access and enjoyment to residents and visitors.

While it is a goal is to obtain land for population-based parks, the City also strives to improve existing parks and further investing in City-owned sites to increase overall safe use and enjoyment. This can include improvements to existing facilities to expand their use and/or increase the recreational value. Additional opportunities to increase park lands, in a manner consistent with the community plan goals and policies, may arise through plan implementation.

In addition to the General Plan "Park Planning Policies," the following are Barrio Logan-specific.

RECREATION OPPORTUNITIES POLICIES

Policy 7.1.1 Provide parkland that keeps pace with Barrio Logan's population growth, through timely acquisition, investments in existing park and other public facilities, and development of available land and new facilities.

Policy 7.1.2 Pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health and sustainability.

Policy 7.1.3 Pursue expanded recreation programs and extended hours of operation at public and private park and recreation facilities to intensify and increase usage by Barrio Logan residents.

Policy 7.1.4 Acquire and develop new park lands through street/alley rights-of-way vacations, where appropriate and legally defensible, to provide pocket, public plazas, or linear parks (such as the Caltrans and City Right-of-Way along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.

Policy 7.1.5 Promote safety by providing park designs that incorporate Crime Prevention through Environmental Design Measures (CPTED) measures. See General Plan UD-A-17 for further policy direction.

Los Vientos Apartments internal play area

Barrio Station swimming pool

Barrio Logan - Chicano Park

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Policy 7.1.6 Pursue development of underutilized and reclaimed brownfield sites for future parks within the community where economically feasible, through acquisitions or other agreements.

Policy 7.1.7 Improve waterfront access, linkages and recreational opportunities via a system of public plazas, bike paths, and parks that increase connectivity and improve public access to existing parks and public facilities.

Policy 7.1.8 Improve access to the San Diego Unified Port District Cesar Chavez Park by providing a safe pedestrian crossing at the intersection of Harbor Drive and the railroad tracks.

Policy 7.1.9 Pursue funding sources, including grant opportunities, for the development and improvement of park and recreation facilities within the Barrio Logan Community.

Policy 7.1.10 If Fire Station # 7 or other public agency building is renovated or replaced, incorporate active, or passive, recreation into the structure, or the surrounding exterior, where space permits and safety can be assured.

Policy 7.1.11 Develop and maintain community partnerships with private organizations, or governmental agencies to create joint use and other partnership opportunities for increased recreational space and activities.

Cesar Chavez Park and San Diego Bay

Cesar Chavez Park Soccer fields

Barrio Station

Widened right-of-way with seating and cultural artwork

Public plazas make great space for outdoor markets

Public community gathering space

Policy 7.1.12 Establish joint use facilities between the City of San Diego and the San Diego Unified School District for community use of future school playfields and recreation facilities at, or adjacent to, Perkins Elementary School.

Policy 7.1.13 Expand Chicano Regional Park by acquiring and developing adjacent parcels as they become available or as feasible.

Policy 7.1.14 Develop group picnic areas within existing or any new parks added to the community. These park picnic areas should be located as near as possible to restrooms, parking areas and public transit.

Policy 7.1.15 Renovate and utilize Cesar Chavez Center near Chicano Regional Park for a future recreation center and expand the Center's hours of operation as feasible.

Policy 7.1.16 Establish and develop community gardens for recreation. Work with SDG&E to utilize their site at Newton Avenue and Sampson Street. (Also see Policy 8.2.33)

Policy 7.1.17 Reduce freeway noise exposure when planning new facilities through site design or noise barriers as feasible, or by locating the most noise sensitive uses, such as children's play areas, in the quieter areas of the site.

Policy 7.1.18 Pursue opportunities to provide open and recreational spaces, on freeway decks covering I-5, or expanded bridges spanning I-5, where feasible.

Policy 7.1.19 Pursue the use of San Diego Regional Park Funds for improvements and expansion of Chicano Regional Park and Chollas Regional Park.

Policy 7.1.20 Promote gender equity in future parks and programing by:

1. Ensuring decision making roles are distributed equitably between genders;
2. Ensuring that gender advocate groups are included in the park planning and design process;
3. Ensuring even distribution of game and practice locations, scheduling, practice times, equipment, storage, and funding; and
4. Including a variety of gender expressions in recreation facilities, activity guides and advertising materials, webpages, and other forms of communications.

Policy 7.1.21 Design all new parks to ensure that 50% of all site hardscape (roads, sidewalks, parking lots) have greater than 60% tree canopy coverage at 5-year growth.

Policy 7.1.22 Create artful, effective, community specific wayfinding designs at parks and recreational facilities that will increase community use, improve community connections and access, and educate users on the recreational and natural resources within the community.

7.2 PRESERVATION, PROTECTION AND ENHANCEMENT

The demand for park and recreation opportunities will continue to grow as the population of the Barrio Logan Community increases. Finding undeveloped land for parks in the Barrio Logan Community has become difficult, making protection essential for providing recreational opportunities to meet the needs in this community. Improvements to existing facilities that increase their life span, recreational value or that expand, intensify and diversify their uses are a form of protection and enhancement. Chicano Regional Park will continue to serve as the main cultural and recreational core for the community, but with increased demand and usage, combined with an increase in unhoused residents, there will be a growing need for upgrades. Enhancement of open space that provides a balance between protecting natural resources and allowing for a certain level of compatible public recreation uses will ensure its protection and preservation. This would include improving access to Chollas Creek and Chollas Creek Regional Park. For further direction, see the General Plan Recreation Element Policies RE-C.1 through RE-C.10.

PRESERVATION, PROTECTION AND ENHANCEMENT POLICIES

Policy 7.2.1 Design parkland and facilities using sustainable materials and techniques.

Policy 7.2.2 Upgrade Chicano Regional Park and Cesar Chavez Park by providing amenities in underused areas for recreational purposes as well as adequate security and sport lighting.

Policy 7.2.3 Protect and enhance Chollas Creek's resources while allowing for appropriate public recreational and educational use.

Policy 7.2.4 Protect public parkland in perpetuity by dedication of all City-owned land's acquired for park and recreation purposes pursuant to City Charter Section 55.

Passive linear park provides urban trails

7.3 ACCESSIBILITY

Accessibility within the Barrio Logan Community, as it relates to parks, has four main components: 1) Linkages between parks; 2) Accessibility for persons with disabilities within parks; 3) Access to the San Diego Bay, and 4) Equitable recreational opportunities and experiences for all community residents.

All parks within the Barrio Logan Community and the San Diego Bay are planned to be linked by a network of existing and proposed streets, complete streets and pedestrian paths. Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Chicano Regional Park, Cesar Chavez Park and San Diego Bay are linked to the community by public sidewalks and streets. Barrio Station is also linked to the community via sidewalks and streets. However, all of these recreational areas have limited access and visibility due to their location within the community, segmented by streets and rights-of-way that are not pedestrian-friendly.

Community gardens can be developed on public or private vacant land

Parks and recreation facilities should be accessible to the broadest population possible. All city parks are available to all city residents and visitors, and should be located within walking distance of neighborhoods, employment centers, and public transit, and available for public use by people of all abilities. The 1990 Americans with Disabilities Act (ADA) requires that newly constructed and/or altered local government facilities be readily accessible and usable by everyone. Therefore, all new and existing parks and recreation facilities and linkages within the Barrio Logan Community are required to meet ADA Guidelines when constructed or retrofitted for improvements. Accessibility also means the availability of active and passive recreation to all community residents. Future park and recreation areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Policies RE-D.1 through RE-D.10.

ACCESSIBILITY POLICIES

Policy 7.3.1 Retrofit and upgrade all park and recreational facilities to accommodate persons with disabilities, while respecting the community's cultural significance and attributes.

Policy 7.3.2 Provide bus stops or accessible parking at all park and recreation facilities within the Barrio Logan Community.

Policy 7.3.3 Develop and increase access to AgeWell and youth services, activities and facilities within the community's public park and recreation system.

Policy 7.3.4 Provide barrier-free access to all parks and the San Diego Bay via pedestrian, bicycle, public transit, and alternative modes of travel.

Policy 7.3.5 Design all new recreation facilities to achieve an inter-connected parks and open space system that is integrated into and accessible to Barrio Logan Community residents.

Policy 7.3.6 Provide a system of pedestrian paths and bikeways linking parks with future open space lands, such as the Bayshore Bikeway.

Policy 7.3.7 Design all new parks and renovate existing parks to include sports lighting intended to extend the use of the park into the night allowing a larger segment of the working population to utilize the park.

Provide park and recreation space accessible to everyone

Accessible design provides equal access for all

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7.4 OPEN SPACE LANDS

Open space lands typically include land or water that are free from development and kept natural, or developed with very low intensity uses. Chollas Creek Regional Park, a portion of which is included within Barrio Logan, offers opportunity to provide natural open space that is accessible to Barrio Logan residents as shown in Figure 7-2.

Chollas Creek is a 25-mile natural drainage system that has experienced significant alteration. It originates near Lemon Grove and La Mesa and contributes to improving water quality in San Diego Bay through filtering. The main channel connects with the proposed future development of Chollas Creek Trail (identified in the 2002 adopted Chollas Creek Enhancement Program) and flows southwest from communities in the northeast. The main and southern channels of Chollas Creek bisect Barrio Logan and connect with the bay in the 32nd Street Naval Base San Diego.

Efforts to clean up, restore, and protect Chollas Creek are being made by various community organizations and through policies contained in the City's Chollas Creek Enhancement Program. As Chollas Creek is restored and enhanced, areas improved for safe public use will provide recreational value. See the Conservation Element for additional information on preservation of Chollas Creek. For further direction, see the General Plan Recreation Element Policies RE-F.1 and RE-C.7.

Chollas Creek in need of restoration

OPEN SPACE LANDS POLICIES

Policy 7.4.1 Protect and enhance natural resources of open space lands along Chollas Creek through revegetation and restoration with native, drought tolerant plants.

Policy 7.4.2 Preserve and protect Chollas Creek by allowing only low intensity public recreational use, such as: trails, overlooks, interpretive signage, seating and public art.

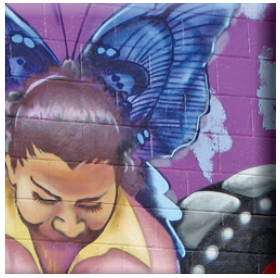
Policy 7.4.3 Provide safe public access to Chollas Creek from Main Street via pedestrian, bicycle, public transit, and alternative modes of travel from other recreational facilities.

Policy 7.4.4 Pursue grant funding and other opportunities for restoration and improvement of Chollas Creek through Barrio Logan.

Policy 7.4.5 Protect natural terrain and drainage systems of Barrio Logan's open space lands along Chollas Creek to preserve natural habitats and cultural resources and improve water quality.

Policy 7.4.6 Coordinate with Caltrans to explore recreational opportunities for the right-of-way west of the Interstate 5 along Chollas Creek for conservation, recreational uses, and increased access to Chollas Creek Regional Park.

Restored Chollas Creek



CHAPTER EIGHT

conservation element

IN THIS CHAPTER

Goals

Climate Change and Sustainability

Resource Management and Preservation

The Conservation Element of the General Plan discusses climate change and provides a broad range of policies designed to promote sustainability and reduce greenhouse gas emissions (See General Plan policies CE-A-1 through CE-A- 13). In order implement these policies, the City adopted a Climate Action Plan which addresses climate change and establishes strategies to mitigate greenhouse gas emissions through local action. The Climate Action Plan recommended preparation of a standalone climate adaptation plan to increase local capacity to adapt, recover from and thrive with a changing climate. This plan, Climate Resilient SD, will address the four primary climate change related hazards for the City: extreme heat, wildfire, changes in precipitation, and sea level rise. Together, these plans will help communities reduce the emissions that contribute to climate change and prepare for and adapt to anticipated changes.

GOALS

- An energy efficient transportation system.
- Public walkways that connect pedestrians with transit and community destinations.
- Enhancement of scenic resources and public access.
- An urban forest planting program.
- A tree canopy that reduces the urban heat island effect.
- Improved air quality.
- Water-efficient practices.
- Widespread use of drought-tolerant landscapes.
- Building energy efficiency and on-site production of renewable energy.
- A variety of recycling practices and opportunities.
- Cleaner stormwater discharges into Chollas Creek and San Diego Bay.
- Restoration of Chollas Creek and South Chollas Creek.
- Use of green infrastructure in stormwater improvements.

8.1 CLIMATE CHANGE AND SUSTAINABILITY

In 2019, the City completed a citywide Climate Change Vulnerability Assessment for sea level rise, heat, wildfire, and flooding impacts. Using the best available science, the City assessed what areas of the City are anticipated to be exposed to these climate change hazards and what the vulnerability of assets and resources in these areas would be. Additionally, the Unified Port of San Diego completed a Sea Level Rise Vulnerability Assessment to address management of their shoreline, which includes the areas in and around Barrio Logan. These reports identified the two primary climate change risk that would affect the Barrio Logan community as sea level rise and extreme heat.

The assessments indicate that the effects of sea level rise, such as flooding for Port tidelands, would occur prior to the year 2050. Although there is more uncertainty in the sea level rise leading up to the year 2100, there is an increased likelihood of permanent inundation in Barrio's Port Lands with potential for temporary flooding in parts of the Barrio Community Planning area. In addition, like many urban areas of the City, Barrio Logan is projected to have an incdreased heat risk and vulnerability. Implementation of the adaptation strategies identified in this element and in Climate Resilient SD can reduce risk to sea level rise related flooding and extreme heat events, helping to preare Barrio Logan for future climate change conditions.

CLIMATE CHANGE AND SUSTAINABILITY POLICIES

Policy 8.1.1 Implement General Plan sustainability policies and the Climate Action Plan through innovative regulations and the project review process.

Policy 8.1.2 Consider the effects of sea level rise, based on the best available science and flood maps, to reduce exposure to coastal hazards and flood risk and increase adaptive capacity of development within areas projected to be exposed to the climate change hazard within the development's lifespan.

Policy 8.1.3 Retrofit existing development in the proximity of San Diego Bay to withstand periodic flood events within areas susceptible to flooding.

Policy 8.1.4 Preserve and enhance Barrio Logan's attributes as a walkable community to reduce vehicle miles travelled and provide residents with attractive alternatives to driving (see Mobility Element).

Policy 8.1.5 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's Climate Action Plan.

Policy 8.1.6 Support urban greening projects or programs, such as expanded urban tree canopy, green roofs, green streets, and increased access to green spaces that provide air quality and natural cooling benefits during heat events.

Policy 8.1.7 Coordinate with Port of San Diego on sea level rise planning and adaptation planning.

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8.2 RESOURCE MANAGEMENT AND PRESERVATION

OPEN SPACE AND LANDFORM PRESERVATION

Barrio Logan is an urbanized community with little remaining natural topography. The bay-front which is under the control of the San Diego Unified Port District and the U. S. Navy are primarily developed with maritime and industrial uses. Other than the San Diego Bay, the only natural open space is what remains of Chollas Creek and its immediate surroundings. It is important to note that the majority of the creek within Barrio Logan flows through Naval Base San Diego. The General Plan has policies directly related to Open Space and Landform Preservation that can be found in policies CE-B.1 through CE-B.6.

Development/restoration of Chollas Creek is subject to the 2002 Chollas Creek Enhancement Program. The emphasis of the program is restoration of the creek's natural functions and the open space and passive recreational opportunities that come along with restoration. The Barrio Logan Bayside Phase IV Chollas Creek Enhancement Program is aimed at improving the branches of Chollas Creek and South Chollas Creek. Full scale improvements to the creek will involve coordination with the Regional Water Quality Control Board, San Diego Unified Port District, the Army Corps of Engineers, natural resource agencies, and the U.S. Navy.

OPEN SPACE AND LANDFORM PRESERVATION POLICIES

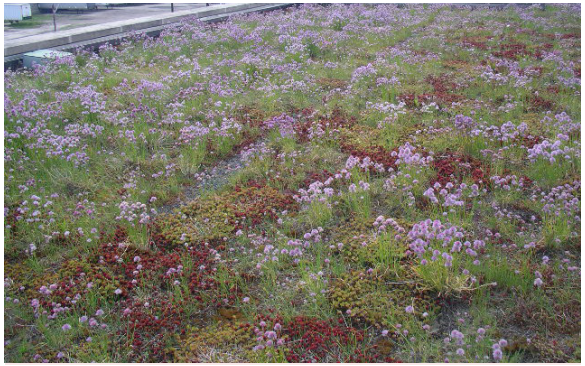
Policy 8.2.1 Initiate discussions with the U.S. Navy and other involved agencies regarding the restoration of Chollas Creek.

Policy 8.2.2 Maintain best management practices in all development to limit erosion and siltation.

Policy 8.2.3 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

Policy 8.2.4 Remove invasive species from Chollas Creek and restore habitat.

Policy 8.2.5 Preserve and protect Open Space by preventing incompatible uses, such as off-road activities, frisbee golf, community gardens, off leash dog areas and equestrian use.



Reduce project level greenhouse gas emissions to acceptable levels through design elements such as green roofs

Chollas Creek enhancements restore the creek's natural functions and appearance

Encourage community gardens on vacant public land

WATER RESOURCE MANAGEMENT

The San Diego region is a semi-arid coastal climate with limited local water resources and storage capacities, requiring the City to rely heavily on importing water from the Colorado River and Northern California. Since the City has no direct control over the amount of water it can import, it is important that the water which is available be used as efficiently as is possible. The General Plan addresses Water Resource Management in policies CE-D.1 through CE-D.5.

WATER RESOURCE MANAGEMENT POLICIES

Policy 8.2.6 Require all landscape design to use water conserving plant material and techniques to comply with the landscape water budget of the Municipal Code.

Policy 8.2.7 Encourage development to incorporate recycled and/or gray water irrigation systems early in the development process.

Policy 8.2.8 Provide ongoing education on water resource conservation opportunities available through the City of San Diego's Department of Public Works and the San Diego County Water Authority.

URBAN RUNOFF MANAGEMENT

Urban runoff occurs when water from rainfall or man-made operations flows over impervious surfaces and then makes its way into the storm conveyance system or enters waterways such as Chollas Creek from where it can eventually reach San Diego Bay. Urban runoff carries pollutants that are picked up by the water as it flows over urban surfaces. These pollutants include, but are not limited to oils, grease, trash, pesticides, organic waste, and metals. The General Plan addresses urban runoff management in policies CE-E.1 through CE-E.7.

Provide stormwater infiltration in parkways

Encourage landscapes that use water conserving plant material

The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter

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URBAN RUNOFF MANAGEMENT POLICIES

Policy 8.2.9 Encourage Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

Policy 8.2.10 Incorporate bioswales or other appropriate LID design practices where sufficient public rights-of-way and other conditions allow throughout the community. Prioritize efforts to capture stormwater along Harbor Drive before it reaches San Diego Bay, recognizing constraints that may be posed by soil conditions or the presence of other utilities.

Policy 8.2.11 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff.

Policy 8.2.12 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Policy 8.2.13 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that may leach metals into storm ater runoff.

Policy 8.2.14 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Policy 8.2.15 Encourage neighborhood practices for preventing and removing buildup of trash and pet waste on land surfaces.

AIR QUALITY

Health problems associated with poor air quality are especially significant for children, the elderly, and persons with respiratory problems. In the San Diego region, 80 percent of air pollution is caused by fossil fuel burning vehicles. The most harmful emissions come from diesel fuel emissions which contain toxic particulate matter. Within Barrio Logan, the majority of diesel fuel emissions come from transporting goods on trucks throughout the community. The General Plan addresses air quality in policies CE-F.1 through CE-F.9.

AIR QUALITY POLICIES

Policy 8.2.16 Designate and enforce appropriate trucking routes in order to limit impacts of trucks within the Barrio Logan Community.

Policy 8.2.17 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

Policy 8.2.18 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

Policy 8.2.19 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

SUSTAINABLE ENERGY

Creation of clean, renewable, and sustainable local energy resources provides environmental benefits and increases economic certainty and stability for residents and business alike. The General Plan addresses sustainable energy in policies CE-I.1 through CE-I.13.

SUSTAINABLE ENERGY POLICIES

Policy 8.2.20 Promote development that qualifies for the City's Sustainable Buildings Expedite Program, including solar energy sources for buildings.

Policy 8.2.21 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

Policy 8.2.22 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

Policy 8.2.23 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

URBAN FORESTRY

Street tree and private tree planting programs are important low cost, low-technology methods for improving the visual landscape and air quality in Barrio Logan. As the number and size of trees in the Barrio Logan urban forest increases so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; shading buildings in summer to lower the cooling costs to save on electricity, reduced stormwater runoff through absorption of water by the trees; improved air quality achieved as the trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun. Refer to the Urban Design Element Urban Forest/ Street Trees section, as well as Appendix B, for further direction on street trees. All proposed development within Barrio Logan will be required to plant and maintain street trees as identified in the plan. The General Plan addresses urban forestry in policies CE-J.1 through CE-J.5.

It is just as important, if not more, to plant trees, shrubs and landscaping on private property. A good rule of thumb is that 50% of the dry weight of a tree is carbon, so a faster growing large tree will capture more carbon from the air than a smaller tree.

URBAN FORESTRY POLICIES

Policy 8.2.24 Increase the overall tree canopy cover throughout Barrio Logan to 35% in urban residential areas and to 35% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of clean air and water management.

Policy 8.2.25 Work with the City's Urban Forester to coordinate the appropriate selection and location of shade-producing trees.

Policy 8.2.26 Require that new development retain significant and mature trees.

Policy 8.2.27 Support public outreach efforts to educate business owners, residents, and school children on the care of and environmental benefits of shade-producing street trees.

Street trees enhance the pedestrian environment

SOLID WASTE MANAGEMENT

An effective integrated waste management strategy conserves raw materials and energy, ensures that waste materials do not become a health threat, and reduces the need for new disposal facilities.

The General Plan addresses waste management in policies PF-I.1 through PF-I.5. Barrio Logan is home to several large recycling facilities that are an important part of the local recycling infrastructure. Businesses and residents within and adjacent to Barrio Logan utilize these facilities to recycle materials.

SOLID WASTE MANAGEMENT POLICIES

Policy 8.2.28 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/ recycling chutes, in development plans to facilitate compliance with recycling regulations.

Policy 8.2.29 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

Use small canopy trees to frame public views

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SCENIC RESOURCES AND PUBLIC ACCESS

The visual quality of Barrio Logan is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the Port District. Disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community.

These barriers, generally prevent visual access to the bay as well as into the community. In contrast to these barriers the San Diego-Coronado Bridge offers a location from which to obtain continuous views of the community. These views are not available to pedestrians since the bridge is restricted to auto traffic. The bridge itself is also a major landmark but the bridge's support columns are structural interruptions in the visual continuity of the community experienced at ground level.

Because of its geographical location and topography (Figure 8-1), there are tremendous opportunities to maximize views which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element

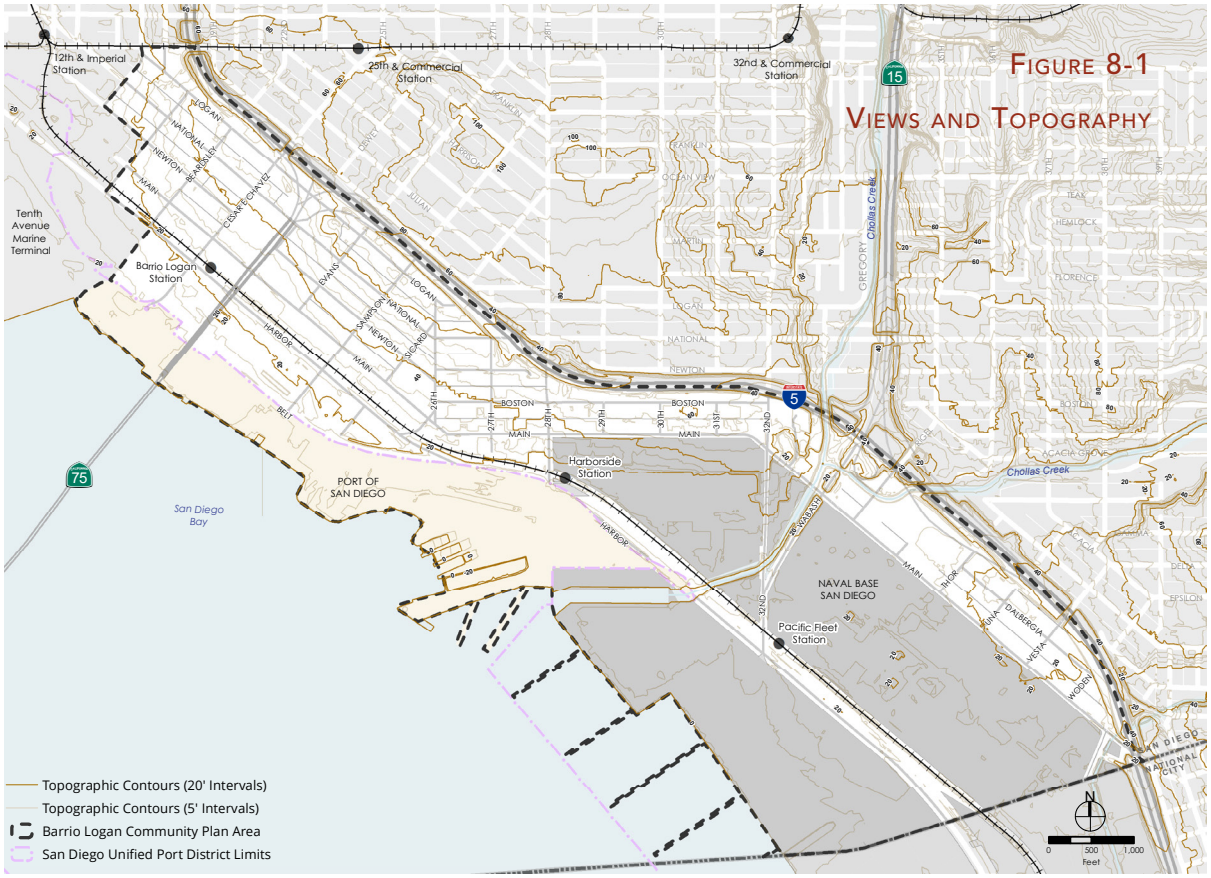

FIGURE 8-1
VIEWS AND TOPOGRAPHY

Harbor view corridor

Cesar Chavez park looking into the Bay

of the Barrio Logan Community. Barrio Logan's location adjacent to San Diego Bay and downtown provides opportunities to preserve and enhance existing scenic views from within the community. Critical view corridors to downtown San Diego are shown on Figure 8-1.

Critical view corridors to San Diego Bay are: Sigsbee Street, Cesar E. Chavez Parkway, Sampson, 26th, 28th and 32nd Streets. Enhancing the view corridor to San Diego Bay from Cesar E.

Chavez Parkway is a primary recommendation of this plan since Cesar E. Chavez Parkway is designated as Barrio Logan's ceremonial street. Hand-in-hand with preservation and enhancement of scenic views is preservation and enhancement of streets and walkways that provide public access to community destinations such as community centers, schools, shopping, transit, and the San Diego Bay front. These streets and walkways are designed to provide pedestrian amenities. An example of this is the design of the Cesar E. Chavez Parkway which serves to connect the community to Cesar Chavez Park and the San Diego Bay front as a ceremonial street. Specifics about access and streetscape are located in the Mobility and Urban Design Elements of this Plan.

SCENIC RESOURCES AND PUBLIC ACCESS POLICIES

Policy 8.2.30 Coordinate with the Port District to establish building setbacks within their jurisdiction that will preserve public views to San Diego Bay.

Policy 8.2.31 Require 15-foot wide minimum sidewalks along Cesar E. Chavez Parkway and Sampson Street to maintain and frame views to San Diego Bay.

Policy 8.2.32 Use tall, large canopy street trees along Cesar E. Chavez Parkway and Sampson Street to frame public views to San Diego Bay.

Policy 8.2.33 Require 10-foot wide minimum sidewalks along Main Street, Newton Avenue and National Avenue north of the bridge in order to maintain and frame views to downtown skyline.

Policy 8.2.34 Use narrow small canopy street trees along Beardsley Street and Sigsbee Street to frame public views to San Diego Bay.

Policy 8.2.35 Maintain and enhance public access to the San Diego bayfront along Cesar E. Chavez Parkway through the development of a ceremonial street from I-5 to the San Diego Bay that includes a minimum of 15-foot wide sidewalks with landscaped parkways and medians as space permits.

Newton Avenue view corridor

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COMMUNITY GARDENS AND URBAN AGRICULTURE

Barrio Logan has the potential to provide multiple sites for community gardens that contain individual and shared-plot spaces. For instance, land owned by San Diego Gas and Electric at Sampson Street and Newton Avenue, BNSF railroad along Harbor Drive, the Metropolitan Transit System, Caltrans, the City of San Diego as well as the San Diego Unified School District may have remnant parcels that could be used as community gardens.

Promote development of urban agriculture in Barrio Logan

Locate community gardens on publicly-owned properties whenever possible

Choose appropriate plants for San Diego's climate

CHAPTER NINE

noise element

IN THIS CHAPTER

Goals

Commercial and Industrial Activity

Motor Vehicle Traffic

Rail Noise

The Community Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. Where possible, new noise sensitive uses should avoid or attenuate excessive, or harmful noise levels to help maintain a pleasant and livable noise environment. Sensitive land uses include residential sites, schools, and libraries.

GOALS

- Minimal exposure of commercial and industrial noise to noise-sensitive land uses
- Reduction of excessive truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.
- Reduction of excessive rail noise near noise-sensitive land uses.

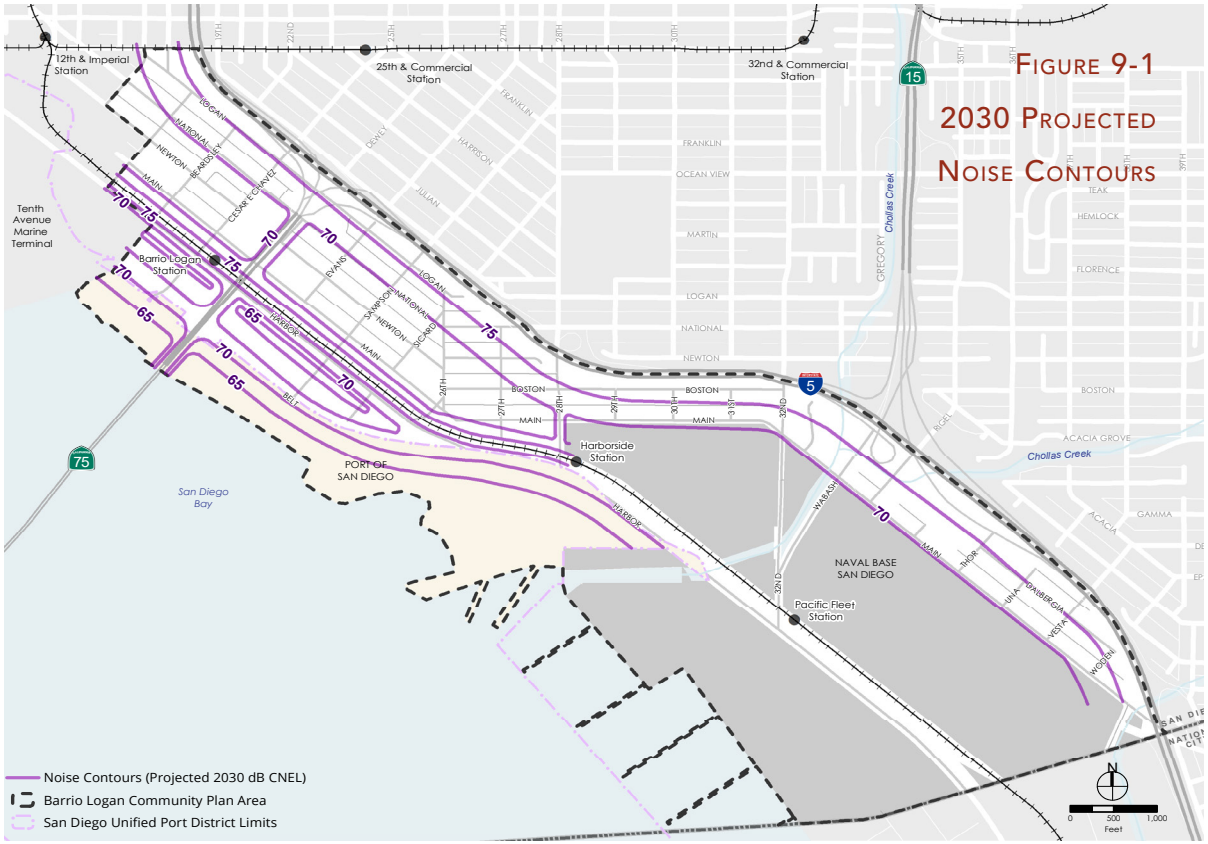

FIGURE 9-1
2030 PROJECTED NOISE CONTOURS

Barrio Logan is an active urban community with a mix of residential, commercial, and industrial uses. However, this diverse mix of uses creates issues of incompatibility, resulting in sensitive uses being exposed to higher noise levels. Noise can affect the environment and well-being of people living, working, and visiting a community. Industrial and commercial areas can have a higher ambient noise level than residential areas.

Noise from commercial and industrial, freeways and major streets, and rail operations affect the Barrio Logan community.

The General Plan provides policy direction for noise-related issues; therefore, minimal additional policies have been provided specifically for Barrio Logan. Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility.

The CNEL rating represents the average of equivalent noise levels, measured in decibels (dB), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. Figure 9-1 illustrates noise contours from freeways, major roads, and rail lines. The General Plan specifies that noise levels at or below 70 dB are conditionally compatible for multi- family residential uses and 65 dB for single family, children's schools and other sensitive receptors uses if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan. As the figure shows, only a small part of the community, mainly adjacent to I-5, is susceptible to noise impacts over 70 dB.

The greatest noise impacts are along Boston Avenue adjacent to I-5. The noise contours do not reflect changes in noise levels due to topography, such as the freeway depressed below ground level or other physical barriers including vegetation, walls, or buildings. Although not generally considered compatible, the General Plan does conditionally allow multifamily uses within areas up to 75 dB with noise attenuation in areas affected primarily by motor vehicle traffic noise with existing residential uses.

9.1 COMMERCIAL AND INDUSTRIAL ACTIVITY

Noise from the shipbuilding, repair yards, and other outdoor uses are audible within many areas of the community, however the effects from stationary noise sources are fairly limited to the immediate surroundings. Industrial activity noise is either emitted on-site or through the distribution of goods and materials to and from the site.

In an area where residences and other sensitive receptor uses are present, the potential for noise impacts are especially important to evaluate Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings that will reduce interior sound levels.

Commercial and industrial activities can create high amounts of noise

9.2 MOTOR VEHICLE TRAFFIC

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. SR-75, I-5, Harbor Drive, 28th Street, and 32nd Street are the primary sources of motor vehicle noise within the community. Noise from trucks driving within or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Barrio Logan is affected by truck traffic associated with industrial and commercial land uses, the U.S. Navy, and the Port of San Diego. Trucks in general generate more noise than cars and light trucks. Heavy trucks that support Port operations tend to generate more noise than medium trucks that support commercial and light industrial uses. Refer to General Plan policies NE.B.1 through NE. B.8 for further direction.

MOTOR VEHICLE TRAFFIC POLICIES

Policy 9.2.1 Reduce the effect of noise from motor vehicle traffic. This can be accomplished through use of the following techniques:

a) Use building setbacks to increase distance between the noise source and receiver;

b) Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;

c) Orient buildings to shield outdoor spaces from noise sources;

d) Locate parking lots, and other non-habitable uses between the noise source and receptor;

e) Incorporate forced-air ventilation systems to allow windows and doors to be closed;

f) Use double-paned or sound rated windows;

g) Incorporate sound insulating exterior walls and roofs;

h) Use attic vents to minimize sound intrusion into structures.

Policy 9.2.2 Utilize berms, walls, and buildings adjacent to I-5 to reduce the effect of noise on nearby noise sensitive uses.

Vehicle traffic creates noise

Trolley and train noise are sources of noise in the community

9.3 RAIL NOISE

Rail noise is a source of noise in the community. Freight trains and light rail transit (trolley) can generate high, relatively brief, intermittent noise events within the vicinity of at grade rail crossings where horns and crossing bells are sounded.

Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn "quiet zones." This requires the implementation of safety measures to compensate for the loss of the train horn usage. The General Plan has further policy direction for trolley and train noise found in policies NE.C.1 through NE-C.4.

Additionally, Policy 3.2.6 supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

RAIL NOISE POLICY

Policy 9.3.1 Do not allow residential uses along Main Street adjacent to the rail corridor due to high levels of noise.Street.

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CHAPTER TEN

historic preservation element

IN THIS CHAPTER

Goals

Identification and Preservation of Historical Resources

Education, Benefits and Incentives Related to Historical Resources

With its origins as a waterfront community, Barrio Logan is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. This era was followed by increased residential and commercial development during minority migration and immigration. Later development included increased maritime and Naval development of the waterfront, and large-scale freight handling facilities followed by the rise of the Chicano political activism movement and its impact on infrastructure projects and uses in Barrio Logan.

The General Plan's Historic Preservation Element provides a set of goals and policies that facilitate the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the historic identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals include identifying and preserving historical resources, educating the public about the importance of historic preservation, and encouraging preservation through use of incentives.

GOALS

- Preservation of significant historical resources.
- Educational opportunities and incentives to support historic preservation.

The Barrio Logan Community Plan Historic Preservation Element includes specific policies addressing the history and historic resources unique to Barrio Logan in order to encourage appreciation of the community's history and culture. These policies build upon the City's General Plan and provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in this element include the Identification and Preservation of Historical Resources, which provides the historic context and a discussion of designated and potential historical resources; and the desire to create added educational opportunities and incentives related to historical resources and their preservation.

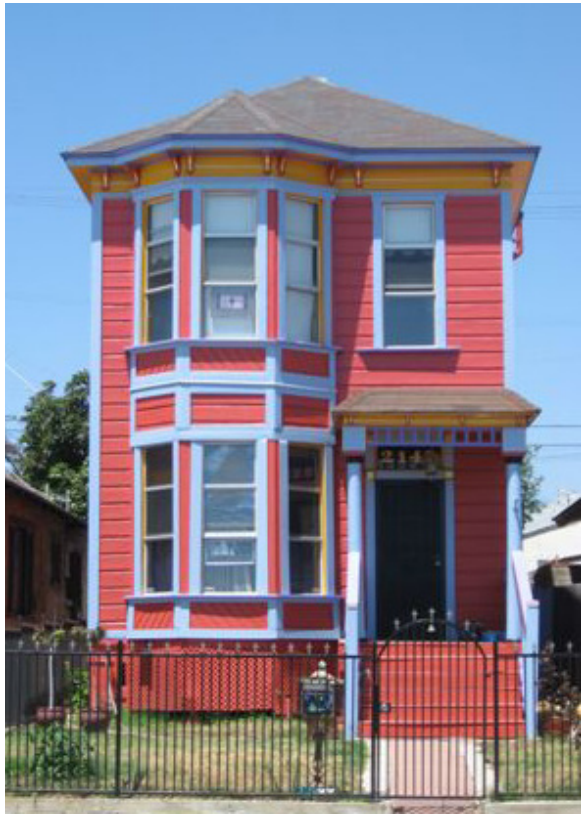
10.1 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES

HISTORIC CONTEXT

Prehistory

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,000 years of Native American occupation. The earliest archaeological remains in San Diego County are believed by some investigators to represent a nomadic hunting culture. A gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area is seen in the archaeological record dating from about 6000 BC to AD 650. The Late Prehistoric Period (AD 650 to 1769) in the City of San Diego is represented by the people ancestral to the Kumeyaay people of today.

The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego. A records search was completed by the South Coastal Information Center to gain an understanding of the known archaeological resources within Barrio Logan and to assess the potential for discovery of additional historic and prehistoric resources within the plan area.



Preserve significant historical resources such as Barrio Logan's Painted Lady

Brush huts of the Kumeyaay people

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A total of 13 archaeological resources have been identified within the boundaries of Barrio Logan. These sites consist of four prehistoric sites representing food or tool processing or habitation activities, seven historic period sites, and two sites with both prehistoric and historic components.

The potential to discover prehistoric sites or deposits within Barrio Logan is highest in those areas near Las Chollas Creek ("Indian Point") or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric people focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Chollas Creek, on the southeastern portion of Barrio Logan, are examples of the importance of fresh water and marine resources needed to sustain a large population over time.

Food and tools of the Kumeyaay

The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high. The existence of sites further away from Chollas Creek or the bay however is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development.

Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties within the Community Plan area.

Based upon the record search data, the project area is considered by tribal representatives to have minimum research potential, except in those areas on the southeast side of the community where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

As part of future development within Barrio Logan, the City should consult with the Native American Heritage Commission (NAHC) early in the project planning, design and environmental compliance process by notifying the NAHC and concerned Native American parties. Details of this notification process and recommendations for continued Native American consultation and treatment of burials are found in the Historic Survey Report.

History

Historic archaeological deposits have been identified within Barrio Logan, notably in those locations where archaeological monitoring has been required for large development projects.

Discoveries associated with the historic period include cisterns, privies, trash deposits, and foundations, including remains of the Coronado Railroad and the Savage Tire Factory. The ability of any of these features to provide the types of data necessary to address research questions related to the residents and the development of the community over time is dependent upon the presence of historic artifacts that represent the material cultural of the occupants of a particular location. Several examples exist from recent archaeological monitoring programs that indicate the potential is very high within the Community Plan area to discover features with associated historic artifacts that reflect the local population.

Historic Survey

The Barrio Logan Historical Resources Survey (Appendix D) addresses archaeological resources within the Community Plan area through records searches and Native American consultation. Due to the subsurface nature of archaeological resources and the unlikely expectation of encountering such resources during a reconnaissance survey in an urban setting, identification of additional archaeological resources was not attempted. Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts were expressed during the consultation process.

The built environment is addressed through a reconnaissance-level survey of existing properties built prior to 1965. The survey revealed that Barrio Logan's historic character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near Downtown along the planned railroad route.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands, which created the bayfront commercial area occupied by the growing fishing industry and the military. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate the new residents and growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional areas.

In the 1960s, the construction of freeways required the destruction of the streets in the path of I-5 and the new San Diego-Coronado Bay Bridge. The historic context identifies five important themes related to the development of Barrio Logan during the American Period (1846 – present). The themes focus on chronology and include:

1. **Railroads and Streetcars** (1870s – 1920s) Residential and Commercial Development;
2. **Early Industrial Bayfront Development** (1880s – 1930s);
3. **Minority Migration/Immigration and Euro-American Exodus** (1920s – 1950s) Residential and Commercial Development;
4. **Later Industrial and Naval Bayfront Development** (1940s – 1950s); and
5. **Chicano Political Activism** (1960s to present) Chicano Community Response to Rezoning and Infrastructure Projects.

Of the 485 properties included in the survey, the majority (64%) are residential, commercial buildings account for the second largest group of properties (27%), with industrial, institutional, and recreational buildings accounting for the remaining properties. Seventeen architectural styles were observed with Craftsman and Folk Victorian the most common residential styles, and Block was the most common commercial style.

These styles date to the early 20th century between circa 1920 and 1940, which is when the majority of the properties included in the survey (65%) are estimated to have been constructed.

The Mariachi Building

This timeframe in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) historic themes.

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings older than 1965 that were constructed behind older residences that were not covered by the current survey.

The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

DESIGNATED AND SIGNIFICANT HISTORICAL RESOURCES

Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave; HRB #799), and the artwork from the demolished Aztec Brewery (HRB #223) are listed in the City of San Diego Register of Historical Resources.

Chicano Park and its murals are also eligible for inclusion in the California Register of Historical Resources and the National Register of Historic Places. Chicano Park and its murals are recognized as an important historic site associated the theme of Chicano Political Activism (1960s-present).

In addition to these designated historic resources, at least one property, the Kelco Historical Community Mural, has been determined significant and eligible for designation through the environmental review process.

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses.

No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Avenue and Newton Avenue, generally bounded by Chicano Park on the northwest and S. 26th Street on the southeast.

The survey identified 98 buildings that may be considered individually significant based on City of San Diego Criterion C. Additional properties may also be found potentially significant through more detailed research.

Eight properties are identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's development based on City of San Diego Criterion A.

Development of Chicano Park by Barrio Logan residents

The Metro Theater

The majority of these properties are associated with the Residential and Commercial Development in the Era of Minority Migration/ Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan's residential and commercial growth was most substantial.

One property (2174 Logan Avenue) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]).

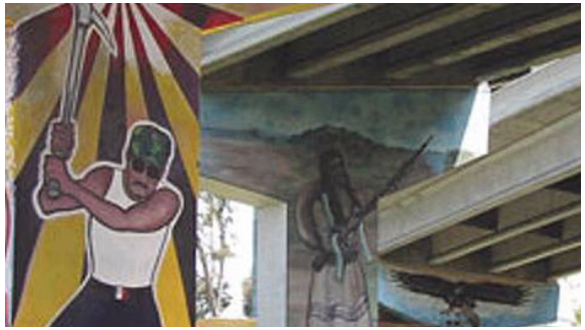
In 1925, the property located at 1786 Beardsley Street was purchased by the Lopez family. The New Mexico Tortilla factory was built in 1929 on this site. It was one of the first factories with an electric tortilla maker in the city.

The store delivered tortillas to Old Town and also sold food to the cannery workers. Later, the tortilla factory became a restaurant called the New Mexico Café. In the 1980s, the New Mexico Café moved to the adjacent property on the corner of Newton Avenue and Beardsely Street. The family-owned restaurant is still in business today.

Most historic resources surveys identify architecturally significant buildings or important historic districts. Yet in a community that has a strong cultural history, such as the predominantly Mexican-American community of Barrio Logan, the influence and shaping of the landscape are more complex than can be communicated through a list of individual buildings or districts. The Mexican-American contribution to the "sense of place" in Barrio Logan may be considered a historic vernacular landscape, worthy of study and preservation measures.

Key to a successful preservation strategy for these resources will be choosing the appropriate type of preservation action. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican-American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation.

Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.



Chicano Park and its murals are a protected historic resource

Historic Colonial Revival home located along Logan Avenue built in 1887

The New Mexico Café' has been owned and operated by the same family since 1926

POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES POLICIES

Policy 10.1.1 Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City's Historical Resources Register.

Policy 10.1.2 Conduct additional research and field work to determine whether a historic commercial district may be present along Logan Avenue.

Policy 10.1.3 Conduct additional field work to identify buildings that were obscured or inaccessible during the Barrio Logan Historic Reconnaissance survey.

Policy 10.1.4 Develop a historic context statement related to the Mexican-American "sense of place" and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. The context statement should include an oral history component to inform the context about those properties valued by the community.

Policy 10.1.5 Conduct project specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

Policy 10.1.6 Conduct project-specific investigations in accordance with all applicable laws and regulations in order to identify potentially significant tribal cultural and archaeological resources.

Policy 10.1.7 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

Policy 10.1.8 Consider eligible for listing on the City's Historical Resources register any significant archaeological or Native American cultural sites that may be identified as part of future development within Barrio Logan, and refer sites to the Historical Resources Board for designation, as appropriate.

Enclosed front yards of historic homes along Newton Avenue

Sampson Street Homes

10.2 EDUCATION, BENEFITS AND INCENTIVES RELATED TO HISTORICAL RESOURCES

Revitalization and adaptive reuse of historic buildings conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. Creating support for historic preservation requires public understanding of the significant contributions of historical resources to the quality and vitality of life, aesthetic appeal, and cultural environment of the community. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed. A number of community organizations including the Logan Heights Historical Society, Chicano Park Steering Committee and the Logan Avenue Business Association would be excellent partners in this education and outreach effort.

There are a number of incentives available to owners of historic resources. The California State Historic Building Code provides flexibility in meeting building code requirements for historically-designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards. The Mills Act provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan.

EDUCATION, BENEFITS AND INCENTIVES POLICIES

Policy 10.2.1 Foster preservation of designated historic resources through use of incentives.

Policy 10.2.2 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Policy 10.2.3 Encourage incentives for new development that could transfer the development rights from potentially and designated historic structures in order to preserve, maintain and rehabilitate them.

Policy 10.2.4 Promote opportunities for education and interpretation of Barrio Logan's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and art. Encourage the inclusion of both extant and non-extant resources. Educational and interpretive materials should be provided in English and Spanish, and may be provided in other languages as well.

Adaptive reuse of historic buildings provides new opportunity for small business

Historic preservation is an important component to Barrio Logan's identity

CHAPTER ELEVEN

arts and culture element

IN THIS CHAPTER

Goals

Arts and Culture Policies

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. Arts and culture provide 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 of Barrio Logan's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art in Barrio Logan are its painted murals, there are other examples including tile murals and sculptures. New directions in public art should encourage a diversity of media, so that all segments of the community can participate and be represented. Public art can also be a more integral part of public spaces such as plazas and transit stations, facades of existing buildings and utilities, as well as in new developments. In addition, these public places provide opportunities for other cultural activities to occur such as festivals and performances.

GOALS

- Barrio Logan identified as a cultural and arts center.
- Development of the Logan Avenue Arts District.

Fiesta del Sol is an annual street festival which celebrates the history and diversity of cultures in Barrio Logan

Chicano Park is home to the largest collection of Chicano murals in the world. The murals are recognized as seminal in the birth of the Chicano art movement in the United States and the collection is a point of pride among the residents of Barrio Logan as well as residents of San Diego. Chicano Park serves as a venue for a range of festivals and cultural events. Murals and art adorn buildings and walls throughout the neighborhood, a feature that is essential in the visual and social character of the community. The mural heritage visually supports the colorful history and spirit of the residents because the people express themselves thru art and visual spaces.

Public art can be found throughout Barrio Logan providing beauty and visual interest

"The Cannery Workers Tribute" in Barrio Logan by Valerie Salatino and Nancy Moran

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ARTS AND CULTURE POLICIES

Policy 11.1.1 Pursue art installations that are diverse in content, media and siting, that help to create and reinforce the uniqueness of Barrio Logan and reflect the array of regional cultural and environmental influences.

Policy 11.1.2 Embrace the artistic heritage of Barrio Logan and continue to invite new influences into the art-making dialogue/process.

Policy 11.1.3 Include public art or cultural amenities in each new development project. Engage artists early in the project design process to achieve integration between art and architecture.

Policy 11.1.4 Strengthen Barrio Logan's identity as a local cultural and arts center using public art in public spaces such as trolley stations, sidewalks, streets, parks, and in building lobbies.

Policy 11.1.5 Create a balance between the preservation/remembrance of historic elements of Barrio Logan culture and structures, such as the collection of Aztec Brewery art and artifacts, and contemporary art installations.

Policy 11.1.6 Ensure that ground floor spaces of live/work units emphasize artists' works, with accessible entrances, transparent windows, and display areas.

Policy 11.1.7 Support diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.

Policy 11.1.8 Utilize vacant and/or underutilized storefronts and other non-residential buildings for temporary art exhibitions.

Policy 11.1.9 Encourage the provision of spaces for performances and art events in neighborhood parks, community centers, schools, transit stations, residential developments and public areas within private development.

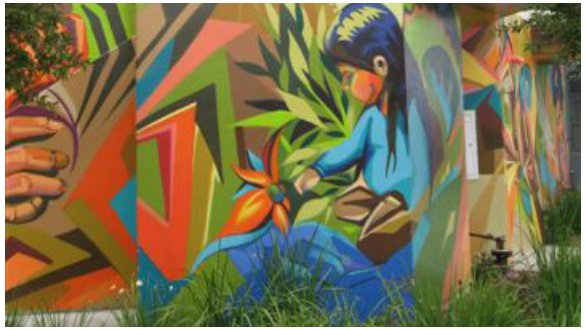
Policy 11.1.10 Continue efforts to create meaningful, memorable, and culturally significant offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.

Policy 11.1.11 Coordinate with the San Diego Unified Port District to identify all possible funding resources and to ensure alignment between the various public art programs and projects.

Policy 11.1.12 Support the Chicano Park Museum and Cultural Center.

Chicano Park Day features traditional music and dance, including Aztec Indigenous dance, coordinated by Toltecas en Aztlán.

Include public art or cultural amenities in each new development project



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Policy 11.1.13 Emphasize public art installations on Cesar E. Chavez Parkway, Logan Avenue and National Avenue and at major intersections.

Policy 11.1.14 Ensure that live/work artist spaces enliven the street with a focus in the areas designated as the Logan Avenue Arts District while providing housing and workspaces for local artists.

Policy 11.1.15 Involve artists in the design of gateway elements.

CHAPTER TWELVE

implementation

IN THIS CHAPTER

Key Actions

Priority Public Improvements and Funding

Funding Mechanisms

Barrio Logan Implementation

Action Matrix

The Barrio Logan Community Plan will be implemented through a number of different mechanisms which are outlined in this chapter. This chapter describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals will require the active participation of City departments and agencies, regional agencies such as the Port District, SANDAG, MTS, and the community.

This plan also recommends funding mechanisms for the City and Barrio Logan Community to pursue as ways to viably finance the implementation of this plan.

KEY ACTIONS

- Regularly identify and prioritize capital improvements and other projects necessary to accommodate present and future community needs as identified throughout this Community Plan.
- Implement facilities and other planned public improvements.
- Pursue grant funding to implement unfunded needs.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

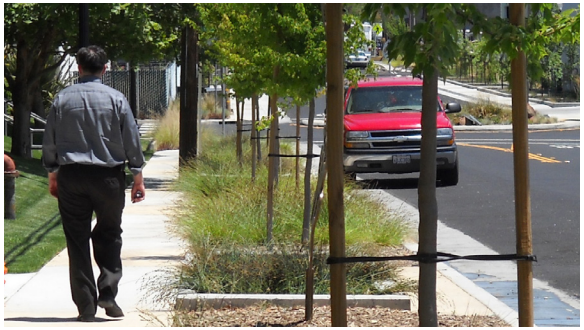
12.1 FUNDING MECHANISMS

Implementing improvement projects will require varying levels of funding. Multiple funding mechanisms are available depending on the nature of the improvement project:

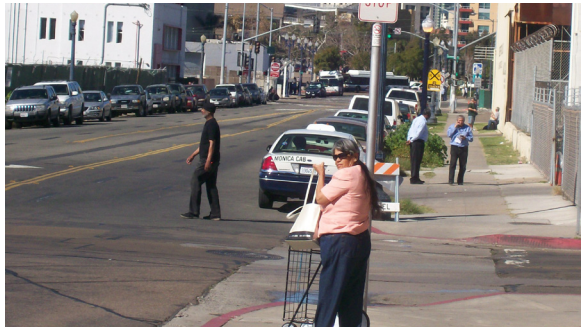
- Impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements.

12.2 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

The proposals for improvements to streets and open spaces described in this plan vary widely in their range and scope— some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. The list of projects below in Table 12-1 identifies priority recommendations.



Implement innovative streetscape improvements



Improvements are needed to sidewalks and transit stops

Table 12-1 Barrio Logan Implementation Action Matrix

No.	Element Actions	Policy	Responsible Departments/Agencies	Time Frame
	Sidewalk and Pedestrian Improvements			
1	Construct sidewalks in areas where they are currently missing or degraded along Harbor Drive, Main Street, Schley Street and Sigsbee Street.	ME 3.1.1	Adjacent property owners, Transportation Department	Short-term
2	Facilitate the completion of sidewalk and intersection improvements along Harbor Drive including improved pedestrian crossings at several locations to better connect the Port Tidelands employers and neighborhood east of Harbor Drive by enhancing the Sampson Street, Cesar E. Chavez Parkway, Schley Street, 28th Street and 32nd Street intersections. These improvements could be integrated as part of other projects efforts, which could include, but not limited to, Bayshore Bikeway, Harbor 2.0, and Vesta Bridge projects.	ME 3.1.2	Transportation Department; Caltrans; Port of San Diego	Short-term
3	Maximize sidewalk landscaping, shade-producing street trees and pedestrian scale street furnishing to the greatest extent feasible with an emphasis in the Community Village and Historic Core areas.	ME 3.1.12	Transportation Department; Caltrans; Port of San Diego	Short-term
4	Design the corners of major street intersections including along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate public gathering spaces.	ME 3.1.13	Adjacent Property Owners, City of San Diego	Short-term
5	Create a comprehensive street lighting plan to be implemented through a lighting and landscape maintenance assessment district.	PFE 6.1.11	City of San Diego; Barrio Logan community	Medium-term
	Bicycle Improvements			
1	Complete the Bayshore Bikeway project.	ME 3.5.1	City of San Diego; San Diego Association of Governments and the BNSF Railroad	Medium-term
2	Provide dedicated bicycle facilities including, but not limited to, Class II bicycle lanes on National Avenue, Class IV cycle track on Main Street between Rigel and Schley, and Class I multi-use path and Class III bike route along Boston.	ME 3.5.1.	City of San Diego	Medium-term
3	Coordinate the exploration of a Class IV connection from Harbor Drive to Main Street along 32nd Street and a Class I facility along the Chollas Creek channel under the I-5 Freeway to the Bayshore Bikeway at Harbor Drive.	ME 3.5.4 and 3.5.5.	City of San Diego; Caltrans; Navy; San Diego Association of Governments	Long-term
	Roadway Infrastructure			
1	Work with Caltrans to redesign the access to the San Diego Coronado Bay Bridge onramp at Cesar E. Chavez Parkway and Logan Avenue to improve the pedestrian environment.	ME 3.1.8	City of San Diego; Caltrans	Medium-term
2	Support improvements to grade-separate 28th Street and 32nd Street Trolley tracks.	ME 3.1.3	City of San Diego, SANDAG, Metropolitan Transit System (MTS)	Long-term
	Parking			
1	Develop a parking strategy to address employee parking needs, and to comprehensively address employee and community parking issues, and associated community impacts through shared parking agreements.	ME 3.6.2 and 3.6.3.	N/A	Short-term
2	Create a parking district in order to efficiently manage on and off-street parking opportunities.	ME 3.6.1 and 3.6.5	City of San Diego and Barrio Logan Community	Medium-term
	Goods Movement			
1	Coordinate truck route improvements with Caltrans and the Port for Harbor Drive along with 28th and 32nd Streets.	ME 3.7.4	City of San Diego; Caltrans, Navy and the Port of San Diego	Medium-term

Table 12-1 Barrio Logan Implementation Action Matrix

No.	Element Actions	Policy	Responsible Departments/Agencies	Time Frame
	Public Park and Open Space Improvements			
1	Establish a joint-use agreement with Perkins Elementary to utilize future recreational facilities during non-school hours.	RE 7.1.12	City of San Diego; San Diego Unified School District	Medium-term
2	Work with Caltrans to for use of Caltrans property between 29th Street and 32nd Street for an urban trail connection along the east side of Boston Avenue.	RE 7.1.4 / LU 2.7.25	City of San Diego; Caltrans, Adjacent Property Owners	Medium-term
3	Establish a park and recreation facility at Chicano Park.	RE 7.1.15	City of San Diego; Caltrans	Medium-term
4	Work with Caltrans to acquire properties within their jurisdiction that are adjacent to Chollas Creek.	RE 7.1.4	City of San Diego; Caltrans	Medium-term
5	Evaluate the ability to develop a trail connecting Main Street to the community east of Interstate-5 along Chollas Creek.	RE 7.4.2	City of San Diego; Caltrans and the Navy	Long-term
	Public Facilities Improvements			
1	Develop a new 10,000 square foot fire station to serve the needs of the Barrio Logan Community as well as the surrounding communities that fall within the service area.	PFE 6.1.2	City of San Diego	Short-term
2	Ensure the library that serves the Barrio Logan community has sufficient resources.	PFE 6.1.8	City of San Diego	Short-term
	Conservation Improvements			
1	Establish lighting and landscape maintenance assessment district to promote and maintain shade-producing street trees in order to expand the canopy cover to 20% in residential areas and 10% in commercial and industrial areas.	CD 8.2.24	City of San Diego	Short-term

appendices

IN THIS CHAPTER

A: Community Plan Implementation Overlay Zone

B: Barrio Logan Street Trees

C: Barrio Logan Historical Resources Survey

APPENDIX A: BARRIO LOGAN CPIOZ - TYPE A

The Community Plan Implementation Overlay Zone (CPIOZ) -Type A is applied within the boundaries of the Barrio Logan Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code as shown in Figure 2-9. 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. It is intended that the supplemental regulations provided below, in combination with allowable uses and development regulations of the applicable base zone, create the type of development envisioned by the Community Plan. Where there is a conflict between the Supplemental Development Regulation (SDR) and the development regulation of the applicable base zone, the SDR within the CPIOZ applies.

MARITIME COMMERCIAL

The following supplemental development regulations apply to land designated Maritime Commercial.

SDR-1 Maritime Commercial Prohibited Uses. Uses prohibited within the CO-2-1 zone are identified in Municipal Code Section §131.0522 Table 131-05B. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Maritime Commercial land use designation.

Separately Regulated Residential Uses

- Permanent Supportive Housing
- Transitional Housing

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Homeless Facilities
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Commercial Services

- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Childcare Facilities
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

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

COMMUNITY COMMERCIAL

The following supplemental development regulations apply to land designated Community Commercial.

SDR-2 Community Commercial Prohibited Uses.

Uses prohibited within the CC-2-4 zone are identified in Municipal Code Section §131.0522 Table 131-05B. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Community Commercial land use designation.

Separately Regulated Agriculture Uses

- Agricultural Equipment Repair Shops

Separately Regulated Residential Uses

- Permanent Supportive Housing
- Transitional Housing

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Homeless Facilities
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

- Marine Related Uses within the Coastal Overlay Zone

Retail Sales

- Building Supplies and Equipment

Commercial Services

- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Childcare Facilities
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

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

NEIGHBORHOOD COMMERCIAL

The following supplemental development regulations apply to land designated Neighborhood Commercial.

SDR-3 Neighborhood Commercial Prohibited Uses.

Uses prohibited within the CN-1-3 zone are identified in Municipal Code Section §131.0522. In addition to the prohibited uses outlined in Table 131-05B, the following uses are prohibited within the Neighborhood Commercial land use designation.

Separately Regulated Agriculture Uses

- Agricultural Equipment Repair Shops

Institutional

- Energy Generation and Distribution Facilities
- Historical Buildings Used for Purposes Not Otherwise Allowed
- Hospitals, Intermediate Care and Nursing Facilities
- Major Transmission, Relay, or Communications Switching Stations

Industrial

- Research and Development

Separately Regulated Industrial Uses

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

Retail Sales

- Buildings Supplies and Equipment
- Building Services
- Maintenance and Repair
- Visitor Accommodations

Separately Regulated Commercial Services Uses

- Adult Entertainment Establishments
- Eating and Drinking Establishments with a Drive-in or Drive-through Component
- Recycling Facilities

Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses

- Automobile Service Stations

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

SDR-4 Structure Height.

Maximum structure height shall be limited to 40 feet.

SDR-5 Ground Floor Residential.

Allow ground floor commercial requirements in §131.0540 to be met through development of residential and shopkeeper units.

SDR-6 Building Entrances.

All buildings shall be oriented so that primary and functional pedestrian entrances are individually accessible from an abutting public street or private drive by a pedestrian path.

NEIGHBORHOOD VILLAGE

The following supplemental development regulation applies to land designated Neighborhood Village.

SDR-7 Chollas Creek Linear Park.

Development on properties bounded by 32nd Street on the west, Interstate -5 on the north, Chollas Creek on the east, and Main Street on the south, shall dedicate in fee ownership or record a recreation easement for a public linear park area that provides access to Chollas Creek. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width. Development shall be allowed to calculate maximum allowable floor area and/or residential density based on the overall site including areas reserved for and built by the applicant for parks.

COMMUNITY VILLAGE AND NEIGHBORHOOD VILLAGE

The following supplemental development regulation applies to land designated Community Village and Neighborhood Village.

SDR-8 Inclusionary Housing Requirement.

A minimum of fifteen (15) percent of the total dwelling units in a proposed residential or mixed-use development of 10 or more dwelling units shall be set aside as affordable to and occupied by very low and low income households as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area. All other Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the Land Development Code shall apply, except that the only alternative method of compliance allowed is construction or rehabilitation of units off-site, as set forth in Section 142.1307 in Ordinance O-2020-1, within the Community Plan Area, except that 15 percent of the units must be affordable to households whose income does not exceed 80 percent of the area median income as adjusted for household size as defined by the U.S. Department of Housing and Urban Development for the San Diego Standard Metropolitan Statistical Area.

APPENDIX B: BARRIO LOGAN STREET TREES

Table 1 Barrio Logan Street Trees – Tree List

District Street Types	Landscape Districts					
	1 Community Village	2 Historic Core	3 Transition Area	4 Main and Boston	5 Prime Industrial	6 Harbor Drive
Parkways between 2-ft and 4-ft wide or larger						
Bauhinia blakeana (Hong Kong Orchid)	Accent	Accent				
Callistemon citrinus (Lemon Bottlebrush)			Accent	Accent	Accent	
Lagerstroemia indica (Crape Myrtle)	Accent	Accent	Accent	Accent	Accent	
Parkways between 4-ft and 6-ft wide or larger						
Cassia leptophylla (Gold Medallion)			Primary	Primary	Primary	
Arbutus 'marina' (Strawberry Tree)	Secondary	Secondary				
Tabebuia impetiginosa (Pink Trumpet Tree)	Secondary	Secondary				
Jacaranda mimosifolia (Jacaranda)	Primary	Primary	Secondary	Secondary	Secondary	
Metrosideros excelsus (New Zealand Christmas Tree)	Primary	Primary				
Quercus ilex (Holly Oak)			Primary	Primary	Primary	
Searsia (Rhus) lancea (African Sumac)	Primary	Primary				
Geijera parviflora (Australian Willow)	Secondary	Secondary				
Parkways between 6-ft and 10-ft wide or larger						
Koelreuteria bipinnata (Chinese Flame Tree)			Secondary	Secondary	Secondary	
Koelreuteria paniculata (Golden Rain Tree)			Primary	Primary	Primary	
Corymbia ficifolia (Red-Flowering Gum)			Secondary		Secondary	
Ulmus parvifolia 'Drake'			Primary		Primary	
Parkways 10-ft wide or larger						
Quercus suber (Cork Oak)			Primary	Primary	Primary	Primary
Tipuana tipu (Tipu Tree)			Primary	Primary	Primary	

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments. NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

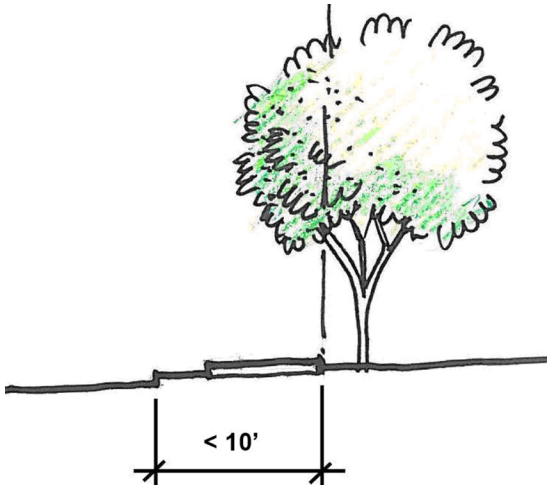
APPENDIX B: BARRIO LOGAN STREET TREES

Table 2 Barrio Logan Community Corridor Street Tree List

Community Corridor	Primary Tree	Secondary Tree
Boston Avenue between S 29th Street and S 32nd Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Harbor Drive	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Logan Avenue between S 16th Street and S Evans Street	Jacaranda mimosifolia (Jacaranda)	Arbutus 'Marina' (Marina Strawberry Tree)
Logan Avenue between S Evans Street and S 26th Street	Searsia (Rhus) lancea (African Sumac)	Jacaranda mimosifolia (Jacaranda)
Main Street	Geijera parviflora (Australian Willow)	Arbutus 'Marina' (Marina Strawberry Tree)
Newton Avenue	Jacaranda mimosifolia (Jacaranda)	Geijera parviflora (Australian Willow)
National Avenue	Searsia (Rhus) lancea (African Sumac)	Tabebuia impetiginosa (Pink Trumpet Tree)
28th Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
32nd Street	Quercus ilex (Holly Oak)	Metrosideros excelsa (New Zealand Christmas Tree)
Cesar E. Chavez Parkway	Jacaranda mimosifolia (Jacaranda)	Arbutus 'Marina' (Marina Strawberry Tree)

BARRIO LOGAN COMMUNITY STREET TREE PLAN – GENERAL NOTES

1. Size of street trees to be per citywide landscape regulations and standards (no case less than a twenty-four inch box).
2. Total number of street trees to be calculated by street frontage of each property (no less than 1 tree for every 30-linear feet).
3. Minimize the use of tree grates when possible. Tree grates shall be American Disabilities Act approved where necessary to provide required clear path.
4. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning. No topping or hat-racking of trees shall be permitted.
5. Where site conditions do not allow the installation of street trees in the public right-of-way, street trees may be located on private property within 10-ft. of the property line per citywide Landscape Regulations.



Street trees on private property are allowed where the R.O.W. is less than 10'

September 2021 Draft

APPENDIX C: BARRIO LOGAN HISTORICAL RESOURCES SURVEY EXECUTIVE SUMMARY

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program and Barrio Logan Planned District Ordinance Zoning regulations). As part of the update effort, the City commissioned a historical resources reconnaissance survey of the Barrio Logan Community Plan Area (Barrio Logan) in order to prepare the historic preservation element of the Community Plan. Brian F. Smith and Associates, Inc. (BFSA) conducted the survey of Barrio Logan from 2008 to 2009.

The survey included a literature review, a records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning," National Register of Historic Places Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes," and also benefited from the guidance of City staff.

Previously identified archaeological resources within the study area were considered as part of the study. The South Coastal Information Center records search result listed 33 previously recorded archaeological resources within the boundaries of Barrio Logan, six prehistoric (two also containing historic resources) and the remainder historic. Historic archaeological deposits within the study area have been located where projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible during a field reconnaissance within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the survey would not include attempts to locate such deposits.

BFSA historians conducted the field reconnaissance of Barrio Logan in July and August of 2008. The survey boundaries included the Barrio Logan plan area, with the exception of the area southwest of Harbor Boulevard. The survey was focused on buildings constructed before 1965 and those visible from the street. A total of 485 properties were surveyed including Chicano Park, established in 1970. One-hundred and twenty-nine properties were found to be potentially significant based the City of San Diego significance criterion and were assigned a California Status Code of 5S3. A complete list of the properties surveyed is provided in the appendices of the report.

The survey results indicate there are no concentrations of buildings representing a single architectural style or a particular period of time or that relate to an identified historic theme in a significant way. Because of the zoning changes in the 1950s that allowed for mixed uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the historic setting and the integrity of the plan area. The majority of residential and commercial structures have been altered compromising their architectural integrity. Consequently, no historic districts were identified within Barrio Logan. The modifications made by Mexican-American residents to structures that may have compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant.

Native American representatives were consulted regarding the community plan update process. Clint Linton of Red Tail Monitoring and Research, Inc, a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to Barrio Logan, and agreed with the recommendations for Native American consultation proposed by BFSA.

Based on the results of the historic resources survey, it is recommended that the City conduct additional research on buildings receiving a 5S3 status code as part of future project review, identify additional buildings that may have been missed during the survey, commission a Mexican American Cultural Landscape and Oral History Study, and conduct project-specific Native American consultation as warranted during future project review.