BARRIO LOGAN COMMUNITY PLAN
Changes to Proposed Community Plan October 2021 Draft

Acknowledgements

Added staff names: Vickie White, Senior Planner, Melissa Garcia, Senior Planner, Gustavo Negrete, Junior Traffic Engineer

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*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.

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Also planned for Barrio Logan's bicycle network is the implementation of separated bikeways, *where feasible*.

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

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*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*.

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*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*.

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*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.

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Figure 3-5 Planned Bicycle Network updated to extend Class I Bicycle Path from Wabash along west side of 32nd Street to connect to the Bayshore Bikeway.
Page RE-3

The location of potential freeway lids was added to Fig 7-1.

Page RE-4

However, the City-owned Chicano Park Museum and Cultural Center 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.

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The list of planned parks in Table 7-1 was updated to include potential freeway lids.

<table>
<thead>
<tr>
<th>Parks and Recreation Facilities</th>
<th>Existing Recreational Value</th>
<th>Planned Recreational Value</th>
<th>Existing Usable Area</th>
<th>Planned Usable Area</th>
<th>Parks and Recreation Facilities Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logan Avenue Neighborhood Park (Freeway Lid)</td>
<td>0.00 Points</td>
<td>1270.00 Points</td>
<td>0.00 Acres</td>
<td>11.00 Acres</td>
<td>Proposed neighborhood park built on a freeway lid spanning Interstate 5 between S Evans St and National Ave. Design and construct</td>
</tr>
<tr>
<td>Boston Ave Neighborhood Park (Freeway Lid)</td>
<td>0.00 Points</td>
<td>1049.00 Points</td>
<td>0.00 Acres</td>
<td>9.00 Acres</td>
<td>Proposed neighborhood park built on a freeway lid spanning Interstate 5 to accommodate passive and active recreation. Coordinate with Caltrans and the Federal Government to develop and construct a freeway lid spanning Interstate 5 between S 29th St and S 32 St. 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 fields, restrooms, security lighting, public art, staging area for community events with electrical connections, community WiFi network, cultural signage, wayfinding signage, and shade trees. Integrate the businesses and residential uses along the park into the park design to create an active public realm and promote connections between the Barrio Logan Southeastern Communities.</td>
</tr>
</tbody>
</table>

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Policy 7.1.18 was updated as follows: Pursue opportunities to construct park provide open and recreational focused spaces, on freeway lids/decks covering I-5, or expanded bridges spanning Interstate 5 in key locations reconnecting the Southeastern San Diego and Barrio Logan communities which were divided by the Federal-Aid Highway Act of 1956 and the construction of Interstate 5-I-5, where feasible.

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Policy 7.1.15 Renovate and utilize Chicano Park Museum and Cultural Center Cesar Chavez Center near Chicano Regional Park for a future recreation center and expand the Center's hours of operation as feasible.
Add Policy 7.4.7: Connect the proposed Chollas Creek Trail Open Space Park to the larger pedestrian and bike Citywide network including the Bayshore Bikeway Multi-Use Path and Chollas Creek Multi-Use Path.

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.

Add to Table 12-1 Barrio Logan Implementation Action Matrix under Roadway Infrastructure section: 3. Element Actions: Implement traffic calming measures to improve pedestrian and bicycle safety and comfort on roadways, including but are not limited to, Sigsbee Street, Beardsley Street, Sampson Street, Boston Avenue, National Avenue, and Cesar E. Chavez Parkway. Policy: ME-3.3.6. Responsible Departments/Agencies: City of San Diego Transportation Department. Time Frame: Medium-term

Delete 2 under Parking: Create a parking district in order to efficiently manage on and off-street parking opportunities.

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.

SDR-9: Anti-Displacement Review. Provide relocation assistance to tenants of residential units in Barrio Logan proposed to be demolished or converted to condominiums, as specified in the City's Dwelling Unit Protection Regulations and Condominium Conversion Regulations.