



barrio logan

COMMUNITY PLAN UPDATE

PLANNING CONTEXT

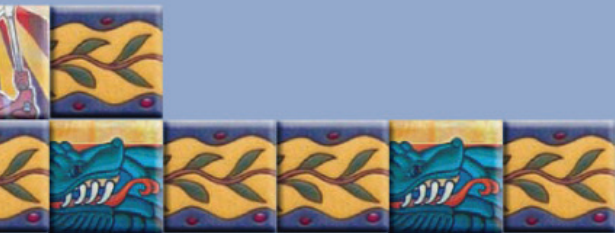
Volume I



October 2008

prepared by

M I G



PLANNING CONTEXT - VOLUME I

1. INTRODUCTION AND BACKGROUND	2
Regional and Local Context	2
Community Plan Update and Planning Area	2
Social and Historical Context	4
<hr/>	
2. ZONING AND LAND USE	8
Key Findings	8
Zoning	8
Existing Land Use	10
<hr/>	
3. URBAN DESIGN	16
Key Findings	16
Parcel Sizes and Organization	16
Pedestrian Environment	18
Vacant Parcels and Parking Lots	20
Built Environment	20
Circulation and Connectivity	24
Natural Environment	30
<hr/>	
4. COMMUNITY CHARACTER	34
Key Findings	34
Community Amenities and Social Fabric	34
How People Use Barrio Logan	36
Character of Recent Development	36
<hr/>	
5. CONCLUSION	39
Next Steps	39
<hr/>	
APPENDIX	41

LIST OF FIGURES

Figure 1.1 Location Map	3
Figure 1.2 Redevelopment Project Area	5
Figure 1.3 Community Plan Area	7
Figure 2.1 Zoning	9
Figure 2.2 Existing Land Use	13
Figure 3.1 Parcel Configuration	17
Figure 3.2 Vacant Parcels and Parking Lots	21
Figure 3.3 Existing Roadway Hierarchy	25
Figure 3.4 Block Configuration	26
Figure 3.5 Physical Barriers and Edges	27
Figure 3.6 Bus Routes and SDMTS	29
Figure 3.7 Natural Environment and Open Space	31
Figure 4.1 Existing Community Amenities and Facilities	35

LIST OF TABLES

Table 2.1 Existing Land Uses	12
Table 2.2 Planned Land Uses	12
Table 2.3 Planned Redevelopment Area Land Uses	12

planning context

BARRIO LOGAN IS ONE OF SAN DIEGO'S oldest and most culturally significant neighborhoods. From historic beginnings in the early part of the 20th century to the vibrant mix of uses and people found in "the Barrio" today, the neighborhood has played a vital role in the City's development. The Barrio Logan community is a living example of the change and evolution that have continuously shaped the area's cultural heritage, development patterns, economic opportunities, and social fabric.



1. INTRODUCTION AND BACKGROUND

This report provides an overview of the existing conditions, issues, and opportunities present within the Barrio Logan Community Plan Update (BLCPU) area. Specifically, Volume I of the report covers the physical planning components of Barrio Logan. Technical, mobility, environmental and historic analysis will follow in Volume II of the Planning Context. The information presented in the volumes will be used as a foundation for the Community Plan Update process to help shape concepts, alternatives, and strategies for strengthening and enhancing the neighborhood. Following are the sections covered in Volume I:

1. **Introduction and Background:** This chapter covers the physical planning contexts, as well as the regulatory, social and historical contexts that present an overview of the community's location and other factors relevant to the planning process.
2. **Zoning and Land Use:** This section addresses the existing zoning districts and mixture and distribution of the various land uses in the neighborhood.
3. **Urban Design:** This section contains the neighborhood's urban design characteristics including architecture and building types, pedestrian edges and environment, street functionality, vacant and open spaces, and defining qualities such as views and height precedents.

4. **Community Character:** This section highlights community amenities and the social fabric of Barrio Logan. It also describes how people use Barrio Logan and the character of recent development.

5. **Conclusion:** This section summarizes the upcoming steps in the BLCPU process.

Regional and Local Context

Barrio Logan is one of over 50 community planning areas within the City of San Diego. Located immediately south of the Centre City, or Downtown, the existing community planning area is approximately 1,000 acres in size to the mean high-tide line (see Figure 1.1). The community of Barrio Logan is roughly positioned between the San Diego Bay, United States Navy properties, and Interstate 5. Along with Interstate 5, State Routes 15 and 75 provide access to the area and connect Barrio Logan to nearby destinations such as Downtown San Diego, Balboa Park, Logan Heights, and Coronado. Two San Diego Metropolitan Transit System (MTS) trolley stations located within the Community Plan area along Harbor Drive (Barrio Logan and Harborside stations) also connect the community to the region, providing access to Downtown San Diego, the International border, and other destinations.

As a community adjacent to San Diego Bay, Barrio Logan is subject to the California Coastal Act. The

community, although for the most part isolated from the waterfront, is nonetheless in the local Coastal Zone, influencing many of the land use, access, and social policies that continue to define Barrio Logan.

Community Plan Update and Planning Area Boundaries

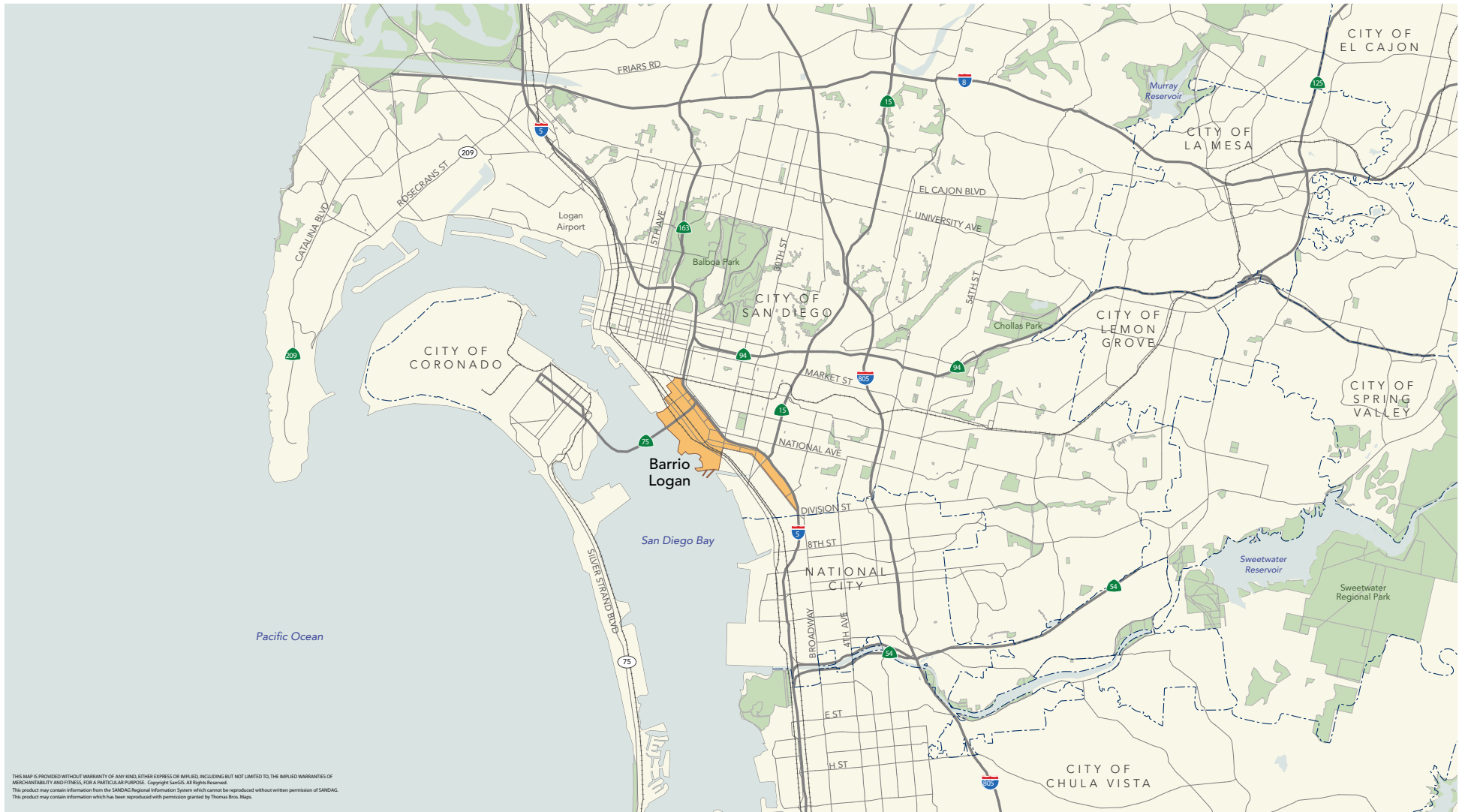
Community Plans in the City of San Diego define individual communities' intended land use policy. To fully implement the City's General Plan, adopted in March 2008, the Barrio Logan Community Plan Update will help ensure consistency with overall guiding principles, land use policies, and other goals found in the new General Plan.

The Barrio Logan Community stretches from Commercial Street on the north to the border with National City to the south and lies generally west of Interstate 5 as it traverses the southern portion of San Diego. San Diego Bay forms its eastern boundary north of 28th Street, where Main Street heads south and east to create the eastern edge near the US Naval Station San Diego properties (See Figure 1.3)

Previous Planning and Community Documents

A large body of work including planning and land use documents, revitalization plans, traffic studies, hazardous materials and air quality studies have been conducted in the Barrio Logan Planning area since the last adoption of the community plan in

Figure 1.1



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright © 2008. All Rights Reserved.
This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.
This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

City Boundary	Waterbody	Freeway	Railroad
Barrio Logan Community Plan Area	Park/Open Space	Major Road	



Location Map
Barrio Logan Community Plan Update

July 2008



1978. Specifically, the following is the list of studies that have been conducted and will be drawn upon for the current plan update effort:

- *Barrio Logan/Harbor 101 Community Plan Update – 1978*
- *Barrio Logan Historical Survey – 1980*
- *Barrio Logan Revitalization Action Plan – 1995-1996*
- *Report of Preliminary Hazardous Site Assessment and Mapping, Law/Crandall Consulting – 2000*
- *Barrio Logan Environmental Justice Project, United States Environmental Protection Agency – 2003*
- *Freeway Deficiency Plan Draft Central Interstate 5 Corridor Study, URS – 2003*
- *Barrio Logan Land Use Study, Parsons Brinkerhoff Consulting- 2004*

- *Barrio Logan Truck Study, Wildan Consulting – 2004*
- *Barrio Logan Vision Project, Estrada Land Planning – 2005*
- *Working Waterfront Freeway Access Study, Boyle Engineering – 2007*
- *Regional and Local Context*

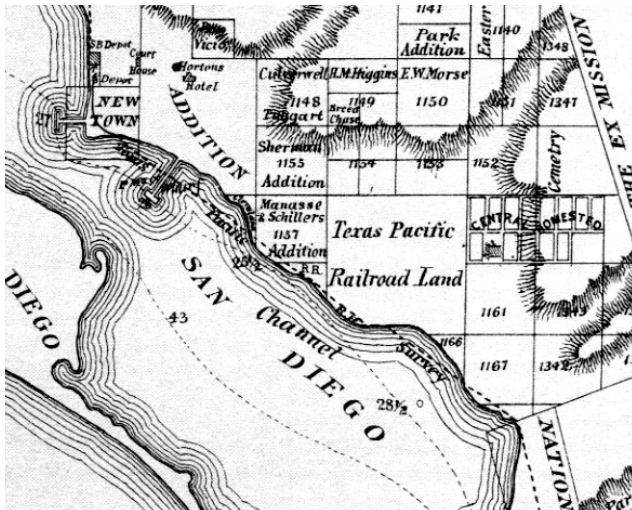
Social and Historical Context

Barrio Logan, once called Logan Heights (now the name of the adjacent neighborhood east of Interstate 5), has a long history as a working-class Mexican-American waterfront community. Its early days as a base of homes and businesses for primarily Mexican immigrant workers helped shape the community into one of the most important working waterfront neighborhoods in the United States. As a community built up around waterfront-oriented uses such as tuna canning, wartime industry, and the

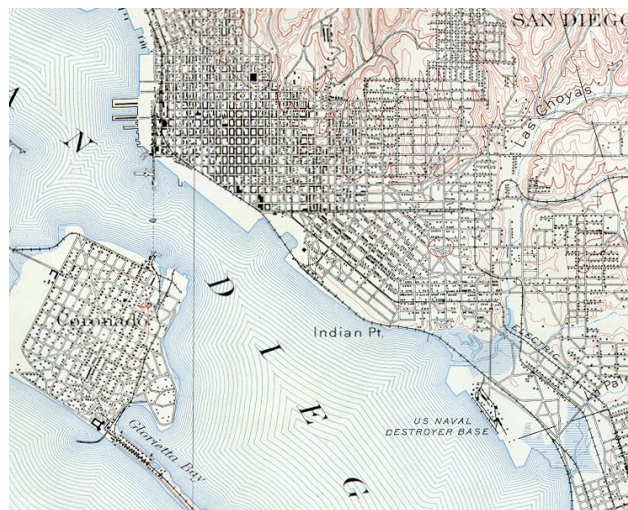
Navy, the influx of Mexican migrant workers created a dominant presence in Barrio Logan in the 1910s and 1920s. Industries came to rely on the laborers that settled in Barrio Logan, neighborhood shops and services grew, helping to form a self-sufficient neighborhood. Residents rarely needed to leave the neighborhood for work, and the tight community supported a population of nearly 20,000.

The massive investment in shipbuilding and Navy operations continued to dramatically alter the character of the community during and after World War II. Coupled with a wide rezoning of the neighborhood to include heavy industrial and commercial uses, the growth in construction, industry, and nearby transportation-related businesses dramatically changed the character of Barrio Logan. The construction of Interstate 5 and

1871



1941



1992



the Coronado Bridge in the 1960s severed the community into smaller pieces that were cut off from each other. These events, coupled with other impacts on the social and physical well-being of the residents, culminated with a neighborhood revolt that shaped the creation of Chicano Park, dedicated to the Chicano movement to protect worker and resident rights.

By 1990 the community's population had dwindled to approximately 5,000 and a Redevelopment Project Area was established (see Figure 1.2). Today, the Barrio Logan community is home to approximately 3,700 residents (based on year 2000 census data). About 85 percent of residents are of Hispanic or Latino heritage, while approximately five percent are Caucasian and five percent are African-American. Roughly 80 percent of residents speak a language other than English in the home – mostly Spanish – reinforcing the strong Latino culture that gives the community its character.

The Barrio Logan community has a median income of around \$20,000, which places roughly 40 percent of its residents below the federal poverty level, nearly four times the county-wide level. With nearly 38 percent of its residents under age 18, Barrio Logan is a younger community than the San Diego region as a whole.

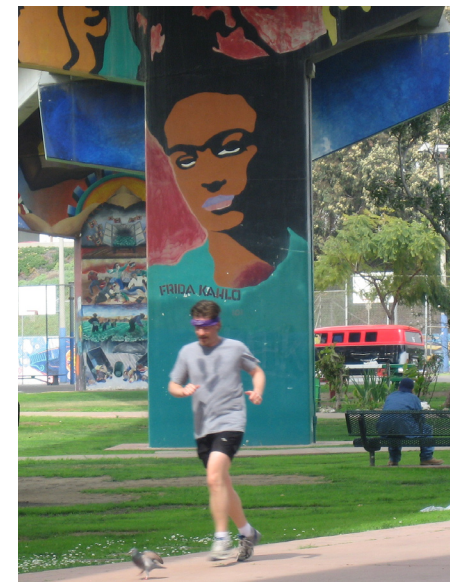
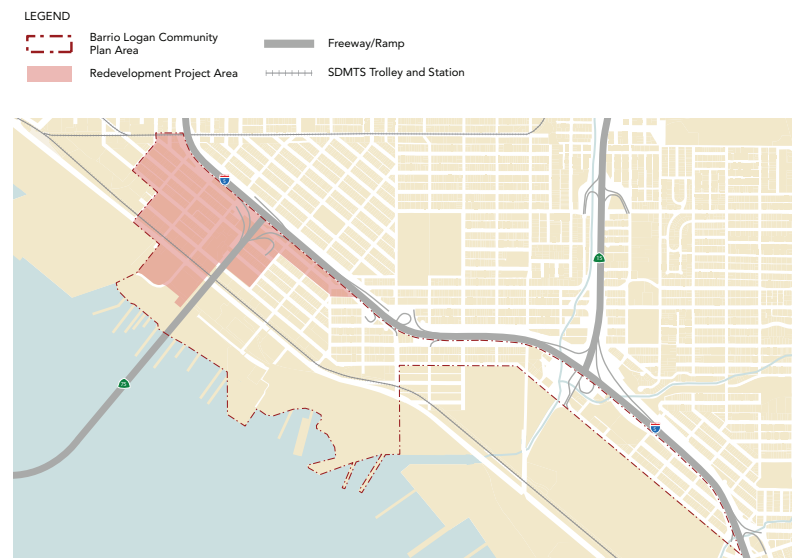


Top right: Nearly four decades since its inception, Chicano Park continues to be a symbol of community pride and resident dedication to social justice and workers rights.

Bottom right: Small markets fill an important niche in Barrio Logan, providing fresh fruit and groceries in an area that lacks a major supermarket.

Bottom left: A major objective of the Barrio Logan Redevelopment Area is to support and enhance the cultural and ethnic character of the community.

Figure 1.2 Redevelopment Project Area



Top left: The Gateway Affordable Housing development anchors the northwestern entry into Barrio Logan.

Top right: Naval Base and San Diego Port activities create a nearly impenetrable barrier between Barrio Logan and the San Diego Bay. Cesar Chavez Park provides the only access point for residents.

Bottom left: The Interstate 5 stands as a symbol of both connectivity and division in Barrio Logan.

Bottom middle: Difficult, interesting and oftentimes surprising adjacencies between residential, industrial and commercial land uses characterize the urban environment in Barrio Logan.

Bottom right: Vendors benefit from the mixture of land uses, finding ample interest for their wares from both residents and workers.



Figure 1.3



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.
 This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.
 This product may contain information which has been reproduced with permission granted by Thomas Broc Maps.

LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Park/Open Space	Port District*
City Boundary	SDMTS Trolley and Station	School	*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

0 500 1000 2000 feet

Community Plan Area
 Barrio Logan Community Plan Update

September 2008



2. ZONING AND LAND USE

Key Findings:

- The existing land use pattern of Barrio Logan reflects past City direction and policies to concentrate industry and employment-generating uses in the community and is evidence of Barrio Logan’s history of being dissected by freeways.
- 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; and open space and community facilities.
- On a block-by-block, parcel-by-parcel level, Barrio Logan has an intricate land use pattern that contradicts the simplicity of the zoning map. Residential, industrial, commercial and institutional uses abut one another, which results in a highly unique pattern and also in serious environmental and health-related conflicts and issues.
- The environmental and health issues are not only a result of immediate adjacencies between incompatible land uses but are also due to the large-scale industrial uses and pollution generation within the Port of San Diego and the Naval Base.
- Barrio Logan is a horizontal mixed-use neighborhood that provides interest, variety and identity to the area and to the pedestrian experience.

- The piecemeal evolution of Barrio Logan has established elements of a “complete neighborhood” in which resident-oriented services, such as barber shops and small markets, and community amenities, such as childcare facilities and health centers, are located within walking distance of most residences and transit stops.

Zoning

The existing zoning for the Barrio Logan community includes the Barrio Logan Planned District Ordinance (BLPDO) regulations. The BLPDO regulations provide development criteria and urban design standards for the construction, rehabilitation or any other modification of development within the Barrio Logan Community Plan area. These regulations are intended to guide the implementation of the Barrio Logan Community Plan and the Barrio Logan Redevelopment Plan.

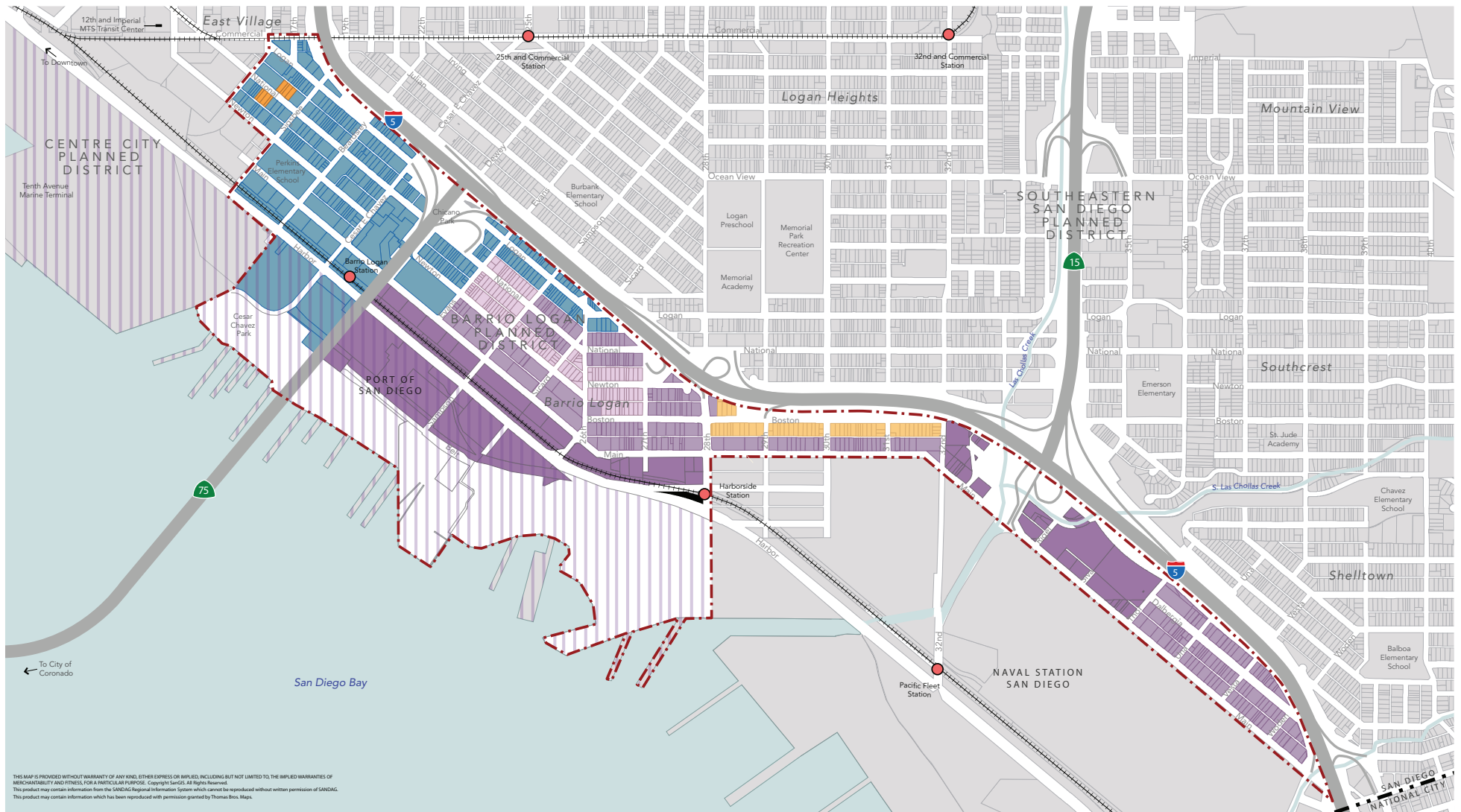
Allowable uses within the Plan Area range from heavy industrial to single-family residential; in some cases within the same zoning designation (see Figure 2.1). Following is a more detailed description of the subdistricts and zoning designations that exist within the Barrio Logan Planned District:

Subdistrict A permits both single and multi-family residential, as well as nonresidential uses that are consistent with IL-3-1 zone. The intent of this zone

is to encourage the rehabilitation and development of residential, while allowing nonresidential uses to remain to certain standards. The IL-3-1 zone designation allows for a wide range of manufacturing and distribution activities, including a mix of light industrial, office and commercial uses. Subdistrict A is meant to encourage safer and cleaner industrial development that does not have the negative impacts of heavier industrial uses.

Subdistrict B accommodates both single and multi-family residential, and includes the IH-2-1 zone. The IH-2-1 zone allows for manufacturing uses with some office and is considered appropriate for areas containing a wide range of industrial and heavy commercial uses customarily associated with the waterfront industry that have been established near the harbor. Further, the zone precludes chrome plating facilities from locating within this area. Subdistrict B is applied in areas with uses that provide goods and services for residential, commercial and industrial areas; and that have through time, become commercial, industrial and residential mixed-use areas. Its intent is to provide standards and regulations that help preserve the historic pattern of development while allowing for new development to occur on smaller scale parcels and lots.

Figure 2.1



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

Barrio Logan Community Plan Area	Freeway/Ramp	Redevelopment Subdistrict • Residential (single/multi-family) • Commercial Uses • Commercial/Limited light industrial • Mixed use encouraged	Subdistrict A • Residential (single/multi-family) • Uses permitted in IL-3-1 that existed prior to 7-5-1983	Subdistrict C • Residential (single/multi-family)	IH-2-1
City Boundary	SDMTS Trolley and Station	Subdistrict B • Residential (single/multi-family) • Uses permitted in IH-2-1 except chrome plating	Subdistrict D • Uses permitted in IH-2-1	RM-3-9	Port District*

0 500 1000 2000 feet

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

Zoning
Barrio Logan Community Plan Update

September 2008



Subdistrict C allows for single and multi-family residential uses. Regulations under this Subdistrict are intended to encourage improvements and development on lots within the area with little need for variance. Guidelines within this Subdistrict also encourage the development of multi-family uses that respect the low-intensity scale of Barrio Logan.

Subdistrict D only permits uses that conform to the IH-2-1 zone, which allows manufacturing uses with some office use. This Subdistrict has been applied in the areas that contain industrial and heavy commercial uses normally associated with the waterfront industry near the harbor. This zone is intended to allow a variety of uses to coexist without adversely impacting adjacent residential areas, and to improve the quality of the urban environment through gradual improvements. This Subdistrict also allows the improvement, development or redevelopment of industrial uses with little or no need for variances.

The **Redevelopment Subdistrict** includes six major land use categories: Commercial, Mercado District, Commercial/Residential Mixed Use, Residential, Public/Quasi-Public and Light Industry/Commercial. The intent of this Subdistrict is to ensure the implementation of the goals and objectives of the Barrio Logan Redevelopment Plan which also implements the Barrio Logan Community Plan.

There are also other zones found within the Community Plan Area that are not subdistricts. These zones include the IH-2-1 and RM-3-9 zones. While the IH-2-1 zoning designation is allowable along with other uses in Subdistrict B and D, it is the only allowable designation in the area contained by Harbor Drive to the north, Belt Street to the south, and to the east of Schley Street. As explained before, IH-2-1 allows manufacturing uses with some office use and is typically applied to areas containing a wide range of waterfront industry associated industrial and heavy commercial uses. The RM-3-9 zone is found within the Redevelopment Subdistrict between Newton Avenue and Logan Avenue, and Sigsbee Street and 16th Street. This designation is intended to allow higher density development and permit limited commercial uses.

Existing Land Use

Five primary existing land uses are present in Barrio Logan, including industrial, residential, commercial, public/institutional and open space (see Figure 2.2 and Table 2.1). In addition, vacant parcels are scattered throughout the area.

Industrial uses range from large-scale factories to small-scale, locally-owned businesses. Many maritime-oriented companies, such as Pacific Marine Propellers and Pacific Ship Repair and Fabrication,

are located in Barrio Logan due to the proximity to the waterfront and the Port of San Diego. Other large-scale industrial uses, such as a recycling center, occupy nearly entire blocks. Small-scale industries exist as well, from powder-coating and chrome plating uses to welding and iron-work shops.

Residential uses in Barrio Logan include both single and multi-family uses. Multi-family uses include duplexes, courtyard residences and a few multi-story apartment buildings. Also contained in Barrio Logan are the Mercado Apartments which comprise an entire block of affordable residential development and incorporates community facilities and open space. Recent projects in the northwest of the plan area are providing new types of affordable housing in mixed-use structures, such as Gateway, Los Vientos, and La Entrada.

Commercial uses are scattered throughout Barrio Logan, but they tend to be concentrated around certain nodes and corridors. A large concentration of chain and strip commercial stores, such as fast food restaurants and gas stations, cater primarily to the daily needs of adjacent workers. They also include adult-oriented businesses, such as tattoo parlors, bars, and adult video and book stores. These uses are located close to Naval Station San Diego and the waterfront and are primarily along



Top left: Cesar Chavez Park along the waterfront provides the only public access to San Diego Bay within the Community Plan Area.

Top right: Small “mom-and-pop” Latino-oriented businesses are the backbone of the neighborhood’s character and social network.

Bottom left: Institutional services provide a host of needed assistance such as health care, education, and job resources.

Bottom middle: Historic residential structures continue to function as housing for current residents.

Bottom right: Commercial service and industrial uses are scattered throughout the Community Plan Area. Some are neighborhood-serving such as this shop.



Main Street at the intersections with 28th and 32nd streets.

A second major set of commercial uses serves the needs of Barrio Logan residents. Specific uses include local grocery markets, hairdressers, barber shops, party supply stores, and bakeries, such as a tortilleria and panaderia. These uses are located closer to the residential areas of Barrio Logan, and are concentrated specifically along Logan Avenue between 26th Street and Chicano Park and along National Avenue between Cesar E. Chavez Parkway and Beardsley Street. In addition to the concentrations of local-oriented commercial uses, single-parcel commercial uses can be found interspersed with residential uses throughout the neighborhood.

Auto-oriented services such as smog check services, auto detailing shops, and auto repair facilities are common throughout the community, often mixed in with industrial and residential uses. Many are oriented toward use by community members and nearby workers and are a source of employment for some Barrio Logan residents. These uses range in size from large-scale operations to a single garage on a narrow lot.

Table 2.1 Existing Land Uses

Land Use	Percent
Commercial	9.0
Industrial	50.7
Park/Open Space	1.0
Parking Lot	5.7
Residential	17.8
School/Institutional	3.4
Transportation/Utilities	6.6
Vacant	5.8
	100.0

Source: City of San Diego

Table 2.2 Planned Land Uses

Planned Land Use	Percent
Commercial/Residential/Industrial	14.0
Community Facility	2.5
Exclusively Industrial	49.1
Exclusively Residential	5.1
Parks and Open Space	1.9
Residential/Commercial/Industrial	27.5
	100.0

Source: City of San Diego, Barrio Logan Community Plan

Table 2.3 Planned Redevelopment Area Land Uses

Planned Land Use	Percent
Commercial Use	8.1
Commercial/Residential Mixed Use	17.2
Light Industry/Commercial Use	32.8
Mercado District	17.0
Public/Quasi-Public	7.6
Residential Use	17.4
	100.0

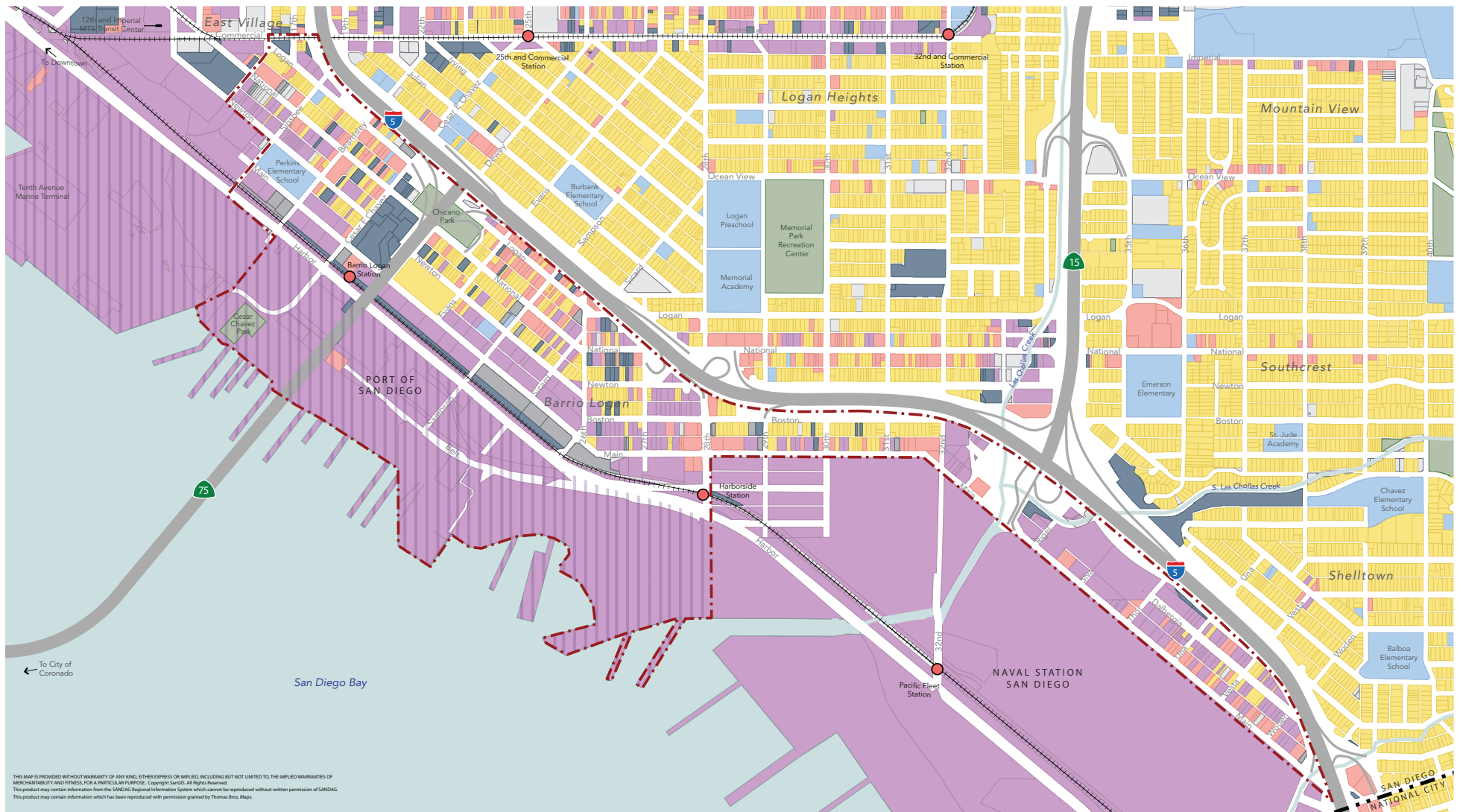
Source: City of San Diego, Barrio Logan Community Plan

Institutional and public uses, such as Perkins Elementary School and the Community College District buildings, are located primarily within the “core” of Barrio Logan, roughly bounded by Interstate 5, Sigsbee Street, Main Street and 26th Street, and are interspersed with the other uses in the area. Further detail is contained in Chapter 4.

There are two major **open space** areas within the Barrio Logan Community Plan Area. The first is Chicano Park, an eight-acre culturally significant open space area under the Coronado Bridge (State Route 75) and its associated on- and off-ramps. The second is Cesar Chavez Park, located at near the San Diego Bay and the southern end of Cesar E. Chavez Parkway. Both are discussed further in Chapter 3.

In addition to the five primary land uses found in Barrio Logan, there are also a number of small vacant parcels are scattered throughout the neighborhood. The most significant of these spaces is the block bounded by Cesar E. Chavez Parkway, National Avenue, State Route 75 and Main Street, which is slated to become the Mercado mixed-use project that will include housing, a supermarket, vendor’s stalls, and other retail uses.

Figure 2.2



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Park/Open Space	Residential	Industrial	Vacant Parcel	School/Institutional	Commercial	Parking Lot	Miscellaneous and Unidentified	Port District*
City Boundary	SDMTS Trolley and Station									

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

0 500 1000 2000 feet

Existing Land Use
Barrio Logan Community Plan Update

September 2008



Distribution and Effects of Land Uses

With its collection of maritime industrial uses, small-scale residential uses, local retail, and community facilities, Barrio Logan's particular existing land use mix is unique to the region. However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character.

The southeastern part of the plan area closest to the waterfront is nearly all industrial, except for a few commercial uses and residences. Residential uses are more prominent towards the northeast and Interstate 5, reflecting the historical connection to Logan Heights neighborhood that exists today 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 predated 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 that is visible today.

The wide mix of uses in the neighborhood has implications for the health and safety of residents and the environment of Barrio Logan. Toxins from industrial uses are released into the air and into the ground, often immediately adjacent to houses and schools. Elevated rates of asthma among children in the community have been documented and could be due to the co-location of residential and industrial uses. In addition, environmental justice issues exist related to the rezone to industrial of a residential neighborhood that is composed primarily of economically disadvantaged residents and people of color. The environmental and health issues are not only a result of immediate adjacencies between incompatible land uses, but may also be attributed to the large-scale industrial uses, the proximity of Interstate 5 and State Route 75, and diesel emissions from truck traffic.

While there are obvious conflicts between heavy industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. In contrast to many other areas in San Diego that have single-use zoning and more uniform environments, Barrio Logan is a truly horizontal mixed-use neighborhood that provides interest, variety and identity to the area and to the

pedestrian experience. Much of the character of Barrio Logan can be found in the unpredictable mix and pattern of land uses in the neighborhood, where a single block may contain residential, industrial, commercial, and vacant land uses. This fine-grained pattern results in a highly distinctive pedestrian experience that can be enriching and provide significant visual interest.

This development pattern also provides the opportunity for neighborhood services and jobs to be located in close proximity to residences and transit stops, supporting the City of San Diego's "City of Villages" General Plan concept. The piecemeal evolution of Barrio Logan has allowed for services, such as barber shops and small markets, and community amenities, such as childcare facilities and health centers, to have evolved organically over time and be located within walking distance of most residents. While issues persist related to the mix of uses and not all the elements of a "complete neighborhood" may be present, Barrio Logan has many of the key components, which should be retained and built upon.



Top left: More recent residential development provides much-needed housing for neighborhood residents.

Bottom left: Junkyards in plain view are unattractive reminders of the area's industrial zoning.

Bottom right: The neighborhood's history and "organic" land use pattern are reflected in this combination of neighborhood-oriented retailers adjacent to an historic house.



3. URBAN DESIGN

The Urban Design chapter presents the physical, on-the-ground characteristics of Barrio Logan. Building on the discussion of the existing mix and distribution of land uses in the neighborhood, this chapter analyzes:

- Parcel Sizes and Organization
- Pedestrian Environment
- Vacant Parcels and Parking Lots
- Built Environment including: Figure/ground analysis, Architectural Character, and Building Heights
- Natural Environment including: Parks, Open Space, Views, and Water

Key Findings:

- Barrio Logan's historical parcel and development pattern are still evident in the "core" of the neighborhood, while trends towards parcel consolidation for industrial uses have eroded much of the original character.
- Pedestrian activity in the community is high, the grid-pattern street system provides for easy connectivity within the community.
- Many small vacant parcels are scattered throughout Barrio Logan, while a few larger vacant properties could lend opportunities for new community amenities.

- Barrio Logan's pattern of buildings mirrors the parcel pattern: a mix of residential and small commercial buildings dominates the historic "core" while large industrial buildings create an environment less compatible with neighborhood activity.
- Most buildings in the neighborhood are low-scale; a few taller historic buildings stand out. Recent construction has yielded taller buildings.
- Architectural styles focus on historic cottages, often with brightly-colored facades and trim, that create a visually rich urban environment. By contrast, new buildings incorporate the materials and aesthetic of the area's industrial structures, signifying different interpretations of what defines Barrio Logan's physical character.
- The area's few parks and open spaces, such as Chicano Park, are tremendous assets yet are disconnected from one another and often from the surrounding neighborhoods.
- Streets in Barrio Logan reflect the area's historic development pattern but often are overburdened with parking demands and commuter traffic.
- Barrio Logan is largely a walkable neighborhood, with ample sidewalks and relatively short distances between residences and services. The experience on foot, however, is often an uncomfortable one, as the poor conditions of many properties add to a perceived threat to safety.

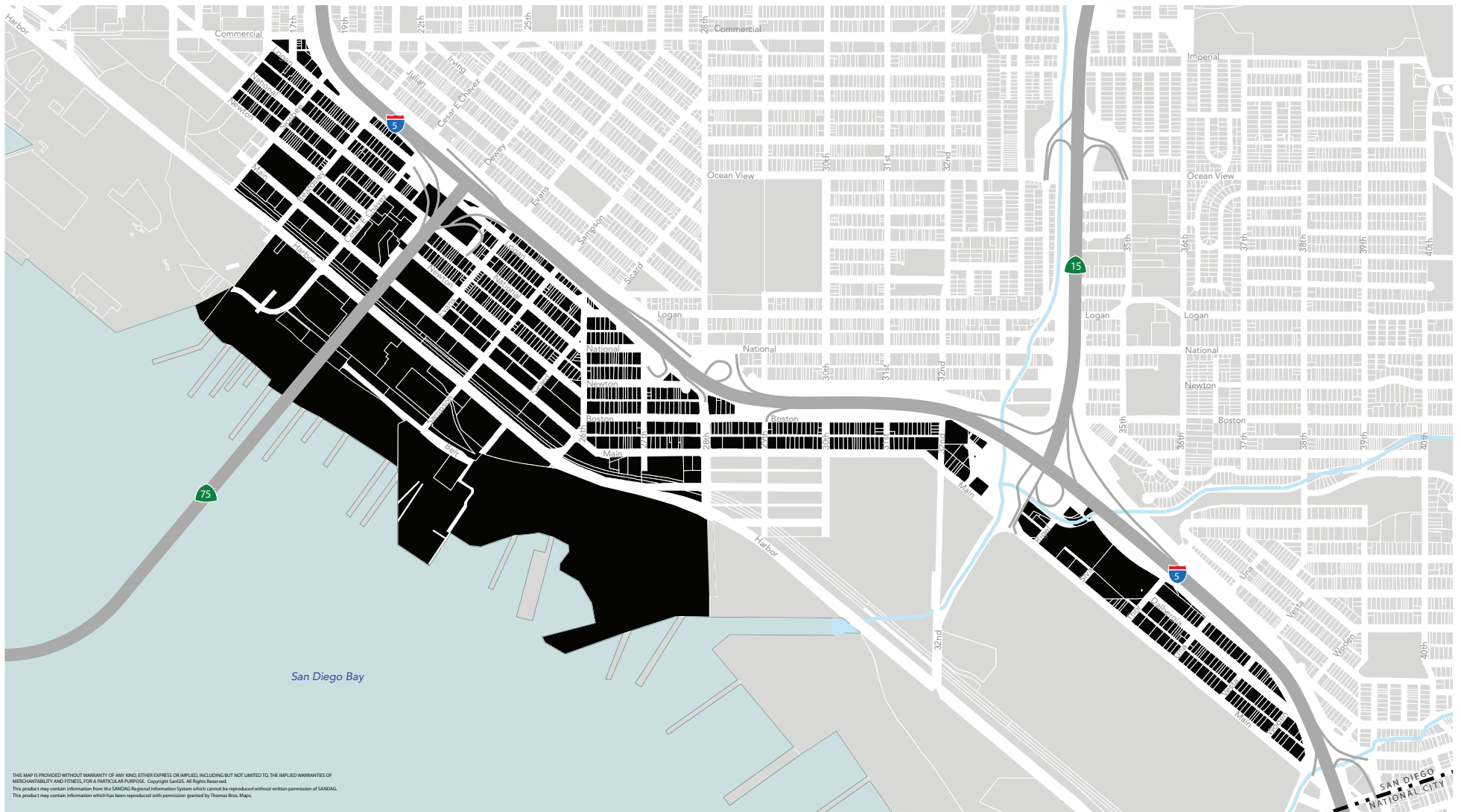
- Transit serves the community in numerous ways and is a vital component of the neighborhood, serving the nearly 45 percent of residents who do not have access to a car.

Parcel Sizes and Organization

Barrio Logan's distinctive parcel pattern lends insight into the area's unique history, evolution, and character. The community's original parcel platting established a traditional grid-based, waterfront-oriented urban residential neighborhood. Major streets paralleled the shoreline, while smaller streets ran perpendicular to the north and east, extending into the larger development pattern of the City. The neighborhood grew to become known as Logan Heights, whose street and historic parcel pattern still exists across Interstate 5.

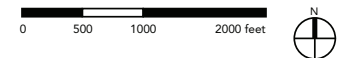
This original development pattern is evident in the "core" of Barrio Logan between Harbor Drive and Interstate 5 and between Main Street and Interstate 5 south of 28th Street (see Figure 3.1). Typical blocks in this area are bisected by rear alleys with a single depth of parcels on either side. The majority of the parcels are narrow (between 25 and 50 feet wide) and are half a block (roughly 140 feet) deep. Few of these parcels have been consolidated, providing a glimpse into the historic pattern of residential, and particularly single family, uses in the neighborhood.

Figure 3.1



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.
 This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.
 This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

- LEGEND
- Freeway/Ramp
 - City Boundary
 - Parcel Inside Barrio Logan
 - Parcel Outside Barrio Logan



Parcel Configuration
 Barrio Logan Community Plan Update

July 2008



Over time, however, the transition of Barrio Logan from primarily residential to mixed-use and industrial is visible in the number of consolidated parcels. Necessary in many instances to accommodate larger-scale industrial and commercial uses, parcel consolidation severely altered much of the original development pattern. Parcels in the southwest of the plan area between Harbor Drive and Newton Avenue have been consolidated over the years to accommodate industrial warehouses, the power substation, and other new development. Towards the waterfront, large parcels can be seen and are in keeping with the industrial Port and Naval Station San Diego uses that have occupied the waterfront lands for nearly a century.

Parcels along Main Street between Rigel and Thor streets also have undergone significant consolidation under the single ownership of Pacific Ship Repair and Fabrication, Inc. However, as a testament to Barrio Logan's perseverance, a small-lot parcel pattern continues to the southeast of Thor Street and is reflected in the smaller-scale commercial, industrial and residential uses still located in that area.

While consolidation of parcels may be necessary in some cases, working with existing parcel sizes or referencing this smaller scale in larger developments may help to support the varied and pedestrian-

friendly atmosphere of Barrio Logan that makes it a distinct and recognizable community.

Pedestrian Environment

The term "pedestrian environment" is used to refer to a diversity of street design elements that collectively create a positive or negative experience for pedestrians as they navigate a street. Elements that contribute to this include, but are not limited to, the quality of the properties and rights-of-ways, street trees, landscaping, street furniture, curb cuts, and crosswalks. Quality pedestrian environments not only make streetscapes more attractive, but can also increase walkability and feelings of safety and security.

Another defining element of the pedestrian environment is the state of edge conditions. Edge conditions refer to the character of the elements that define the "walls" of a streetscape. Edge conditions are influenced on the macro level by parcel and block character, adjacency to contrasting land uses, or proximity to water bodies or freeways. They are also influenced by physical conditions that impact the pedestrian environment more locally, such as the quality and character of fences, buildings walls, and vacant lots.

The diversity of land uses in Barrio Logan creates a unique challenge to creating a quality pedestrian

environment. Industrial uses in particular often have fenced off-areas, blank walls and other design elements that work for the land use but detract from the pedestrian environment. Many industrial properties emit noises, smells, and visual exposures that are challenging and potentially dangerous to pedestrian passage. In contrast, several industrial uses along Dalbergia Street between Thor and Woden streets use attractive and well-maintained fence materials and landscaping to make these edges friendlier to pedestrians.

In the southwestern portion of Barrio Logan, the Port of San Diego and Naval Station San Diego act as significant barriers to the waterfront for pedestrians. The combination of fences, gated streets and industrial uses stretching the length of Harbor Drive creates a nearly impenetrable wall between Barrio Logan residents and San Diego Bay. These stark edges are difficult to navigate for pedestrians and bicyclists, as they block views and access, lessen activity, increase truck and commuter traffic, and generally detract from the character of the adjacent neighborhood.

The freeways that form such a visual barrier into and within Barrio Logan also detract from the pedestrian experience. Interstate 5 forms a physical barrier at the eastern edge of the neighborhood. In addition to severing connections to adjacent



Top left: Outdoor displays help enliven the streetscape but can clutter the sidewalk, creating obstacles for pedestrians.

Top right: Wide, comfortable sidewalks with street trees and landscaping are rare in Barrio Logan.

Bottom left: Sidewalks in commercial areas often have few or no amenities such as benches, street trees, or landscaping.

Bottom middle: Harsh edges along many industrial properties create an unpleasant experience for pedestrians.

Bottom right: Despite providing a direct connection to important destinations such as the MTS stations and Downtown San Diego, Harbor Drive has no sidewalks for pedestrian activity.



Logan Heights, the Interstate 5 right-of-way shows signs of neglect, including litter and overgrown vegetation. The freeway's edge in Barrio Logan results in an unattractive, noisy, and inaccessible barrier that provides few connections for pedestrians and bicyclists. The Coronado Bridge (State Route 75) bisects the core of the neighborhood. While the highway is raised on pylons and therefore does not create a physical barrier to pedestrians, it still presents a significant visual impact on the user, casting shadows and creating underutilized areas that may be perceived as unsafe or threatening.

Barrio Logan's surface streets are generally suitable environments for pedestrian activity. Most allow for easy pedestrian movement. However, pedestrian amenities along many streets are often substandard - street lights are not present, sidewalks are inconsistent, street trees are not common or are absent, and street furniture is limited and of poor quality.

Vacant Parcels and Parking Lots

Vacant parcels and parking lots in a neighborhood can represent opportunities to incorporate needed amenities and resources. It can also enhance the existing community character by filling in "holes" in the area's land use pattern. This discussion highlights the location and pattern of vacant land

and parking lots to help heighten awareness of where change might be expected or desired to occur, which can help community members play an active role in determining what that change might look like.

In Barrio Logan, vacant parcels and parking lots are interspersed throughout the neighborhood (see Figure 3.2). Most are small, non-contiguous single lots, similar to the scale and orientation of surrounding commercial and residential uses. North of the Coronado Bridge, several clusters of vacant parcels form large, contiguous vacant sites. A cluster of vacant lots, used primarily for parking, is located between National Avenue and Newton Avenue just north of Perkins Elementary School. A large, currently vacant consolidated parcel between Cesar E. Chavez Parkway and the Coronado Bridge is proposed for development of the Mercado Center.

Several vacant areas along and near the San Diego Trolley line mark a drastic transition from the established neighborhood to the Harbor Drive industrial and Port of San Diego activities. A substantial vacant site is located along the northern edge between Sampson Street and 28th Street. A narrow vacant strip currently used for parking and storage runs northwest along the trolley line between Sampson Street and Sigsbee Street. The area bounded on the west and east between 26th

and 29th streets also includes several vacant parcels, both contiguous and individually sited.

The unused right-of-way on the east side of Boston Avenue adjacent to Interstate 5 presents an additional opportunity for a potential community amenity. The right-of-way is a wide and long strip of land that is currently fenced off and inaccessible to nearby residents. The area west of Chollas Creek also contains vacant parcels and parking lots. Additionally, a significant amount of land exists around Chollas Creek and Interstate 5 that is currently overgrown with vegetation and used as a dumping ground.

Built Environment

Urban Fabric and Pattern

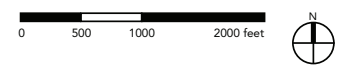
The building patterns in Barrio Logan vary widely. Along and near Harbor Drive, large warehouses and fabrication plants that support the Port and Naval Station San Diego clearly create an environment not designed to encourage pedestrian activity or support the historical neighborhood character. Toward the northeast, the building pattern becomes more pedestrian-oriented, with a combination of smaller-scale residential, commercial and industrial uses. In the blocks to the north and northeast of Main Street, the pattern of the original narrow-lot platting has necessitated the development of

Figure 3.2



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

- LEGEND**
- Barrio Logan Community Plan Area
 - Freeway/Ramp
 - Park/Open Space
 - Port District*
 - Vacant Parcel/Parking Lot
 - City Boundary
 - SDMTS Trolley and Station
 - School
- *The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.



Vacant Parcels and Parking Lots
Barrio Logan Community Plan Update

September 2008



small buildings regardless of their use. Some minor parcel consolidation has resulted in large buildings, primarily along blocks fronting Harbor Drive and Main Street. However, few large scale non-industrial developments have occurred aside from the Mercado Apartments, which was built on an entire block of consolidated parcels.

Architectural Character

Barrio Logan's residential buildings are predominantly single family homes, with duplexes, courtyard apartments and multi-story apartments interspersed. Many of the single family homes are small wooden bungalows built in the early and mid-1900s as workforce housing for waterfront workers. Most pre-date the rise of the automobile and either have no garage or a rear garage behind the main house. These homes are typically single story and have small side and front setbacks; many have front porches. Small groups of uniform houses are scattered about the area. In many such cases, the succession of ownership has led to a variation in exterior paint color, adding richness through personalizing effects while maintaining the historical development pattern. These small stretches of uniform residential buildings are one of the only instances of a regular and repeated character in the built environment.

Other residential buildings are in the Mission Revival style and were built out of stucco and plaster. They are distinguished by typically flat roofs, red tile material on the roofs, and dark wood trim or wrought iron accents. Newer homes tend to incorporate influences from the Mission Revival style but add more modern elements, such as shingle and sloped roofs. The Mercado Apartments, built in 1992, were designed to resemble Mexican courtyard apartments from the 1930s. Units are either oriented around central open spaces or to the street.

The "mom-and-pop" locally-oriented commercial uses in Barrio Logan tend to have the most distinctive character, compared with the strip commercial buildings and auto-oriented businesses located in the southern end of the plan area. Most commercial buildings are one to two stories, and tend to be narrow and maintain small footprints. The few multi-story commercial buildings typically have retail businesses on the ground floor and residences above. In most cases, buildings have little or no setbacks and customers utilize street parking. Helping to create Barrio Logan's unique character, some buildings utilize special accent materials such as brick or painted trim with vibrant, attention-grabbing colors, such as red, yellow, orange, and green. Awnings are common, shading goods that are displayed outside, which serve to visually extend

the store onto the sidewalk. The often-homemade signs incorporate striking colors and a personalized character to the buildings.

The vibrant appearance and organic placement of houses and commercial buildings add interest and variety to the streetscape environment. They also illustrate and reflect the interesting character of the neighborhood, with no two buildings looking alike and no standardized approach to the upkeep of front yards, signage and building materials. In addition, many businesses have incorporated the tradition of murals that can be seen throughout the community. Entire walls are painted with images that engage passers-by and help animate the neighborhood.

Aside from the few historic industrial buildings that add richness to the community, most industrial buildings in Barrio Logan are dull grey or beige warehouses and fail to add much to the character of the area. They typically have few windows and doors and do not add to the pedestrian experience.

Building Heights

As a community that developed as a predominantly single-family residential neighborhood, Barrio Logan has a small-scale feel and appearance. Residential and commercial buildings are primarily one to two stories in height. Most warehouses, industrial and



Top left: This triangular-shaped building sits at the confluence of two street grid patterns, creating a unique site and sense of place.

Top right: Inventive use of what would typically be a parking area results in a more engaging experience along the street.

Bottom left: Old commercial structures have changed over time to accommodate new uses for the community, such as a panaderia and church.

Bottom middle: The high-rise Naval housing along Main Street looms over the edge of Barrio Logan.

Bottom right: The historic cottages reflect Barrio Logan's origins as a working-class neighborhood.



newer commercial buildings are typically two to three stories tall.

Two historic mixed-use buildings are distinctive for their height and placement. The first is a four-story building in the heart of the Logan Avenue commercial center stands out next to adjacent one and two story buildings. The second is a three-story, triangular shaped building is a visual landmark in the center of the intersection of the two street grids at National Avenue, Sicard Street and 26th Street.

Other buildings with notable heights are generally newer construction and located in the northern portion of the plan area. These new projects are generally four to five stories in height, reflecting their proximity to Downtown San Diego and the Barrio Logan trolley station. New high rise housing towers being built on Naval Station San Diego, although not technically in Barrio Logan, are visually prominent along Main Street.

Circulation and Connectivity

Street Functionality

Circulation, connectivity and street functionality refers to how well street design, scale and infrastructure complement current land use, pedestrian needs, transit, and automobiles. The function of a street can be influenced by many variables, from roadway relationships and hierarchy

(see Figure 3.3) to perceptions of safety and comfort by users. It is also influenced by the length and width of the street blocks and how those blocks are arranged together in the neighborhood (see Figure 3.4).

With the Port of San Diego, Naval Station San Diego and railroad tracks to the southwest; Interstate 5 to the northeast; and rail lines to the north, Barrio Logan faces significant barriers to circulation and connectivity to local and regional destinations. These barriers make it difficult to access community resources such as schools, parks and other amenities that were more accessible prior to the freeway and waterfront development (see Figure 3.5).

In order to access the neighborhoods to the east, pedestrians, bicyclists and automobiles must locate and navigate one of 12 overpasses and underpasses that cross Interstate 5. And even with the limited connectivity that is present, such as at the pedestrian overpass at 30th Street and Interstate 5, residents or workers may use these limited connections less often due to a perceived lack of safety and comfort.

To the southwest towards San Diego Bay, connectivity is limited primarily to employees of the Port and Navy. Cesar E. Chavez Parkway provides the neighborhood's only connection to

San Diego Bay and Cesar Chavez Park. Access to Downtown San Diego is limited to Harbor Drive, National Avenue and Logan Avenue, as well as the Metropolitan Transit System (MTS) Trolley.

Automobile circulation patterns continue to reflect the imbalance of employment uses. Today, for instance, Barrio Logan experiences a daily influx of commuters on their way to the Port and Navy, putting strain on streets that were not originally planned to meet the high demand on the Barrio's local street network.

The potential for continued growth and change in the employment destinations will strongly affect how well street infrastructure is able to also meet resident and business needs. The following will discuss areas of particular interest or concern as well as key arterials and streets that serve the Community Plan Area.

Logan Avenue runs parallel to Interstate 5 and borders the northeastern edge of Chicano Park. With wide sidewalks, one-lane of traffic in each direction and two lanes of parallel parking, the street is well-configured for pedestrian-oriented retail. A small retail cluster exists at the intersection of Sampson Street.

National Avenue runs parallel to Logan Avenue and Interstate 5 on the southwestern edge of Chicano

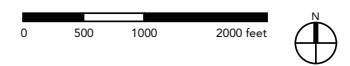
Figure 3.3



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bow, Maps.

- LEGEND**
- Barrio Logan Community Plan Area
 - Freeway/Ramp
 - Park/Open Space
 - School
 - City Boundary
 - SDMTS Trolley and Station
 - Port District*
 - 2-Lane Collector
 - 2-Lane Collector (with TWLTL)
 - 3-Lane Collector
 - 4-Lane Collector
 - 4-Lane Major
 - 6-Lane Major

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.



Existing Roadway Hierarchy
Barrio Logan Community Plan Update

September 2008

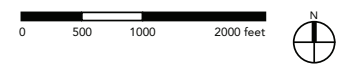


Figure 3.4



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.
This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND
 Block Inside Barrio Logan
 Block Outside Barrio Logan



Block Configuration
 Barrio Logan Community Plan Update

July 2008



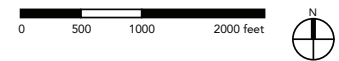
Figure 3.5



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Park/Open Space	Port District*	Barrier	Pedestrian / Bicycle Connections
City Boundary	SDMTS Trolley and Station	School	*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.		
					<ul style="list-style-type: none"> • Overpasses • Underpasses • At Grade Crossings



Physical Barriers and Edges
Barrio Logan Community Plan Update

September 2008



Park, and then shifts with the grid at 26th Street and crosses Interstate 5. Like Logan Avenue, National Avenue features one lane of traffic in either direction and two lanes of parallel parking in many locations. With its entry and exit ramps from Interstate 5 and as a connector street to adjacent Logan Heights, National Avenue serves an important role in the neighborhood.

Newton Avenue runs parallel to and one block southwest of National Avenue. It passes on the northeastern edge of Perkins Elementary School and the Mercado Development, follows the grid's rotation at 26th Street and eventually ends in a cul-de-sac at 28th Street. There is parking on either side of the street and the configuration alternates between a parallel and diagonal orientation.

Main Street runs parallel and one block northwest of Harbor Drive. While Main Street begins as an access point to an industrial parcel in the northwest, it is the only street that traverses the entire Community Plan area from the northwest to the southeast. Similar to other streets in the neighborhood, Main Street features one lane of traffic in either direction and both parallel and diagonal parking. As the only through-street in the community, traffic is heavy and often clogs intersections, especially near freeway connections.

Harbor Drive is a major thoroughfare that runs parallel to the MTS Trolley line. It also forms an important connection with Downtown San Diego to the north and beyond along the coastline. Within the Community Plan area, Harbor Drive traverses southeast until it enters Naval Station San Diego property at 28th Street. It is characterized by a 78 foot-wide right-of-way, two lanes of traffic in either direction, a 20 foot-wide median, two bicycle lanes in each direction and a 10 foot-wide shoulder on both sides of the street. Traffic is very heavy and fast moving along this route. There are minimal sidewalks for pedestrians.

The following are other areas of special interest or concern.

The Port of San Diego has considerable impact on the Barrio Logan street functionality. Because the majority of its large employee base lives outside of the Community Plan area, the area experiences congestion as commuters line up to access the Interstate 5, especially along Boston Avenue. Residents and businesses along these routes may experience a diminished quality of life because of this, and the greater neighborhood may also be impacted.

The Cesar E. Chavez Parkway's connectivity with Logan Heights outside of the Community Plan area,

and with major corridors such as Harbor Drive and Main Street within, makes it an important street in Barrio Logan. With the anticipated community-oriented retail between Main Street and National Avenue and its proximity to Barrio Logan Trolley Station, this street, could be improved to better support these new incoming land uses and anticipated pedestrian activity.

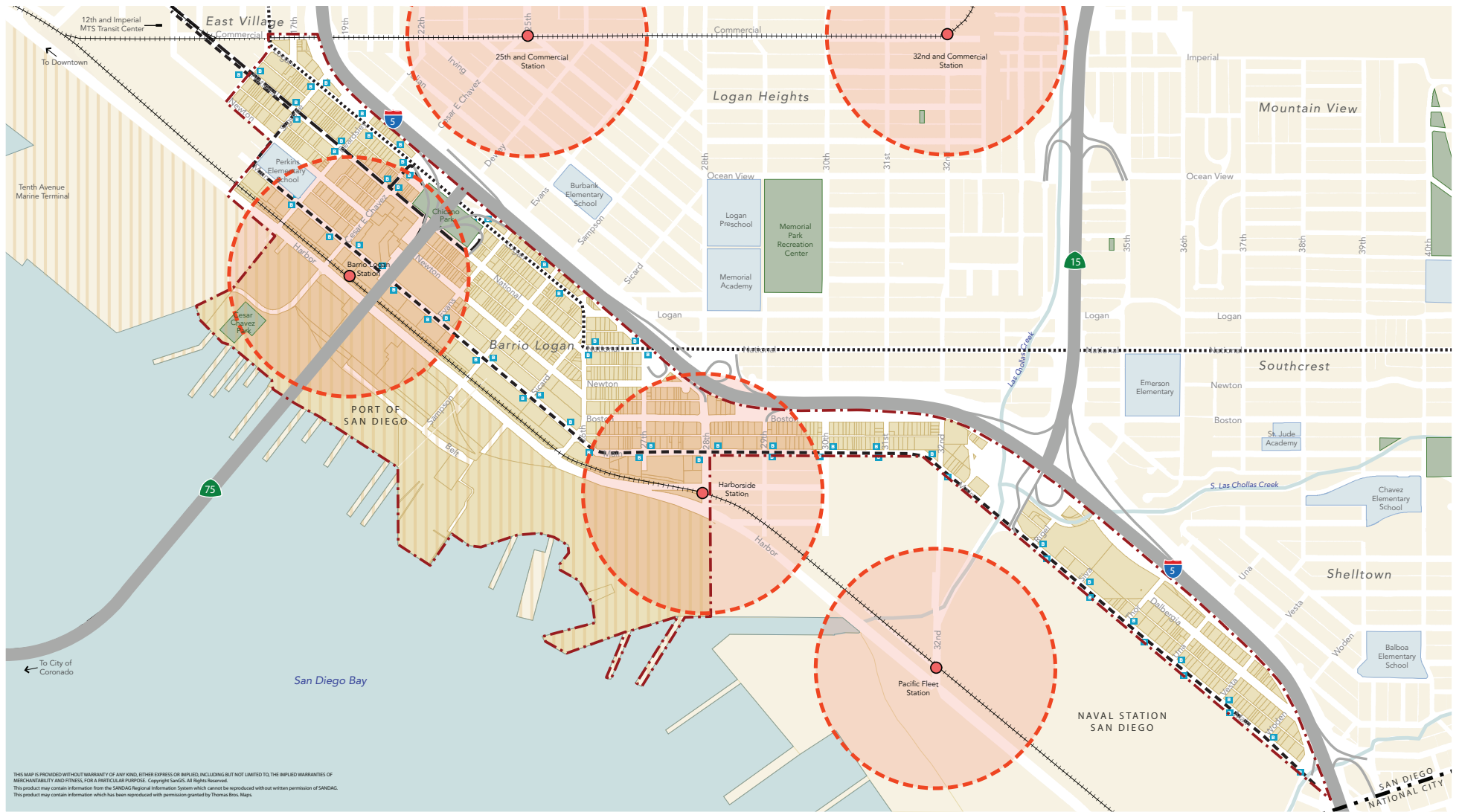
In addition to the streets discussed, the extensive alley network in Barrio Logan creates an additional resource for the circulation system. Alleys provide opportunity to service properties with utilities, trash collection, and other services. The alley system also provides pedestrian connectivity and recreational opportunities, as discussed in Chapter 4.

Transit Network

Barrio Logan relies on an extensive transit network to service area residents and employees. The two Trolley stations at Barrio Logan and Harborside provide access to Downtown San Diego, the International border, and other places in the region. The three primary bus routes complement the Trolley by providing more local service within Barrio Logan and adjacent communities (see Figure 3.6).

Bus routes 11, 901, and 929 service Barrio Logan and provide service headways varying by time and day. In general, buses arrive every 15 minutes during

Figure 3.6



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.
 This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.
 This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Park/Open Space	Port District*	1/4 Mile Radius around Trolley Station	MTS Bus Route 11
City Boundary	SDMTS Trolley and Station	School	<p>*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.</p>	Bus Stop	MTS Bus Route 901
					MTS Bus Route 929

0 500 1000 2000 feet

Bus Routes and SDMTS
 Barrio Logan Community Plan Update

September 2008



much of the day along most routes, consistent with a pattern that largely services worker trips to and from jobs outside the community. Transit headways taper to every 20 to 30 minutes on nights and weekends, providing more limited service to both jobs and other needs.

Transit ridership in Barrio Logan is proportionally higher than in other parts of San Diego, as over 40 percent of residents report not owning a car (based on US Census data, 2000). The higher demand for service, however, is often not complemented by high levels of rider comfort. Out of a total of 61 transit stops within the Barrio Logan community, approximately 60 percent contain a bench, while only five percent provide a shelter, which are all located along Cesar E. Chavez Parkway. Additional amenities such as trash containers and lighting are provided at fewer than 15 percent of the stops. Although it is common for amenities to be concentrated in high-traffic locations, it will be critical to examine deficiencies to adequately support both existing and future land use and travel patterns in the neighborhood.

Pedestrian and Bicycle Network

As mentioned, Barrio Logan is largely a walkable community, as most residences and services are in close proximity, and transit is readily accessible. The

community has an extensive network of sidewalks for pedestrian use, much of which is defined by the City of San Diego's Pedestrian Master Plan. The Master Plan organizes pedestrian routes into distinct zones, including District, Corridor, Community, and Neighborhood. Barrio Logan has several identified "Corridors", including Main Street, National Avenue, Logan Avenue, Cesar E. Chavez Parkway, Sampson Street, and 28th Street. This designation indicates the important connections that the routes provide between key community destinations. Most other streets are considered "Neighborhood" streets and support a more residentially-oriented pedestrian environment.

Bicycling in much of Barrio Logan happens informally, as identified bicycle facilities are limited to a bike lane along Harbor Drive and two "share the road" designated routes along Main and Vesta streets. The lack of accessible lanes and routes forces bikers onto sidewalks or to share the road with trucks and heavy traffic, a situation that does not encourage healthy non-vehicular travel. Furthermore, despite the proximity to San Diego Bay and the shoreline, no further recreational bicycle facilities exist, limiting opportunity and exposure to San Diego Bay.

Natural Environment

The "natural environment" of Barrio Logan refers to the waterfront, views and the creeks that run through the Community Plan Area. Given the neighborhood's location, land use mix and barriers to the waterfront, the natural environment in Barrio Logan is limited and disconnected from the residential population.

Chicano Park, constructed under the Interstate 5 and Coronado Bridge, is one of two formal open spaces in Barrio Logan (see Figure 3.7). The park serves as a community gathering space, a place for recreation, and a symbol of the neighborhood's struggle and achievements over many decades. Art murals and inspirational words add vibrancy to the space. Although it is used by children, teenagers, adults and the elderly, vagrants and homeless create an often unsafe environment. The park has a combination of grassy areas, concrete plazas and tot-lots. The on and off-ramps of the freeways create visual barriers through the park and cast shadows over much of the area.

Cesar Chavez Park provides the area's only public access point to San Diego Bay and link to the community's history with the waterfront. The park has grassy areas, barbeque facilities, picnic tables and interpretive signs. A public pier extends from the park, and provides views of the San Diego Bay,

Figure 3.7



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved. This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG. This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Port District*	Park/Open Space	Creek
City Boundary	SDMTS Trolley and Station	*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.		
		Private Park/Open Space		

0 500 1000 2000 feet

Natural Environment and Open Space
Barrio Logan Community Plan Update

September 2008



Coronado and Downtown San Diego. The park is wedged between industrial uses associated with the Port of San Diego, including tug-boat docking and repair along adjacent piers, making access and visibility difficult. Further detail regarding Barrio Logan's park resources can be found in the appendix.

A few views of the water, surrounding mountains and Downtown San Diego are framed by the streets and buildings in Barrio Logan. There is minor topography in the neighborhood; the land gradually rises about 40 feet towards the Interstate 5 and away from the waterfront. Some views to the San Diego Bay can be seen from Cesar E. Chavez Parkway and other streets that run perpendicular to the waterfront. Other residential streets that are oriented east-west and southeast-northwest have views to the inland mountains. One of the most distinctive views from Barrio Logan is of Downtown San Diego, particularly impressive from Harbor Drive and many of the streets in the northwest part of the neighborhood.

Two creeks, Chollas Creek and South Chollas Creek, run through Barrio Logan and then connect with the bay through a channelized creek in Naval Station San Diego. Chollas Creek connects to neighborhoods to the north, and South Chollas Creek connects to neighborhoods to the east; they

merge as they pass under the Interstate 5 into the Barrio Logan Community Plan Area. The creeks are currently eyesores; they are filled with overgrown vegetation, are characterized by poor circulation, and appear to be used as dumping grounds for trash and toxic materials. In the neighborhoods to the north, efforts are being made to restore Chollas Creek, and similar efforts could make the creeks assets to Barrio Logan as a part of the open space network, connecting to other areas.



Top left: Soccer games occur in Cesar Chavez Park along the waterfront.



Top right: Parts of Chicano Park provide play space for children, one of a very few locations for such activity.

Bottom left: Loiterers, homeless and criminal activity make many residents feel unsafe in Chicano Park.

Bottom middle: Las Chollas Creek is currently a channelized waterway lined with junkyards and often filled with debris.

Bottom right: The topography of Barrio Logan provides views of downtown, the mountains, and the Bay.



4. COMMUNITY CHARACTER

Many factors contribute to the character of Barrio Logan, from its network of social organizations to the community's other amenities to the way people use and experience the neighborhood. This chapter contains a discussion of:

- Community amenities and social fabric
- How people use Barrio Logan
- Character of new development

Key Findings:

- Barrio Logan is served by a number of community service organizations, civic institutions, and public facilities, placing numerous resources within reach of many residents.
- Despite a variety of community services in the neighborhood, residents must leave Barrio Logan for some daily needs such as groceries.
- Barrio Logan residents are creative in the use of the neighborhood. Street vendors, games and sports activities in alleys, and colorful building materials are all key indicators of the area's strong social bonds and its resourcefulness in taking advantage of the urban environment.
- The neighborhood has recently experienced a wave of new construction, mostly in the northwestern portion of the community. New affordable apartments, condominiums, and

businesses have raised a dialogue about the future direction of the community.

Community Amenities and Social Fabric

Barrio Logan's amenities are interwoven with the community's social fabric to create a valuable blend of activism, support, and resources. The neighborhood's amenities include assets such as civic and institutional services, schools, small markets and public art displays. Most of the amenities are located within the "core" of Barrio Logan that is bounded by Sigsbee Street, Main Street, 26th Street and Interstate 5 (see Figure 4.1). They are interspersed with the various other uses in the neighborhood, often sharing buildings with residential or commercial uses.

With community amenities so tightly knit into the social fabric of the community, the character of Barrio Logan reflects a community highly oriented towards serving its residents. Facilities and services such as the Logan Heights Family Health Center and Family Counseling Center, Barrio Logan Child Development Center, Barrio Station, Barrio Logan College Institute, Paradise Senior Center, and Perkins Elementary School are located in the area. Many are located along significant local-oriented commercial streets, such as Logan Avenue, Newton Avenue and National Avenue. This provides a high

profile and level of visibility to these services and increases activity along the commercial streets.

Other institutional services include churches that are mainly located in commercial buildings.

Many small pedestrian-oriented markets, or "corner stores" exist in Barrio Logan; they range from liquor stores that also sell some fresh groceries to fruterias and a small supermarket. They are woven into the fabric of the primarily commercial and residential areas and add character to the streetscape and richness to the neighborhood.

Public art and murals are defining elements in the character of the neighborhood. The murals of Chicano Park, which document the Latino civil rights movement in the 1960s and 1970s, are expressions of the history, struggles and achievements of the community. The murals on freeway support columns have cultural and historical significance, and have helped transform Chicano Park, which was created under the shadow of the freeways that divide the community, into the heart of the neighborhood. This sense of identity and pride has spread throughout the years onto additional buildings such as auto repair shops and small markets, where murals brighten the streetscape.

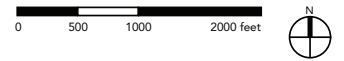
Figure 4.1



THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Copyright SanGIS. All Rights Reserved.
 This product may contain information from the SANDAG Regional Information System which cannot be reproduced without written permission of SANDAG.
 This product may contain information which has been reproduced with permission granted by Thomas Bros. Maps.

LEGEND

- Barrio Logan Community Plan Area
- Freeway/Ramp
- Park/Open Space
- Port District*
- Prominent Mural
- School
- City Boundary
- SDMTS Trolley and Station
- School
- *The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.
- Market
- Civic/Institutional Amenity
 - Church
 - Community Center
 - Fire Station
 - Health Center
 - Childcare Facility
 - Bank



Existing Community Amenities and Facilities
 Barrio Logan Community Plan Update

September 2008



How People Use Barrio Logan

The character of Barrio Logan is more than the collection of streets and buildings; it is how residents, workers, and visitors use the network of spaces and places. How residents of and workers in a community use a neighborhood provides insight into what works and what does not work. In Barrio Logan, the “core” is full of community destinations and people walking to get to those destinations. The people of Barrio Logan use their neighborhood; children ride their bikes to the elementary school, employees walk to the trolley and bus stops, residents sit on benches outside their homes to chat, and youth play games in the alleys. These people and activities bring Barrio Logan to life and are an essential component of community character.

As a predominantly Latino community, Barrio Logan is home to a critical mass of Latino-oriented businesses, most serving area residents. For example, the following stores are located along two and a half blocks of Logan Avenue between Chicano Park and 26th Street: Fruteria Nayarit, Marroquin Servicio de Inmigración, La Popular Tortilleria, La Pinata Party Supply, El Carrito Restaurant, Panaderia “La Mejor” and La Central Market.

The residents of Barrio Logan heavily use the public and semi-public spaces. As cited in Chapter 3,

Chicano Park, as one of the two parks within Barrio Logan, is highly used by a wide range of residents. A highly public culture has developed in Barrio Logan, in which residents use and activate the streets, sidewalks and alleys. The lack of formal public open spaces other than Chicano Park has influenced the public character of the neighborhood as informal public spaces are taken over by residents. Along Newton Avenue, benches are wrapped around the street trees along the northeast side of the street, creating a place for elderly residents to meet with neighbors. The alleys behind the commercial and residential uses as well as parking lots are activated in the afternoon and on the weekends by children and youth playing, neighborhood get-togethers, such as barbeques and informal pick-up games of soccer.

Many streets in the “core” of the neighborhood are residents’ primary connections to neighbors, businesses, and services. Bus routes run through this area, dropping people off and picking people up. Many of the community amenities serve as destinations for residents, and many children walk from the elementary school on the northwest side of Barrio Logan home through this area. A frequent sight on streets and sidewalks are mothers or fathers pushing strollers or walking with children. Street vendors push their wares in moveable carts around the neighborhood. The result is a highly activated

area that during the day often feels safe and lively. In some areas, however, loitering contributes to a feeling of being unsafe.

The front yards of the homes in Barrio Logan are opportunities for the personal expression of residents. Some newer homes have incorporated a significant amount of ornamentation into their front yards, including columns, statues, and fences. Other residents use their front yards to keep their dogs or repair their cars. Some residents advertise in their front yards for services that they provide, such as Mary Kay Cosmetics or day care. Other front yards have been transformed into extensions of people’s homes with chairs, tables, holiday lights, children’s toys and umbrellas.

Character of Recent Development

Barrio Logan’s location directly to the southeast of Downtown San Diego has led to increasing development pressures in recent years. Recently, new residential development projects have been constructed in parts of northwestern Barrio Logan. The recent Gateway affordable housing development sets a new precedent for development within the Barrio with its four-story height. Other development projects and adaptive re-use projects include one high-end condominium project, a bar/workshop space, and offices designed in a clean, industrial aesthetic.



Top left: Children and youth often use quiet alleys for pick-up games and activities.

Top right: Students navigate a difficult pedestrian environment on their way to and from Perkins Elementary School.

Bottom left: Front lawns are often places for children to play.

Bottom middle: Families take advantage of the limited open spaces in the community.

Bottom right: Sidewalk vendors echo the “home-grown” nature of many Barrio Logan businesses and take advantage of the area’s high pedestrian activity.



Top left: New commercial enterprises combine the area's industrial character with neighborhood-oriented businesses.

Top right: Multi-tenant buildings attempt a balance of the industrial loft appearance with the functionality of a warehouse.

Bottom left: Advertisement for the soon-to-be-built Mercado along Cesar E. Chavez Parkway. The site will provide retail, housing, and employment for the neighborhood.

Bottom middle: A restored commercial building reflects recent trends towards an industrial aesthetic.

Bottom right: At four stories, this building with retail and lofts reflects a shift in the residential dynamic in the northwestern part of Barrio Logan.



5. CONCLUSION

The Barrio Logan Community Plan Update Planning Context, Volume I utilized community input, city data, and site conditions to present findings regarding zoning and land use, urban design, and community character in the Barrio Logan Community Plan Area.

Next Steps

Additional technical, mobility, environmental and historic analysis regarding the Community Plan Area will be released in Planning Context, Volume II, to be presented to the community in the fall of 2008. Together, these two volumes, along with on-going community input, will provide the foundation for the Community Plan Update; an action-oriented and implementable document that will help move Barrio Logan forward to a healthier, stronger, safer and more sustainable era.

APPENDIX

Barrio Logan		7/15/2008		
Population-Based Park Needs				
	2007	2030		
SANDAG HOUSEHOLD POPULATION				
POPULATION	3270	5738		
Population-Based Park Acreage	9.16	16.07		
2.8 acres/1,000 population = acres required				
(Source: Land Development Code)	3.74 PPH	3.83 PPH		
PARKS by CLASSIFICATION				
	Gross Acres	Developable Acres	Developed Useable Acres	Future* Acres
Community				
	0.00	0.00	0.00	0.00
SUBTOTAL	0.00	0.00	0.00	0.00
Neighborhood				
Chicano Park	8.18	8.00	8.00	2.00
SUBTOTAL	8.18	8.00	8.00	2.00
Joint Use				
Perkins E.S.(future)	0.00	0.00	0.00	0.66
SUBTOTAL	0.00	0.00	0.00	0.66
Port of San Diego**				
Cesar Chavez Park	4.21	4.21	4.21	0.00
SUBTOTAL	4.21	4.21	4.21	0.00
Total Park Acreage				
	12.39 acres gross	12.21 developable acres	12.21 useable acres	2.66 Future* Identified Acres
Total Population-Based Acreage				
2007				
	12.39 acres existing	12.21 acres existing		
	9.16 acres required	9.16 acres required		
	3.23 surplus gross	3.05 surplus useable		
2030				
	12.39 acres existing	12.21 acres existing		
	2.66 acres future	2.66 acres future		
	16.07 acres required	16.07 acres required		
	1.02 deficit useable	1.20 deficit useable		

Source: City of San Diego, Department of Park and Recreation

