

BARRIO LOGAN COMMUNITY PLAN

Changes to Proposed Community Plan Since April 2021 Draft

Changes were made to the proposed Barrio Logan Plan since the April 2021 community review draft as a result of comments provided by the public and review by City staff. The content revisions include the following additions to the plan include a new requirement for affordable housing to be constructed for projects of more than 10 residential units proposed in the Community Village and Neighborhood Village areas. This change is reflected in the Supplemental Development Regulations in the Barrio Logan CPIOZ. In response to other key housing issues, there are updated anti-displacement policies in the Land Use Element. The revised plan also updated the planned parks and trail connections. Finally, the Mobility Element figures and policies were refined, including additional truck route restrictions in response to community comments.

Revisions are listed below and included as ~~strikeout~~/underline to show corrections, clarification, and changes to text. Additional changes were made to correct minor punctuation errors.

Acknowledgements and Table of Contents

Updated the list for Planning Commissioners and staff roles to reflect current titles and departments, and edited figure and table numbers to correspond to edits listed under each chapter below.

Chapter One - Introduction, Section 1.4, page viii

Corrected reference to the Barrio Logan Community Planning Group as BLCPG (from BLCGP).

Chapter Two - Land Use Element, Section 2.1 Land Use Distribution, pages LU-3 through LU-5

Reorganized the Community Village and Neighborhood Village land use designations under Multiple Use with the following revisions: Community Village refers to a residential density range of 44-73 dwelling units per acre (du/ac) and Neighborhood Village refers to a residential density range of 30-44 du/ac in Table 2-1 Barrio Logan Land Use Categories. The category for Community Commercial (residential permitted) was removed for consistency with Figure 2-1 Land Use. The base zones were updated and guidelines for floor area ratio were removed.

Added an asterisk to acres column in Table 2-2 Planned Land Use to correspond to the note about acres being rounded, and with the addition of Neighborhood Village land use designation, the category names and acres were updated accordingly to match Figure 2-1 Planned Land Use.

Figure 2-1 Land Use was revised to include Neighborhood Village and add the du/ac in the legend for land use categories which allow residential.

Chapter Two - Land Use Element, Section 2.1 Land Use Distribution, page LU-7

Edited sentence for clarity in the Environmental Justice section as follows: These agencies include ~~identified by~~ the Environmental Protection Agency, the California Air Resources Board, and the San Diego Air Pollution Control District.

Chapter Two - Land Use Element, Section 2.2 Residential Land Use, pages LU-9 and LU-11

- Added photo caption: The plan promotes a diversity of housing for all income levels.
- Updated header to Anti-Displacement (from Gentrification) and added policies:
- Policy 2.2.16 Respecting community history, prioritize Barrio Logan residents' opportunity to live in the new housing developed in the community.
- Policy 2.2.17 Recommend, 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.

Chapter Two - Land Use Element, Section 2.3 Commercial Land Use, page LU-12

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

Added policies in response to coordination with California Coastal Commission:

- 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.

Chapter Two - Land Use Element, Section 2.5 Industrial Land Use, page LU-14

Edited Policy 2.5.3 to reference parking solutionsspaces for industries.

Chapter Two - Land Use Element, Section 2.7 Specific Neighborhood Guidelines, pages LU-15 through LU-24

Corrected figure numbering by starting with 2-2 (from 2-3) and subsequent figures within this section were renumbered.

Edited description of Prime Industrial Areas as follows: Barrio Logan's Prime Industrial lands are long-term assets that serve a critical role in the region's economy. ~~The design of the industrial~~ structures should be sensitively designed since they are adjacent to residential and mixed use neighborhoods, and open space systems.

Chapter Two - Land Use Element, Section 2.8 Community Plan Implementation Overlay Zone (CPIOZ), page LU-24

Edited reference to Community Plan Implementation Overlay Zone (CPIOZ) – Type A (from CPIOZ - Type-A) and updated Figure 2-8 to expand the boundaries of the Community Plan Implementation Overlay Zone (CPIOZ) to include residential areas for inclusionary housing requirements.

Chapter Three – Mobility Element, Introduction, page ME-1

Edited reference to over and undercrossings as physical and ~~perceived~~perceptual barriers.

Chapter Three – Mobility Element, Section 3.1 Walkability, pages ME-2 through ME-5

Updated Figure 3-1 to Planned Pedestrian Route Types (from Pedestrian Routes) and added sentence: These route typologies relate to potential facility designs and design treatments to address pedestrian needs.

Edited Policy 3.1.4 to add adjacent jurisdictions and agencies and Policy 3.1.8 to remove the “I” following the policy.

Chapter Three – Mobility Element, Section 3.2 Transit Services and Facilities, page ME-6

Edited sentence to clarify rapid bus transit and upgraded trolley service in the form of frequency and infrastructure enhancements are planned in the regional plan, and edited Policy 3.2.4 to name 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.

Chapter Three – Mobility Element, Section 3.3 Streets and Freeways, page ME-10 through ME-12

Updated Figure 3-4 to Planned Street Classifications (from Build-out or Buildout Street Classifications).

Edited Policy 3.3.3 to capitalize reference to “The vacation of streets or alleys adjacent to I-5” and added specific corridors to Policy 3.3.6: Corridors of particular interest for traffic calming treatments include, but are not limited to, Sigsbee Street, Beardsley Street, Sampson Street, Boston Avenue, National Avenue, Cesar E. Chavez Parkway.

Chapter Three – Mobility Element, Section 3.4 Transportation Demand Management, page ME-13

Edited Policy 3.4.5 to include mobility hubs.

Chapter Three – Mobility Element, Section 3.5 Bicycling, pages ME-14 and ME-16

- Updated Figure 3-5 and reference as “Existing and planned~~Recommended~~ bicycle facilities range from shared paths to separated lanes and are shown on Figure 3-5, description of Class II with bicyclistses”
- Edited Policy 3.5.2 Provide secure, accessible and adequate bicycle parking throughout the community especially at all Barrio trolley stations located at Cesar E. Chavez Parkway, 28th Street and 32nd Street, within shopping areas such asincluding the Mercado Commercial District, and at concentrations of residential and employment usesthroughout the community.
- Edited Policy 3.5.3 Work with Caltrans to retrofit the active transportation bridges~~pedestrian overcrossing stairways~~ over I-5 Freeway at Beardsley Street and 30th Street to improve accessibility for pedestrians andadd bicyclists. Improvements could include, but not limited to, ADA compliant amenities and treatments and bike rails on the stairways to facilitate wheeling a bicycle up the stairs.

Chapter Three – Mobility Element, Section 3.7 Goods Movement and Freight Circulation, pages ME-19 and ME-20

- Removed Figure 3-6 which was inadvertently included in the 2021 draft and updated Figure 3-6 for Truck Routes and Truck Restrictions.
- Edited Policy 3.7.3 Ensure that adopted goods movement routes, including Harbor Drive, 28th Street and 32nd Street, meet the future demands of the local businesses and Maritime industries.
- Edited Policy 3.7.4 to the community's transportation network system and for potential, where one “flexible” lanes in each direction of Harbor Drive.
- Edited Policy 3.7.5 to correct speed humps (from bumps), remove truck deterring and designated truck operational hours, and include investment in technologies and/or programs that monitor and enforce truck route compliance.

Chapter Four – Urban Design Element, Section 4.2 Climate Sensitive Buildings, pages UD-13 and UD-14

Edited formatting of header style to clarify Climate Sensitive Buildings from the Climate Sensitive Building Policies.

Edited Policy 4.2.5 under Green Building Policies as follows:

Integrate storm-water Best Management Practices (BMPs) on-site to maximize their effectiveness.

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

Chapter Four – Urban Design Element, Section 4.3 Urban Forest/Street Trees, page UD-14

Corrected policy numbering by starting with 4.3.2 under landscape districts, and subsequent policies within this section were renumbered.

Edited Policy 4.3.3 (formerly 4.3.5) as follows: Provide for ~~the~~ necessary care of existing street trees and replace trees which are damaged with in-kind trees in a timely manner.

Chapter Six – Public Facilities, Services and Safety, Section 6.1. Public Facilities and Services, page PF-3

Edited introduction for Water, Sewer and Stormwater Infrastructure and Policies 6.1.4 and 6.1.5 for clarity as follows: “Extensive replacement and maintenance of ~~the~~ water and sewer lines has been occurring from year to year, and ~~Upgrading the~~ existing infrastructure is an ongoing process. Barrio Logan has limited drainage capacity in some areas ~~under capacity in terms of storm drainage~~ and the community has experienced ~~traditionally seen~~ flooding during storms. Water from rainstorms can cause flooding throughout the ~~in many alleys and many of the streets of Barrio~~

~~Logan. Upgrading existing infrastructure as well as the storm drain system is critical to the future of Barrio Logan."~~

~~Policy 6.1.4 Upgrade infrastructure for water and sanitary sewer facilities and the storm drain system and enhance cleaning efforts, institute a program to clean the storm drain system 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 add/or prevent pollutants in urban runoff from reaching San Diego Bay and Las Chollas Creek and San Diego Bay.~~

Chapter Seven – Recreation Element, Section 7.1 Parks and Recreation Facilities, pages RE-2 through RE-4

Edited goals and introductory sentences as follows:

- Protect and enhance the quality and recreational value of existing parks, open space, and recreational programs in the Barrio Logan Community.
- Comprehensive pedestrian, ~~and~~ bikeway, and public transportation connections between parks and open space lands within the Barrio Logan Community and the entire City.

Introductory text edited as:

- 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. The current General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies. See the General Plan, Table RE-2, "Park Guidelines," for specific guidelines for parks, and Table RE-4 for guidance on equivalencies.
- Updated the population estimate to approximately 12,130 (from 13, 354).
- There is currently one City-owned and operated Regional Park, Chicano Park is a City-owned and operated regional park, serving the Barrio Logan Community (See Table 7-1).
- 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 ~~approximately 2,400 sq. ft. Park and Recreation~~ Paradise Senior Center provides numerous activities for older adults seniors.
- In addition, ~~the~~ Barrio Station, provides a community pool, recreation center and gymnasium activities of an appropriate size for the community at anticipated full development.

Chapter Seven – Recreation Element, Section 7.1 Parks and Recreation Facilities, pages RE-4 and RE-5

- The ~~General~~ Parks Master Plan establishes minimum guidelines for recreation centers and aquatic complexes, per Table RE-3 "Recreation Facility Guidelines," Appendix C.
- However, the ~~approximately 11,000 square foot~~ 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.

- Inserted new table for 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.
- Added subheader for Recreation Opportunities Policies.
- 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 underutilized 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 right-of-way, 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~~the discretionary review process.~~

In addition to the General Plan “Park Planning Policies” ~~noted on Pages RE-16, RE-17, RE-18 and RE-19,~~ the following policies are Barrio Logan-specific. ~~An up-to-date inventory of parklands and population figures is maintained by City staff.~~

Added a subheader for Recreation Opportunities Policies and edited policies as follows:

- 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 7.1.6 Pursue development of ~~under utilized~~ underutilized and reclaimed brownfield sites for future parks within the community where economically feasible, through acquisitions or other agreements.
- 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, of public agency buildings, such as the future Fire Station #7, or the surrounding exterior where space permits and safety can be assured.

- Policy 7.1.15 Renovate and utilize Cesar Chavez Center near Chicano Regional Park for a future park and recreation center and expand the Center's hours of operation as feasible activities.
- ~~Policy 7.1.19 Renovate and expand buildings hours of operation and programs at Cesar Chavez Center to intensify recreational uses and off-set the population-based park acreage deficit.~~
- Policy 7.1.19~~20~~ 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 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 7.1.21 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.

Updated Figure 7-1 to include additional park opportunities, such as pocket parks, promenades and plazas, and open space trails along Logan Avenue, Boston Avenue, 26th Street, Sicard Street and corresponding edits to the contents of Table 7-1, Planned Population-Based Park and Recreation Facilities as well as edits for updated population estimates and Parks Master Plan recreational value-based standard.

Chapter Seven – Recreation Element, Section 7.1 Parks and Recreation Facilities, pages RE-6 and RE-7

Removed Tables 7-2 and 7-3, which will inadvertently carried over from the 2013 plan.

Chapter Seven – Recreation Element, Section 7.2 Preservation, Protection, and Enhancement, pge RE-9

Edited two sentences and a policy as follows:

- 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 increased in unhoused residents, there will be a growing need for upgrades.
- 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.910.
- 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.

Chapter Seven – Recreation Element, Section 7.3 Accessibility, page RE-10

Added new sentence to beginning of third paragraph and edited policies as follows:

- 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.
- 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.910.
- Policy 7.3.3 Develop and increase access to AgeWell senior 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, ~~automobile~~, public transit, and alternative modes of travel.
- 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.

Chapter Seven – Recreation Element, Section 7.4 Open Space Lands, pages RE-11 and RE-12

Edited the introductory paragraphs as follows:

Open space lands ~~are typically include~~ land or water that are free from development and kept natural, or developed with very low intensity uses. ~~There is no formally dedicated public open space in Barrio Logan. Chollas Creek Regional Park, a portion of which is included within Barrio Logan, offers the most significant 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, that it~~ originates ~~near in the city of~~ Lemon Grove and La Mesa, and contributes to improving water quality in the San Diego Bay through filtering. The main channel connects with the proposed future development of Chollas Creek Trail Park (identified in the 2002 adopted Chollas Creek Enhancement Program) and flows southwest from communities in the northeast.

Edited the last sentence of the introduction and associated policies as follows:

- For further direction, see the General Plan Recreation Element Policies RE-F.1 ~~and through~~ RE-C.7.
- Policy 7.4.1 Protect and enhance natural resources of open space lands ~~in along~~ Chollas Creek ~~by through~~ revegetation and restoration ~~in the open space lands with~~ native, drought tolerant plants.
- Policy 7.4.2 Preserve and protect Chollas Creek open space by allowing only low intensity public recreational use, such as trails, overlooks, interpretive signage, seating and public art.
- Policy 7.4.4 Pursue grant funding and other opportunities for ~~the~~ 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 ~~in order to~~ preserve natural habitats and cultural resources and improve water quality.
- Policy 7.4.6 Coordinate with Caltrans to explore 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.

Corrected the label on Figure 7-2 Chollas Creek Open Space (from 7-1 Park and Recreation Opportunities).

Chapter Eight – Conservation Element, Section 8.0 Introduction, page CE-1

- Edited the introduction with additional information from recent planning efforts and studies as follows:

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. The City's Climate Action Plan furthers the City's efforts to address climate change by establishing strategies for reducing greenhouse gas emissions through local action. At the time of this Community Plan update, the City was also engaged in preparing Climate Resilient SD, a comprehensive climate adaptation and resiliency plan, which will increase local capacity to adapt, recover and thrive amidst a changing climate. Although climate change is a global issue, individual communities can help reduce the emissions that contribute to climate change and devise local plans to adapt to anticipated changes.

Chapter Eight – Conservation Element, Section 8.1 Climate Change and Sustainability, page CE-2

- Edited the introduction based on recent planning efforts as follows:

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 increased heat risk and vulnerability. Implementation of 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 prepare Barrio Logan for future climate change conditions.

Due to the importance of this issue, planning and adaptation strategies will continue through the buildout of the community plan. A regional study released in 2012 titled Sea Level Rise Adaptation Strategy for San Diego Bay looked at sea level rise impacts affecting the San Diego Bay. The report evaluated where and when sea level rise impacts may occur, and recommended implementation of adaptation strategies to reduce those impacts. Rising sea levels are generally associated with impacts including flooding, inundation, erosion, salt water intrusion, and water table rise. According to this report, there appear to be minimal impacts to the Barrio Logan Community Planning area in the 2050 scenario, but there is increased projected exposure to flooding and inundation in Barrio's Port Lands in the 2100 scenario.

The City completed a Citywide Climate Change Vulnerability Assessment for sea level rise, heat, wildfire, and flooding impacts citywide, and the Unified Port of San Diego completed a

~~Sea Level Rise Vulnerability Assessment to address their management of the shoreline. Implementing adaptation strategies identified in this element and Climate Resilient SD will ensure Barrio Logan responds to future climate challenges.~~

- ~~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. Monitor sea level rise studies and adaptation recommendations and develop an action plan over time.~~
- ~~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 8.1.43 Preserve and enhance Barrio Logan's attributes as a walkable community to reduce vehicle miles travelled and provide residents with attractive alternatives to driving, thus reducing vehicle miles travelled and fostering a healthy community (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 adopted citywide 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.~~

Chapter Eight – Conservation Element, Section 8.2 Resource Management and Preservation, page CE-4

Edited introductory paragraph: 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 ~~from where it can eventually reach San Diego Bay or enters into waterways such as Las 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. ~~If not constrained, these pollutants make their way into Las Chollas Creek and the San Diego Bay.~~

Chapter Eight – Conservation Element, Section 8.2 Resource Management and Preservation, page CE-5

Edited urban water runoff policies as follows:

- ~~Policy 8.2.9 Encourage development to use 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 there is sufficient public rights-of-way and other conditions allow throughout the community, and focus specific. Prioritize efforts to capture stormwater along Harbor Drive before it reaches San Diego Bay, recognizing constraints that may be posed by. Where appropriate, these features should be implemented. They may be infeasible due to soil conditions or the presence of other and impacts to utilities.~~

- 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 stormwater runoff.

Chapter Twelve – Implementation, Section 12.2 Priority Public Improvements and Funding, page IE-3

Updated Table 12-1 references to plan policies as follows: for pedestrians 2 to 3.1.2 (from 3.1.1), 3 to 3.1.12 (from 3.1.8), 4 to 3.1.13 (from 3.1.9), and 5 to 3.1.11 (from 3.1.4), bicycle improvements 1 and 2 to 3.5.1 (from 3.5), 3 to 3.5.4 and 3.5.5 (from 3.5), roadway improvements 1 to 3.1.8 (from 3.1.5) and 2 to 3.1.3 (from 3.1.2), parking 1 to 3.6.2 (from 3.6) and 2 to 3.6.3 (from 3.6.5), goods movement 1 to 3.7.4 (from 3.7.6). In addition, the reference to National Avenue was corrected (from Nation Avenue) and bicycle project 3 was edited as: “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.”, and roadway project 2 was edited to remove Cesar E. Chavez Parkway

Appendices

- Edited Community Plan Implementation Overlay Zone (CPIOZ) – Type-A in first sentence.
- Removed the use category Consumer Goods, Furniture, Appliances, Equipment from the prohibited list in Supplemental Development Regulations (SDRs) 1, 2, and 3 for consistency with the Memorandum of Understanding.
- Edited SDR 7 as 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 that provides access to Chollas Creek adjacent to the public right-of-way where a linear park is planned to connect the Boston Avenue Linear Park to the Chollas Creek linear park/trail. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width measured from the public right-of-way. 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.

- Added inclusionary housing as follows:

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 household 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.

Combined Tables 1 and 2 as Appendix B and made minor revisions for clarification as follows:

- Revised species to *Searsia (Rhus) lancea* (from *Rhus lancea*) and *Koelreuteria bipinnata* (from *Koelreuteria bipinnata*).
- Edited header to Barrio Logan Street Trees (from Tree List)
- Edited the General Notes to clarify size and placement of street trees as follows:
 1. Size of street trees to be per citywide landscape regulations and standards (~~calculated by street frontage of each property and in 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. ~~Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.~~
 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. ~~All plant material should be installed per the standards of the applicable landscape regulations and standards.~~
 6. ~~Where site conditions do not allow the installation of street trees in the public right-of-way due a right of way width of less than 10 feet or utility conflicts, street trees may be located on private property within 10-ft. of the property line per citywide Landscape Regulations.~~
 7. ~~All species of pines, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.~~
 8. ~~Community Corridor – Commercial corridors may utilize the following: Small trees/tree form shrubs, vertical accent, tropical or flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 feet). Reference the acceptable City Street tree list.~~

Edited header to Appendix C (from Appendix D).

General

The term stormwater runoff was corrected (from storm water) 10 times in the urban design policy 4.2.5, Conservation Element goals, conservation policies 8.2.10, 8.2.13, photo caption on page CE-4, and urban forestry discussion on page CE-6.

The term mixed-use was corrected (from mixed use with no hyphen) for consistency in seven cases, primarily in the Land Use Element text and captions.

Chollas Creek was corrected (from Las Chollas Creek) on Figure 7-1 of the Recreation Element, the discussion of open space lands in Section 7.4, recreation policy 7.4.2, photo captions on pages RE-11 and RE-12, the discussion of preservation in the Conservation Element, and public facilities policy 6.1.5.

Naval Base San Diego was corrected (from Naval Station San Diego, 32nd Street Naval Station, and 32nd Street Naval Base) on figures and in Sections 1.1 Community Profile, 5.0 Economic Prosperity introduction, 7.4 Open Space Lands, 8.2 Resource Management and Preservation.