



THE CITY OF SAN DIEGO

October 8, 2010

Mr. Bill Anderson, Director
City Planning & Community Investment Department
202 C Street, MS 5A
San Diego, CA 92101

Subject: Scope of Work for a Program Environmental Impact Report (PEIR) for the
Barrio Logan Community Plan Update

Dear Mr. Anderson:

Pursuant to Section 15060 (d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City's Development Services Department has determined that the proposed project may have significant effects on the environment, and the preparation of an Environmental Impact Report (EIR) is required. Staff has determined that a program EIR (PEIR) is the appropriate environmental document for this project because the Barrio Logan Community Plan Update is a long-range planning document for the community of Barrio Logan.

The purpose of this letter is to identify the specific issues to be addressed in the PEIR. The PEIR should be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Report Guidelines" (Updated May 2005). A Notice of Preparation was distributed to the Responsible Agencies and others who may have an interest in the project on August 18, 2009.

The (NOP) also included an announcement of the date of a scoping meeting which was held to allow interested parties to help define the scope of the PEIR or, in other words, comment on the issues they believe should be included within the PEIR. CEQA Section 21083.9 (a) (2) requires scoping meetings for projects that may have statewide, regional or area-wide environmental impacts. As noted, the City's environmental review staff determined that this project met this threshold. The meeting was held by the City of San Diego on Wednesday, September 23, 2009, from 5:30 to 7:30 pm at 1625 Newton Avenue, San Diego, CA 92113. See Attachment 1 for the project scoping meeting notes.



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The project that will be the subject of the PEIR is briefly described as follows:

Project Location:

Barrio Logan was one of the first communities to develop in the San Diego region. The community is located between Downtown San Diego to the North, Interstate 5 to the East, as well as the Unified Port of San Diego and United States Navy properties along San Diego Bay to the West and National City to the South. See Attachment 2 for location map. The community of Barrio Logan comprises approximately 550 acres exclusive of the Port Tidelands and Naval properties, which comprise 562 acres or 52 percent of the land area contained within the Barrio Logan community planning area. While the City of San Diego does not have regulatory authority over the San Diego Unified Port District Tidelands or the United States Navy properties, they are within the boundaries of the community planning area. Taken in total, the planning area, including the United States Navy and Unified Port District properties covers approximately 1,077 acres. Portions of the Barrio Logan Community Plan Update area (BLCPUA) are located within the Federal Aviation Administration Part 77 Noticing Area for the San Diego International Airport - Lindbergh Field and Naval Air Station -North Island; Barrio Logan Redevelopment Area; Barrio Logan Planned District; Coastal Overlay, Transit Area Overlay, Parking Impact Overlay, and Residential Tandem Parking Overlay Zone(s).

Proposed Project:

Community Plans in the City of San Diego establish individual communities' land use designations and policies guiding development. To fully implement the City's General Plan, adopted in March 2008, the Barrio Logan Community Plan Update (CPU or Proposed Project) will ensure consistency with overall guiding principles, land use policies, and other goals found in the General Plan. The Proposed Project would refine and implement the general vision and goals for the city as expressed in the General Plan. The City's Community Plan Preparation Manual indicates that the EIR for each community plan may tier off the EIR prepared for the General Plan. Therefore, the Final PEIR prepared for the General Plan is incorporated by reference in its entirety and is available for review at the City.

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; local-oriented and chain retail uses; and open space and community facilities. The land use pattern reflects past City direction and policies to concentrate industry and employment generating uses in the community. As a result, incompatible uses where residential, industrial, commercial and institutional uses abut one another are common. Coupled with

large-scale industrial uses within the Port of San Diego and the Naval Base, this collocation of incompatible uses has created potential health-related conflicts and issues.

More specifically, the southeastern part of the plan area closest to the waterfront is nearly all industrial, except for a few commercial and residential uses. Residential uses are more prominent towards the northeast and Interstate 5, reflecting the historical connection to Logan Heights neighborhood that exists east of the freeway. The most significant uninterrupted concentrations of residential uses are located along Boston Avenue and along National and Newton Avenues on the south side of State Route 75.

The rezoning of the majority of Barrio Logan to industrial 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. The result is the uneven, jumbled pattern of often incompatible land uses.

In 1991, the City adopted the Barrio Logan Redevelopment Area, encompassing 133-acres along the eastern side of San Diego Bay. The project area is bounded on the northeast by the Interstate 5 Freeway (I-5), on the southeast by the Coronado Bay Bridge, Evans Street and Logan Avenue to 26th Street (including both sides of the alley), on the southwest by the Port District Boundary and Harbor Drive and on the northwest by 16th and Sigsbee Street. Major redevelopment objectives include eliminating blight while preserving the neighborhood's distinctive character and promoting development that enhances the community's cultural and ethnic qualities.

The updated Barrio Logan Community Plan would provide a long-range, comprehensive policy framework for growth and development in Barrio Logan by designating new land uses, identifying the provision of additional public services and facilities in accordance with City standards, and maintaining the character that defines Barrio Logan over the next 20 to 30 years. Guided by citywide land use policy direction contained within the General Plan, the updated community plan will also identify a land use strategy to address and reduce land use conflicts between industrial and residential uses. The Plan will include the following nine elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; and Noise.

The project proposes to rescind the existing Barrio Logan Planned District Ordinance (BLPDO) that serves as the community's zoning regulations and replace it with citywide zones contained within the Land Development Code (LDC). Additionally, the LDC will be

amended to incorporate the following additional commercial and residential zones and revisions to existing zones to implement mixed-use land use designations: RT-1-5; RM-3-7; RM-3-8; RM-3-9; RM-4-10; RM-4-11; CN-1-4; CN-2-1; CN-2-2; CN-2-3; CN-2-4; CO-2-1; CO-2-2; CC-3-6; CC-4-6; AND CC-5-6. Further, the process proposes to incorporate Coastal Development Permit categorical exclusions for the inclusion of affordable housing within the adopted Redevelopment Plan area boundaries; Affordable Housing Density Bonus incentives with areas designated for residential and mixed-use; and deviations to the LDC's adopted parking standards to allow for a reduction in per unit parking spaces.

Coastal Resources:

The Barrio Logan Community Plan lies completely within the Coastal Zone boundary. The portion of the community located adjacent to San Diego Bay lies within the jurisdiction of the San Diego Unified Port District, regulated by the San Diego Unified Port District Master Plan, and the U.S. Government (Navy). The California Coastal Plan (Subregion 11) 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, and its cultural and historical heritage as a Chicano community as well as the importance of the tidelands that serve as a major industrial economic engine for the region. The goals, discussions, and policies specifically related to key coastal issues are distributed throughout the elements of the Barrio Logan Community Plan. Specifically, the plan will address the retention and rehabilitation of housing opportunities for persons of low- and moderate income; the incompatible mix of heavy industrial uses and residential uses; the provision of access to the San Diego Bay; mitigation of traffic and parking problems resulting from major industrial employment centers along the bay front; and the provision for adequate opportunities for new or expanded coastal-dependent uses.

Community Plan Elements

This section provides an overview of each of the nine (9) elements that will be contained in the Barrio Logan Community Plan.

Land Use and Community Planning Element

The proposed new Land Use and Community Planning Element (Land Use Element) provides a distribution of land uses to achieve community plan goals. The proposed plan significantly reduces the collocation of industrial and sensitive receptor uses that currently exist within much of the Barrio Logan community. It further refines the residential density ranges and commercial intensities, designates a Community Village center, and identifies

specific policies for the development of commercial, industrial, and institutional uses. The following table provides the acreages and residential dwelling units for types of land use: Proposed Alternative 1 land uses; Proposed Alternative 2 land uses; Adopted Community Plan; and Existing uses (2003).

Use	Alternative 1		Alternative 2		Community Plan		Existing (2003)	
	Acre	Dwelling Units	Acre	Dwelling Units	Acre	Dwelling Units	Acre	Dwelling Units
Single family	2.98	69	2.61	56	0.97	31	29.96	475
Multifamily	48.15	1,891	48.34	1,899	47.02	1,918	10.95	422
Commerical	98.41	1,847	78.58	1,299	58.01	808	25.91	71
Industrial (Including Port)	250.58	-	270.56	-	294.10	-	311.72	23
Institutional	6.69	-	6.69	-	6.69	-	11.05	-
Park (including Port)	13.31	-	13.33	-	12.72	-	12.32	-
Open Space	10.49	-	10.49	-	7.51	-	3.38	-
Transporation/Utilites	278.72	-	278.72	-	282.31	-	290.38	-
Military	368.11	-	368.11	-	368.11	-	368.11	-
Vacant	-	-	-	-	-	-	13.66	-
Total	1,077.45	3,807	1,077.45	3,254	1,077.45	2,757	1,077.45	991

Major land use changes include the following that are represented in both of the alternatives:

- A Community Village designation in the northern portion of the community that allows a mixture of medium to high density residential, commercial, live/work, office and institutional uses.
- A Heavy Industrial designation located in the southern portion of Barrio Logan, south of 32nd Street that supports maritime-serving industrial uses that cater to the Port tidelands industries as well as the naval shipyards.
- A Office/Commercial designation along Main Street from Sigsbee Street to just north of Evans Street as well as along Logan Avenue from Commercial Street to just north of Cesar Chavez Parkway.
- A Low Density Residential designation to reinforce the low intensity residential character along Boston Avenue between 29th Street and 32nd Street.
- A mixture of commercial, retail and office uses along Main Street from 29th Street to 32nd Street.
- Neighborhood-serving commercial designations that allow for medium density residential are proposed along Logan Avenue from Chicano Park to 26th Street to maintain and enhance the existing historic character of the commercial district and

provide for additional residential and neighborhood- serving commercial opportunities.

The areas where the two alternative maps differ in proposed land uses include the area designated as the “Transition Zone” along Main Street, south of Evans Street. In Alternative 1, the area is proposed for Community Commercial uses. In Alternative 2, the area is proposed for Light Industrial uses. In addition, within the blocks bounded by S. Evans Street, Main Street, Newton Avenue and the parcels just north of 28th Street Alternative 1 proposes Neighborhood Commercial and Medium Density Residential land uses. In Alternative 2, this area is proposed as Heavy Commercial land uses that prohibits residential uses.

Community Village Designation

The Community Village designation is an approximately 20-block area that is generally bounded by Interstate 5 on the northeast, Dewey Street on the southeast, Main Street on the southwest, and the community plan boundaries along Sigsbee and 16th Streets on the northwest. This entire area lies within the Barrio Logan Redevelopment Project Area. Existing uses include residential, commercial, industrial, and civic uses. The proposed uses shall include:

- Residential – Medium to High
- Residential – Medium to High, Commercial Permitted
- Neighborhood Commercial - Residential Permitted
- Neighborhood Commercial - Residential Required
- Community Commercial - Residential Permitted
- Office Commercial
- School/Institutional
- Park

Mobility Element

As part of the Barrio Logan Community Plan, the Mobility Element will consider all users of the transportation network; it is organized to include policies pertaining to walkability, public transit, streets and freeways, bicycling, parking and transportation demand management, intelligent transportation systems, and goods movement. The Mobility Element will address mobility needs within the community and between the community and the rest of the region.

An overall goal of the Mobility Element is to further the attainment of a balanced, multi-modal transportation network that improves mobility and minimizes environmental and neighborhood impacts. The element includes a wide range of policies, which advance a strategy for congestion relief and increased transportation choices in a manner that strengthens the City of Villages land use vision. The Mobility Element identifies the proposed transportation network designed to meet the future transportation needs generated by the proposed land uses.

The proposed Mobility Element will be prepared considering data and analysis prepared from the 2008 existing conditions analysis, traffic model forecasts of proposed land uses in the community and surrounding areas, consideration of improvements being studied by other agencies (particularly Caltrans), collection of supplemental truck data from Port uses, and extensive input from the Barrio Logan community. The improvements will take the form of multimodal improvements, intended to serve the needs of residents, business, and surrounding port and military uses. Specific efforts will be undertaken to address bicycle, truck, vehicular, and parking capacity. Pedestrian improvements will be considered as an integral element of all improvements.

Urban Design Element

The Barrio Logan Urban Design Element is intended to work in conjunction with the other elements of the community plan to create a pattern, scale, and character of development and public spaces that complement the existing built environment and build upon land use and mobility goals. The Urban Design Element implements General Plan goals and policies and Guiding Principles at the community plan level by including specific design recommendations and guidelines for Barrio Logan.

The design recommendations and guidelines included in the Urban Design Element will help ensure that the fundamental principles of good neighborhood design are followed while allowing for freedom of architectural expression. Policies and recommendations will pertain to elements of building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm. Barrio Logan is home to a variety of architectural styles and building types, a potential historic area warranting special consideration, and large parcels conducive to redevelopment.

Economic Prosperity Element

The proposed Economic Prosperity Element, through careful land use designation of employment uses, emphasizes the importance of maintaining a diversity of industries in creating a stable economy but focuses on the manufacturing, research and development,

and support functions since they are base-sector industries, which also produce, needed middle-income employment. Manufacturing, research and development, technology services, and support uses are the key to providing middle-income employment.

Public Facilities, Service and Safety Element

The purpose of the Public Facilities, Services and Safety Element is to provide the public facilities and services needed to serve the existing population and new growth anticipated for Barrio Logan. This element includes specific policies and recommendations regarding public facilities financing, public facilities and services prioritization, fire-rescue, police, wastewater, storm, water infrastructure, waste management, libraries, schools, public utilities, healthcare services and facilities as well as health and safety. The policies also apply to transportation and park and recreation facilities and services, with additional guidance found in other elements.

Recreation Element

The Barrio Logan Community Plan Recreation Element will include the following topic areas: specific policies and recommendations addressing Park and Recreation Facilities, Accessibility, and Open Space Lands. These policies and recommendations, along with goals and policies of the General Plan, will provide a comprehensive parks strategy intended to serve the recreational needs of the community through the next twenty years. Due to the scarcity of park amenities in Barrio Logan, the Recreation Element will include Preservation as a topic area to address strategies to expand recreational programming within existing public spaces.

The proposed Recreation Element will contain policies and recommendations that are intended to result in increased and enhanced public recreation opportunities and facilities throughout Barrio Logan for all users. The Recreation Element will be divided into six issue areas containing goals and policies addressing: 1) public access and recreational opportunities; 2) preservation of existing recreational facilities, and cultural, historic and open space resources; 3) accessibility of facilities and services; 4) cooperative efforts to attain parkland and facilities; 5) preservation and management of open space and resource-based parks; and 6) guidelines for the provision of park and recreation facilities.

Conservation Element

The community of Barrio Logan does not currently have any natural open space land. Given the community's location, land use mix, and barriers to the waterfront, opportunities for natural open space sites in Barrio Logan are limited, particularly sites that are connected to the residential population. Chollas Creek offers the most significant

opportunity to provide natural open space that is accessible to Barrio Logan residents. The main and southern channels of Chollas Creek bisect the community and connect with the bay in the Naval Station San Diego. Chollas is a 25-mile natural drainage system that originates in Lemon Grove and contributes to improving water quality through filtering. The main channel connects with the proposed future development of Chollas Creek Park and flows southwest from communities in the northeast.

The Conservation Element will provide conservation goals and policies that can be effective in managing, preserving and thoughtfully using the limited natural resources of the community. Topic areas included in this Element include Sustainability, and Resource Management and Preservation. This element additionally addresses Climate Change, seen as integral to the health and longevity of the community and ecological environment in Barrio Logan.

The Conservation Element of the community plan will focus on conserving such natural resources as Chollas Creek; preserving and managing open space systems, watercourses; preventing and reducing pollution; and ensuring preservation of quality of life in Barrio Logan. Policies are proposed to help guide development and provide a conservation “blueprint” so that the environmental quality and natural resources within the planning area are preserved, maintained and improved and can be sustained for current and future generations. The update will provide conservation goals for Barrio Logan based on the broad overall context in the General Plan.

Historic Preservation Element

The purpose of the Historic Preservation Element is to guide the preservation, protection and restoration of historical and cultural resources. This element will include 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 along with the General Plan policies provide a comprehensive historic preservation strategy for Barrio Logan. The two overarching topic areas addressed in the community plan will include Identification and Preservation of Historical Resources and Education, which provides historic context, designated historical resources and potential historical resources. The second topic will address Education, Benefits and Incentives.

Noise Element

The Barrio Logan community is primarily exposed to noise from major roads, railways, and stationary noise sources. Traffic and railway noise generate the greatest noise ambient levels and affect the largest number of people. The roads generating the greatest noise

level in the area are the Interstate 5 freeway, State Route 75, Harbor Drive, 28th Street and 32nd Street. Railway noise affects the community in the vicinity of the railroad crossings where horns and crossing bells are sounded. Noise from trucks driving within or idling along various major and secondary roads in the community can also be a source of annoyance to residents in the community. Most stationary noise from commercial and industrial activities is highly localized; however noise from the shipbuilding and repair yards is audible within many areas of the community. The strategies that will be contained in the Noise Element implement General Plan goals and policies by addressing Barrio Logan specific noise sources and issues. The goals and policies outlined in this element also complement related goals and policies in other elements of the Barrio Logan Community Plan including Land Use as well as Urban Design.

The Noise Element will provide goals and policies to ensure the location of compatible land uses and the incorporation of noise abatement measures for existing and new uses to protect people living and working in Barrio Logan from an excessive noise environment. These policies will help to proactively address the issue as the community continues to grow with infill, mixed use, and transit-oriented development.

Discretionary Approvals:

The proposed community plan update will be subject to a recommendation of the City of San Diego's Planning Commission to the City Council. After the City Council receives the Planning Commission's recommendation, the City Council will vote on the following items: certification of the programmatic environmental impact report, revised community plan; revised local coastal program; removal of the existing planned district ordinance which mandates zoning regulations; adoption of city-wide zoning; and revised redevelopment plan. Once the City Council has acted upon the above-mentioned items, the plan update package will be sent to the California Coastal Commission for certification.

I. PEIR Requirements

Each section and discussion area of the PEIR must provide a descriptive analysis of the project followed by an objective and comprehensive evaluation. The Draft PEIR must also include sufficient graphics and tables to provide a complete description. Please refer to the "Environmental Impact Report Guidelines," updated May 2005, for additional details regarding the required information.

A. Introduction:

Introduce the project with a brief discussion of the intended use and purpose of the PEIR. Briefly describe the project and the necessity for any subsequent discretionary City actions/permits and any other local, state and/or federal approvals. Discuss how the PEIR may be used as the basis for subsequent approvals and/or environmental documents. Describe the parameters for the future use of the PEIR.

B. Environmental Setting:

Describe the physical features of the City and the regional setting. The intensification of land uses could increase the demand on existing and planned public services and facilities. Discuss the project's effect on the need for public facilities. Discuss the Fire Department's six-minute response time for fire crews and equipment, and the eight-minute emergency services response time, and the Police Department's goal of a seven-minute response time for priority calls.

C. Project Description:

Discuss the characteristics, goals, and objectives of the Barrio Logan Community Plan Update. Explain how the public would benefit from the project. Discuss how the update will address the provision of affordable housing. Describe the discretionary action(s) involved in the project. List and explain the requirements for approvals from federal, state, and local agencies.

D. History of Project Changes:

Chronicle the changes that have been made to the project in response to environmental concerns raised during the development of the plan, including any input received from the stakeholder committee.

II. Environmental Issues

The draft PEIR must include a complete discussion of the existing conditions, impact analysis, significance, and mitigation for all the environmental issue sections. The PEIR must represent the independent analysis of the Lead Agency. All impact analyses must be based on the City's current "Significance Determination Thresholds." Any technical

reports must be included in the appendices to the PEIR and summarized in the text of the document.

Land Use

- Issue 1: Could implementation of the proposed CPU conflict with any adopted environmental plans, including applicable habitat conservation plans?
- Issue 2: Could implementation of the proposed CPU conflict with the environmental goals of adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City?
- Issue 3: Could implementation of the proposed CPU result in land uses that are not compatible with any applicable Airport Land Use Compatibility Plans?
- Issue 4: Could implementation of the proposed CPU physically divide an established community?
- Issue 5: Could implementation of the proposed CPU create substantial incompatibilities between adjacent land uses?

Discuss how the implementation of the Proposed Project would directly or indirectly affect the General Plan, and all other applicable environmental, and land development regulations, including zoning. If there are potential impacts, describe whether or not these potential impacts would lead to physical effects.

Transportation/Traffic Circulation/Parking

- Issue 1: Could the implementation of the proposed CPU increase the number of roadway miles at Level of Service E or F on the planned transportation network?
- Issue 2: Could implementation of the proposed CPU increase the percent of daily vehicle miles traveled at a Level of Service E or F on the planned circulation system?
- Issue 3: Could the implementation of the proposed CPU decrease the percent of multimodal trips in the City's transportation system?

Issue 4: Could implementation of the proposed CPU create an average demand for parking that could substantially exceed the available supply?

Describe in this section any envisioned modifications and/or improvements to the existing circulation system, including City streets, intersections, freeways and interchanges, and pedestrian, bicycle, and transit routes. Discuss any potential traffic impacts of the circulation system. Describe whether or not the Proposed Project would result in a substantial increase in trips associated with build-out. If applicable, describe what measures the Proposed Project would include to mitigate significant traffic circulation impacts, and/or parking shortages. Discuss how potential change in uses would affect overall traffic patterns and congestion. Address cumulative traffic impacts including any regional impacts. Describe how alternative modes of travel would be addressed.

Air Quality

Issue 1: Could implementation of the proposed CPU result in an increased number of automobile trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state and federal clean air standards, including the (RAQS) or SIP?

Issue 2: Could implementation of the proposed CPU result in air emissions that could substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

Discuss whether or not the Proposed Project would result in an increase in the number of automobile trips within the City. An increase in auto emissions has the potential to affect air quality. Describe the climatological setting within the San Diego Air Basin and the basin's current attainment levels for State and Federal Ambient Air Quality Standards. Discuss short- and long-term and cumulative impacts on regional air quality, including construction and transportation-related sources of air pollutants. Discuss the impacts from any increase in trips to the Regional Air Quality Standards, and the overall air quality impacts from such trips, and any proposed mitigation measures. Discuss whether or not the implementation of the Proposed Project would result in a significant decrease in the levels of service of any roadway or intersection and the resulting degradation of air quality.

Energy

Issue 1: Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power?

Issue 2: Would the proposed project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc)?

CEQA requires that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. Particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy should be included in this section. Address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity and/or natural gas) that would exceed the planned capacity of the energy suppliers. A description of any energy and/or water saving project features should also be included in this section (cross reference with Greenhouse Gas Emissions section as appropriate). Describe any proposed measures included as part of the project or required as mitigation measures directed at conserving energy and reducing energy consumption. Ensure this section addresses all issues described within Appendix F of the CEQA Guidelines.

Greenhouse Gas Emissions

Issue 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

More specifically the EIR shall provide: a description of the existing global context in which climate change impacts are occurring and are expected to occur in the future; a summarization of the relevant state laws that address climate change; a description of relevant statewide and/or regional GHG inventories to which the project would contribute; a quantification of the project's direct and indirect GHG emissions and compare them to baseline conditions; a conversion of the GHG into CO₂ equivalents using an established "carbon calculator"; a discussion of whether the project would enhance or impede the attainment of state GHG reduction targets and its relationship to local plans and policies; a description of the cumulative, global climate change impacts to which the project would contribute; and a description of how the impacts of global climate change could impact the project, if applicable.

Furthermore, an estimate of the project-generated greenhouse gas emissions, based upon the land use inventory, shall be provided in this section. The projected greenhouse gas emissions with and without the project shall be compared and incorporated into a qualitative discussion of the significance of the emissions relative to global climate change. A qualitative discussion of potential adverse effects to the project that may occur because

of global climate change shall also be included in this section. An analysis of policies and measures that can be adopted as components of the community plan related to the reduction of greenhouse gas emissions shall also be included.

Noise

- Issue 1: Could implementation of the proposed CPU result in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCPs, or applicable standards of other agencies?
- Issue 2: Could implementation of the proposed CPU result in a substantial increase in the existing ambient noise levels?
- Issue 3: Could implementation of the proposed CPU result in increased land use incompatibilities associated with noise?

The Proposed Project proposes a change in the Land Use Compatibility Chart. Describe the potential environmental effects of changes in land uses in the planning area. If a significant increase in existing ambient noise levels would be anticipated describe the appropriate mitigation.

Historical Resources

- Issue 1: Could implementation of the proposed CPU result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?
- Issue 2: Could implementation of the proposed CPU result in impacts to existing religious or sacred uses within the City or the disturbance of any human remains, including those interred outside formal cemeteries?

Describe whether or not the implementation of the Proposed Project would negatively affect the preservation of archaeological or historical resources within Barrio Logan. While the Proposed Project contains elements that would encourage preservation other Proposed Project elements have different goals. Explain how competing goals would be resolved.

Visual Effects and Neighborhood Character

- Issue 1: Could implementation of the proposed CPU result in a substantial change in the topography or ground surface relief features of any areas of Barrio Logan?
- Issue 2: Could implementation of the proposed CPU allow development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways or to any significant visual landmarks or scenic vistas (e.g., mountains, bays, rivers, ocean) would be substantially blocked?
- Issue 3: Could implementation of the proposed CPU result in projects that would negatively and substantially alter the existing character of the neighborhood?

This section should evaluate whether or not the Proposed Project would result in a potential change in the visual environment. Address any potential visual impacts from public vantage points.

Describe how the neighborhood character and community-specific guidelines would be affected by the implementation of the CPU.

Health and Safety

- Issue 1: Could implementation of the proposed CPU expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas or pesticides in areas of previous agricultural uses)?
- Issue 2: Could implementation of the proposed CPU expose people or structures to a significant risk of loss, injury or death involving flooding, including as a result of dam or levee failure?
- Issue 3: Could implementation of the proposed CPU expose people or structures to a significant risk of loss, injury or death from seiche, tsunami, or mudflow?
- Issue 4: Could implementation of the proposed CPU expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operations accidents?

Issue 5: Could implementation of the proposed CPU impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Describe whether or not the implementation of any proposed land uses or other changes would result in the increased or decreased exposure of sensitive receptors to hazardous materials.

Drainage

Issue 1: Could the implementation of the proposed CPU result in changes in absorption rates, drainage patterns, or the rate of surface runoff?

Address any anticipated changes to existing drainage patterns and runoff volumes that may result with the implementation of the Proposed Project.

Water Quality

Issue 1: Could implementation of the proposed CPU result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

Issue 2: Could implementation of the proposed CPU otherwise impact local and regional water quality, including groundwater?

Discuss whether or not the implementation of the Proposed Project would have any potential impacts on local water quality.

Population and Housing

Issue 1: Could the implementation of the proposed CPU result in development, redevelopment or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing (elsewhere)?

The EIR should describe the potential for impacts that may result from substantial population growth, including growth inducing impacts and compliance with the City's Affordable Housing Ordinance.

Public Utilities

- Issue 1: Could implementation of the proposed CPU result in the use of excessive amounts of water beyond projected available supplies?
- Issue 2: Could implementation of the proposed CPU promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?
- Issue 3: Could implementation of the proposed CPU result in the use of excessive amounts of electrical power, fuel or other forms of energy?

Describe any measures/policies of the Proposed Project which could potentially reduce the use of energy and water. Present measures included as part of the project or proposed as mitigation measures directed at conserving energy and reducing energy consumption consistent. Ensure this section addresses all issues described within Appendix F of CEQA.

In the Existing Conditions section of this issue area, address water supply availability consistent with Senate Bill 610/221. Specifically, this section should include the following:

- A discussion of whether reasonably foreseeable project buildout is considered in the 2005 Urban Water Management Plan.
- Identification of current water usage and customers served in Barrio Loan and differentiate/categorize commercial usage/industrial usage, and residential usage.
- Determination of water supply necessary to serve the demand of both short-term and long-term build-out.
- Identification of reasonably foreseeable short-term and long-term water supply sources, and alternative sources. Include the anticipated dates that any previously untapped sources will become available.
- Identification of the likely yields of future water supply from those identified in the third bullet point
- Determination of cumulative demands the Project will place on projected water supply

Discuss how the implementation of the Proposed Project would affect the City's ability to handle solid waste. According to Assembly Bill 939, the City of San Diego is required to

divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting by 2000.

Public Services and Facilities

Issue 1: Could implementation of the proposed CPU promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?

Discuss whether or not the construction of public facilities would result in significant environmental impacts. The PEIR should describe the public services currently available to serve the proposed project, estimate the increase in demand for these services due to the project and whether the construction of new facilities would be required.

Geologic Conditions

Issue 1: Could implementation of the proposed CPU result in the exposure of people or property to geologic hazards such as groundshaking, fault rupture, landslides, mudslides, ground failure, or similar hazards?

Issue 2: Could implementation of the proposed CPU result in a substantial increase in wind or water erosion of soils?

Issue 3: Could implementation of the proposed CPU result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?

The PEIR should include a discussion of the potential to aggravate or intensify the wind and water erosion or expose people or property to geologic hazards.

Paleontological Resources

Issue 1: Could implementation of the proposed CPU allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential?

The PEIR should include a discussion of the potential for loss of sensitive paleontological resources in conjunction with the implementation of the Proposed Project.

Biological Resources

- Issue 1: Could implementation of the proposed CPU result in the reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?
- Issue 2: Could implementation of the proposed CPU result in significant impacts to important habitat or result in interference with the movements of resident or migratory fish or wildlife species?
- Issue 3: Could implementation of the proposed CPU affect the long-term conservation of biological resources by allowing encroachment by urban development into any defined comprehensive resource planning area (e.g., MHPA)?
- Issue 4: Could implementation of the proposed CPU result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?
- Issue 5: Could implementation of the proposed CPU result in a conflict with any local policies or ordinances protecting biological resources?
- Issue 6: Could the revised Land Use Compatibility Chart proposed by the General Plan Update result in noise impacts to sensitive species?

Discuss how any proposed land use changes within the Proposed Project would impact the City's biological conservation goals either directly or indirectly. Describe how the Conservation Element would affect those goals.

Growth Inducement

Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City. By definition, the general plans are intended to manage and address future growth in the City. Like the General Plan, the proposed CPU carries forward the City of Villages strategy. This strategy, as implemented

through the goals and policies of both the General Plan and the proposed CPU, is designed to provide a framework to manage and plan for future population growth.

Address the potential for growth inducement through implementation of the Proposed Project. Accelerated growth could further strain existing community facilities or encourage activities that could significantly affect the environment. It must not be assumed that growth is necessarily beneficial, detrimental or of little significance to the environment.

Cumulative Impacts

Implementation of the Proposed Project could result in significant environmental changes, which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts must be discussed in a separate section of the PEIR.

The degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Therefore, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by development that is anticipated to occur with implementation of the proposed CPU is considered significant and unavoidable.

Effects Not Found To Be Significant

A separate section of the PEIR should include a brief discussion of why certain areas were not considered to be potentially significant and were therefore not included in the PEIR. This would include a discussion of the location of agricultural resources and mineral resources within Barrio Logan.

Other

In conformance with CEQA Section 15126.2(b) and (c), discuss the significant environmental effects which cannot be avoided if the Proposed Project is implemented; and the significant irreversible changes that would result from the implementation of the Proposed Project.

New Information/Project Amendments

If the project description changes, and/or supplementary information becomes available, the PEIR may need to be expanded to include additional issue areas. This must be determined in consultation with EAS staff.

Alternatives

The PEIR must place major attention on reasonable feasible alternatives that avoid or mitigate the project's significant impacts. These alternatives should be identified and discussed in detail and should address all significant impacts. The alternatives analysis should be conducted in sufficient graphic and/or narrative detail to clearly assess the relative level of impacts and feasibility. See Section 15364 of the CEQA Guidelines for the CEQA definition of "feasible."

Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrate to the public the analytical route followed in rejecting certain alternatives.

The following alternatives must be considered for evaluation in the draft PEIR:

- A. No Project:** This alternative should describe a scenario that would continue the utilization of the existing 1978 community plan.
- B. Reduced Impact Alternative:** This alternative should evaluate the impacts of reducing one or more potentially significant effects identified for the Proposed Project.

If through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts these alternatives must be discussed with EAS staff prior to including them in the PEIR. Note that the final formulation of alternatives may not conclude until late in the process, after staff has determined which project impacts are significant. It is important to emphasize that the alternatives section of the PEIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

October 8, 2010
Mr. William Anderson
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Until a screen check PEIR is submitted which addresses all of the above issues, the environmental processing timeline for this project will be held in abeyance. If you have any questions or need clarification regarding the content of this letter, please contact Anna McPherson, Senior Planner at (619) 446-5276 or at amcpherson@sandiego.gov.

Sincerely,



Cecilia Gallardo, Assistant Deputy Director
Development Services Department

CG/am

Attachments:

1. Project Scoping Meeting Notes
2. Location Map

cc: Lara Gates, Project Manager
EAS File
EAS Seniors

EIR SCOPING MEETING SUMMARY

INTRODUCTION

The main purpose of the Environmental Impact Report Scoping Meeting is for the public to provide the City with ideas on how the updated community plan can possibly physically impact the environment. City staff explained that an EIR will discuss and analyze many of the community's issues and determine its significance to standards set forth in the California Environmental Quality Act (CEQA). CEQA is a state law that (1) identifies the significance effects of a project, (2) regulates projects to avoid creating those impacts where feasible, and (3) mitigates or reduces those impacts to what CEQA says is a level below significance. Stressing the importance of the communities input on the potential environmental impacts of the Barrio Logan community plan update, the City stated they are in the early stages of the EIR preparation, that they do have a good idea of what issues to address in the EIR, but that they would like to formally ask for the public's input and participation regarding any environmental concerns the public may have.

Lara Gates, Barrio Logan Community Plan Update Project Manager, presented a brief overview on the community plan update project area, the elements contained in the new community plan, consistent with the City's General Plan, and the stated goals of the update. This short presentation opened the forum for verbal public comments on the potential environmental and physical impacts of the Barrio Logan community plan update.

PUBLIC COMMENTS

Community members were provided both written comment cards and speaker slips upon arrival. Speakers were called up one a time to speak for no more than three minutes each.

- The trucks on Main Street need to be moved. This is a danger for children.
- We do not want downtown expansion and we do not want buildings higher than three stories.
- EIR to address the existing carbon footprint of the area and what that existing carbon footprint looks like under the proposed land uses.
- Look at what the current water usage is in the area and under the land use scenarios. What does that water usage look like and if additional water is required where it would come from?
- Should the Navy make a decision long term for the next 10 years that because of the change in land uses the navy feels it is in their best interest not to be located here?

- Address air quality in Barrio Logan from sources outside of the Barrio, like the Navy and ship repair facilities, and how they might affect Barrio Logan and the residential uses that are being proposed, especially in the area between 28th and 32nd Streets where there is only one block distance between the Navy, Port area and the freeway.
- Assess the impact of the current plans for the Port District and the projected decline of carbon emissions of Interstate 5 and how that would play into the 30 year window. The Port District has been working hard to reduce emissions in the area with cold ironing for ships (plugging into an electrical source rather than continuously running their engines) and other issues. I would like to see some hard numbers as to the freeway and what is going to happen in the next thirty years with the decline of emissions.
- I would also like to have an idea as to whether we could have the freeway encapsulated or where buildings on either side of Interstate 5 could act as a buffer for both sound emissions and carbon emissions coming from the freeway.
- I strongly support Project A (Alternative A) and I also support the project of the buildings not exceeding three floors. Also I believe one parking space is enough and not two parking spaces because when they have two parking spaces they don't even use them.
- I support map number one. I want you all to help us not only with carbon emissions but also help with the homeless people. When I go out on my balcony I see them drinking, going number one and number two on the streets. Not only on the streets but by the Perkins Elementary school. They use the bathroom there and live there. I have been living here for twenty years in this neighborhood and this problem has never been solved. This is not good because we have to walk by them and with our children. They are a bad example for our children. Another problem is the semi-trucks driving and staying in the neighborhood, they park in the neighborhood.
- My main concern is the health which we have to deal with. We are in an area that is very polluted. The residents of this neighborhood have a right to have clean air as people have in the rest of the country and the rest of San Diego. The level of asthma in this neighborhood is 30% higher than in the rest of the county. Because of that the children and elderly get ill. We have the right to have clean air.
- We do not want the business to be gone but we want them relocated. We are the residents here and we do want to support the businesses because we are neighbors and we do not want to affect the economy but we do want them moved. We also do not want more than three stories because we do not want this area to look like downtown so we support plan A. My main concern is the people who get ill. Who do we have to fight against? The industry? The City? I do not know but we have to try to have clean air and a peaceful neighborhood.
- The community is supporting Map A. We want the land use instructions indicated on that map to be the focus of the environmental impact report because it shows the demands and necessities of the community.
- People have mentioned looking at 3 stories but there are also folks who would like to see upwards of six stories and what the environmental impacts of that are.

- Assess the 2000 housing units proposed in the plan and the need for more schools, fire stations, and police stations and the environmental impacts of that as well as how the money would be raised to pay for that.
- From an economic stand point discuss a no net loss of industrial land and what that means for the economy. In CEQA you are required to look at a no project alternative but the Economic Study is not comprehensive enough to comply with that requirement. It is important to look at how the removal of industrial lands will impact operations of the military. Look at if industrial businesses were relocated what would be the environmental impacts of that to other communities closer to where the relocated businesses would go.
- Take public opinions into account and take them very seriously. We want clean air and studies of the air and all the contaminants in the neighborhood from the heavy industries. Know we are very polluted and care about this problem and not just about wanting more money in the community. The industries do not care about the health of our children. Cleaner air and a cleaner community is a necessity. This is a poor neighborhood and the community should not be pushed aside. The industries are talking for themselves because they are interested in more money and where they can get away with things like this. Why don't they go to La Jolla? I understand that they need to bring money into Barrio Logan but why not bring more offices?
- The recycling places that are open and the trucks that idle around on Main contaminate the community and the children are now getting asthma. People are getting cancer. It is necessary that you all do something about these problems and support Plan A.
- Please take into account that this plan update was initiated by the residents and take into account all of the opinions people are giving today. The purpose of this plan is to relocate industries. We do not want these businesses to leave or close just to relocate to an industrial area because these industries affect our children's' health especially when they are near schools. They don't only affect their health but their studies. The industries and developers only care about money. They don't care about the health of the community.
- Support Map A. Do not study all three maps because it will take too much time and money and that is what the industries/developers are fighting for, money. No buildings higher than three stories. Preserving the character of the community.
- Support Plan A because it reflects more of the type of neighborhood we want. The impact of the environment on the kids is very bad here and it must change. The children are not here to say anything; they do not know what is going on. Take the kids into consideration.
- Public street lights are an issue in the community. All of Newton Avenue is dark. Safety is an issue when going out at night. Cesar Chavez Parkway and Main Street are also completely dark. The homeless drink in the dark and use these dark areas as a restroom. The children walking to school have to breathe this in and this affects us.
- Assess if the industrial uses were to be moved elsewhere, where would they move? If they move it will be much further away which means a larger amount of emissions and green house gases will be produced, not just in the neighborhood the uses are moved to but in

general and will it become more harmful to the environment as the trucks have to travel further. In addition the greater travel time will have an increased economic effect on the local economy or the maritime uses so the economic analysis needs to take that into account.

- Relocating some of these businesses is not feasible because of the amount of industrial land that has been moved out of local areas and where they are required to go will be outside of their market.

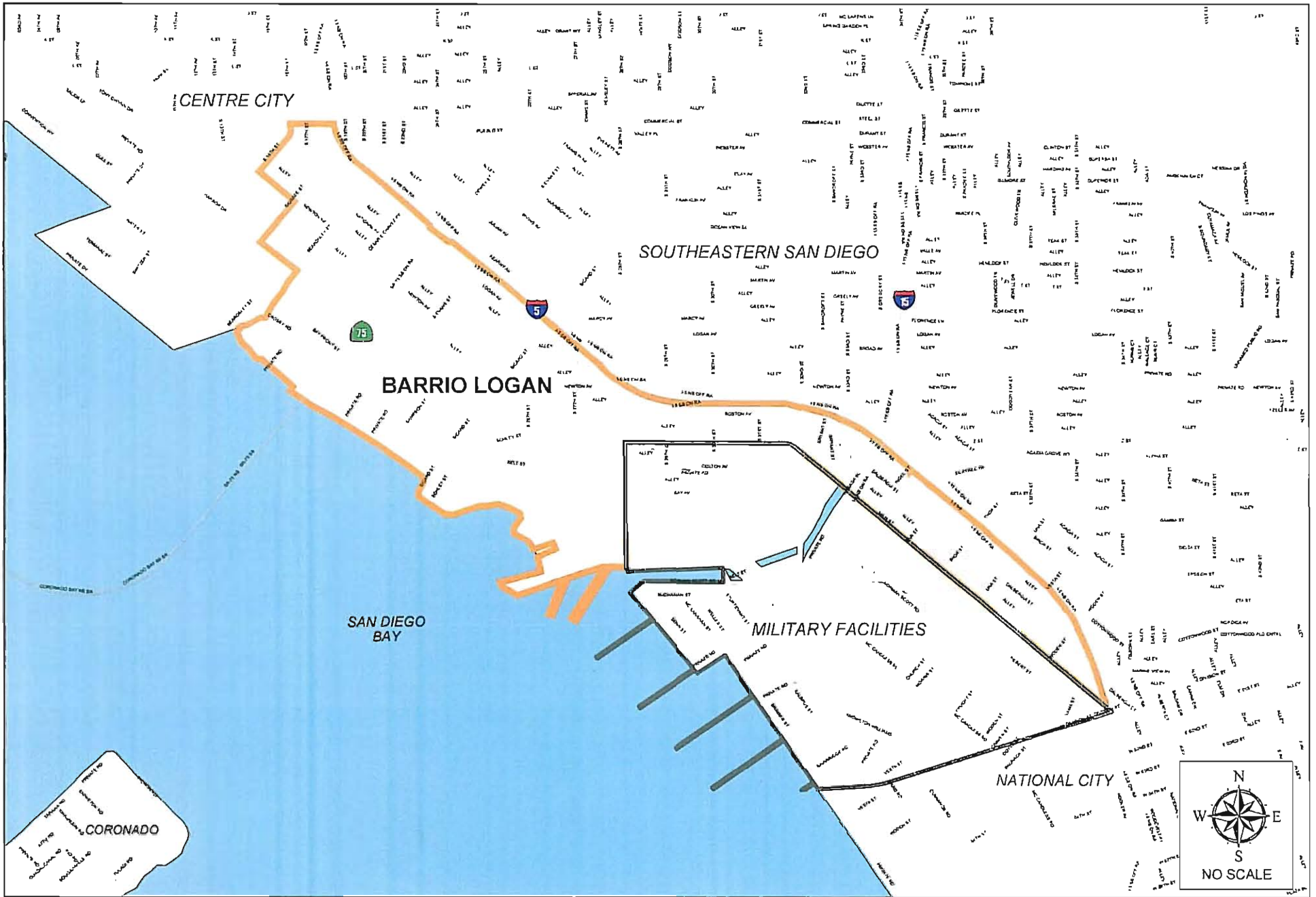
NON-AGENDA PUBLIC COMMENT

Mercado Apartments residents should know that MTCC has been really working hard to resolve the issues created by truck traffic so check in on that to provide further feedback to them.

CLOSING REMARKS

The issues presented to be addressed in the EIR, such as air quality and the health and safety impacts, were very helpful in scoping the EIR. The community plan is on a broad level review and the EIR will to its best require mitigation measures where as development occurs in the community those mitigation measures will be required through building permits in order to lessen the effects mentioned tonight. In regards to air quality, the EIR will discuss green house gas impacts, state and federal laws, and global initiatives.

Currently the City is in the Notice of Preparation stage and the notice states that public comments are due October 8, 2009. Written comments can be mailed in or emailed and those who provide their address or email will be added to the environmental distribution list. After the thirty day public noticing period ends, we will send a scoping letter describing the community plan project and describe specific issues that the EIR will address. We hope this will be sent out in November. Once the technical studies have been reviewed and approved as part of the community plan update, we will be able to put out a Draft EIR which will allow you to provide comments on the report throughout a 45 day review period. The Final EIR will include your input and will be presented to Planning Commission and the Coastal Commission for their recommendation. Ultimately, City Council will provide final approval of the report and plan.



Location Map

CITY OF SAN DIEGO • CITY PLANNING & COMMUNITY INVESTMENT

Map Document | 1000000CommunityInvestmentLogan.ctb | 11/01/08 AM



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