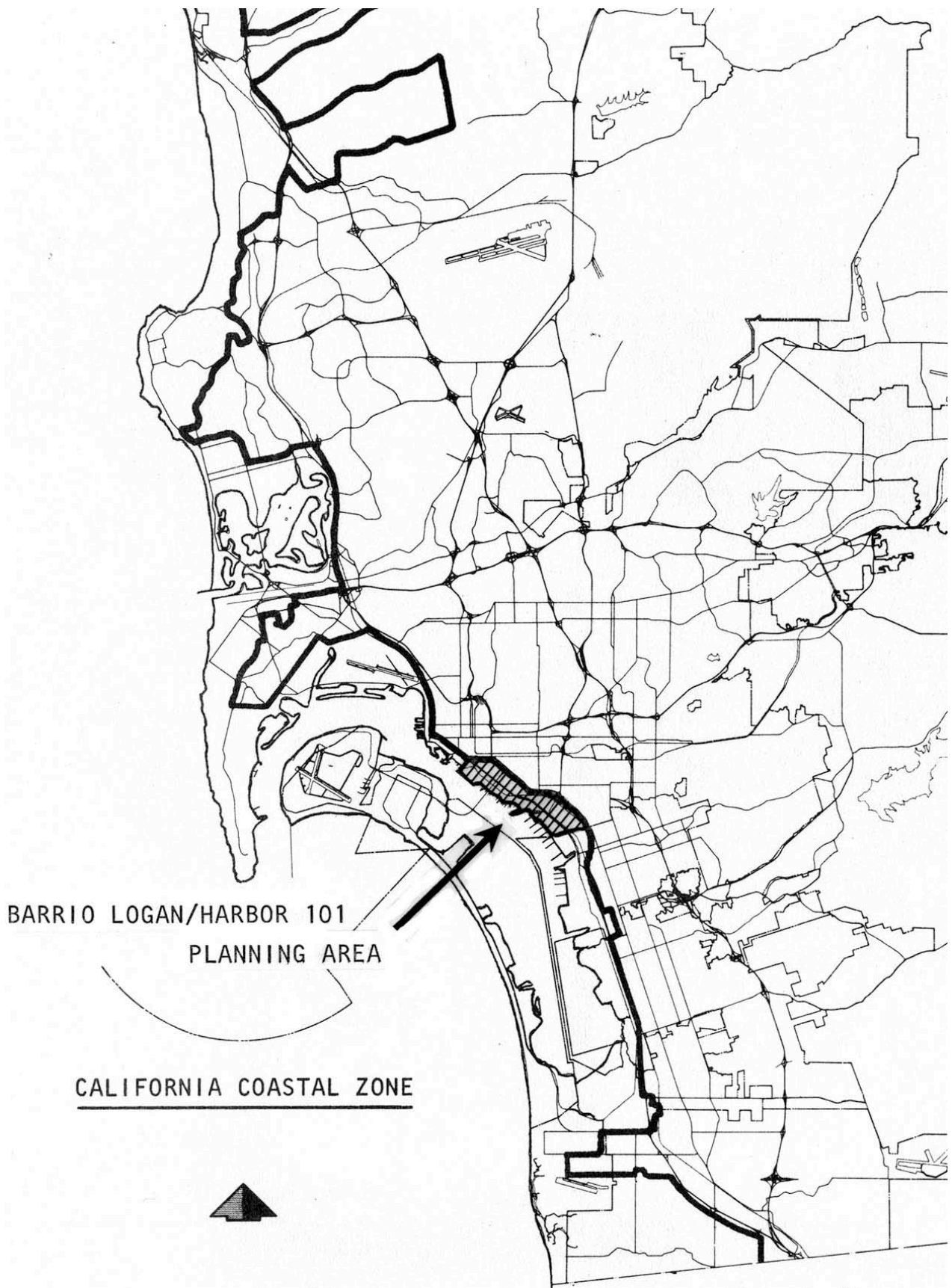

SCOPE AND PURPOSE OF THE PLAN

The Barrio Logan/Harbor 101 Community Plan has been prepared to serve as a guide for future public and private development through 1995. Once this Plan is adopted by the City Council, any amendments, additions or deletions, will require that the Planning Commission and City Council follow the same public hearing procedure as was required in the initial adoption of the Plan. While this Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property: adoption of this Plan may require subsequent public hearings be held to determine rezonings consistent with Plan proposals. Consistency between zoning regulations and adopted plans is set forth within Section 65860 of the California Governmental Code. The amendment of other development controls must also be enacted separately through the regular legislative process.

During Plan preparation, the relationship with planning programs and development patterns in surrounding areas was considered. This analysis included coordination with the Unified Port District, the U.S. Navy, the National City General Plan, the Centre City Development Plan, and the Southeast San Diego Development Plan. The Plan is not an end in itself, nor is it a static document. The Plan provides guidelines for implementation, but the actual work must be based on a cooperative effort of private citizens, city officials, and other agencies. It is contemplated that a Barrio Logan/Harbor 101 Community Planning Association, and other private citizen organizations will provide the continuity needed for a sustained, effective implementation program.

This document contains not only the community plan but the final Environmental Impact Report (EIR) and it is also designed to comply with the California Coastal Act of 1976 and the requirements of a Local Coastal Program (LCP).



**Barrio Logan
Harbor 101**

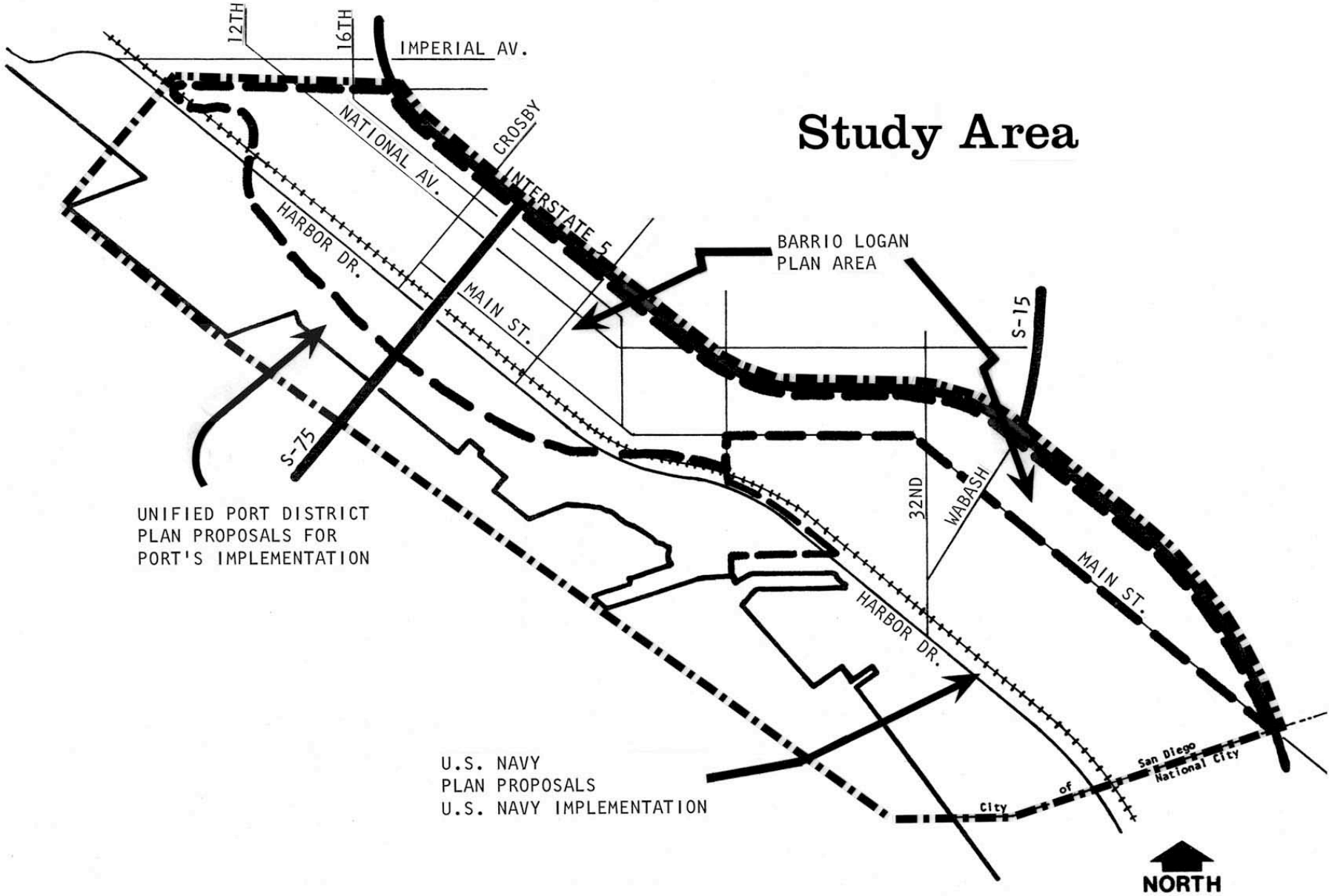
COMMUNITY SETTING

The Barrio Logan community, as perceived by residents and business people, is actually much larger than the area analyzed in this study. For purposes of this project, the study area has been defined by the City as the area west of Interstate 5 (I-5) and south of the Central Business District.

The study area is within the Coastal Zone and it covers approximately 1,000 acres (including the U.S. Naval 32nd Street Base). This compact area has a diversified social character, which includes different interest groups such as, residents, large industry, light industry, commercial business, government bodies (i.e., Port District, City government, Coastal Commission, etc.) and the U.S. Navy. The most prominent characterization of Barrio Logan is its Mexican-American community together with the waterfront industrial complex employing 50,000 people. The nature of this relationship and its impact on the area as a whole and on the Mexican-American community in particular, is a very complicated issue. The complexity and interrelationship of the issues will be developed further throughout the report.

In this setting, the area has had a dynamic historical evolution, not unlike many urban centers in the United States. Through the familiar process of industrialization and migration of the upper- and upper-middle classes out of the area, and the movement inward of the laborers to support the industries, this former bayside residential district has changed into a combined residential-industrial community. The largest Naval Base in the continental United States serves as a backdrop, with heavy and light industry and mixed commerce encroaching on the remaining residential sector. It is within this historically diverse environment that the present community plan is developed.

Study Area




NORTH

Barrio Logan
Harbor 101

COMMUNITY BOUNDARIES

The study area is bounded by Commercial Street to the north, I-5 to the east, National City to the south, and San Diego Bay to the west.

These boundaries include two areas under the corporate limits of the City of San Diego, but not under the planning jurisdiction of the City; the Unified Port District which includes all the San Diego Bay waterfront area to the tidelands, and the U.S. Naval Station which includes the southern portion of the San Diego Bay waterfront area from 28th Street to the National City boundary west of Main Street. The areas are included because environmental conditions in these areas affect the community issues that must be discussed in the environmental report. Conversely, community plan land use proposals may also affect these adjacent land areas and jurisdictions just as land use decisions in the Port District and Naval Station affect the upland community.

AREA PLANNING ISSUES

Environmental, physical, social and economic issues in the planning area stem primarily from the nonconforming residential and industrial uses that subsist side by side. The existing M-1 and M-2 zones allow a land use mix, which together with the lack of qualitative development controls and the location in an old urbanized area, result in outmoded subdivision patterns not conducive to modern industrial development. Land values are also too high to be able to allow the private redevelopment of the area with substantial industrial activities. In addition, due to age and lack of development controls, the industrial uses cause air and noise pollution, as well as circulation and parking conflicts, further increasing the community environmental, physical and socio-economic problems.

Other difficulties are experienced by the past lack of coordination between key government agencies that often work at cross-purposes, ignoring everything outside their territorial limits. Since the community is totally within the Coastal Zone, interagency coordination is particularly critical to the development of the Local Coastal Program (LCP), a requirement of the State of California Coastal Act of 1976. In conformance with that state law, an issue identification was made and improved by the Coastal Commission; the specifics of that study are included in the **Coastal Zone Element** of this Plan. One of the critical findings of that study is that issues in the Barrio Logan/Harbor 101 Community Planning Area, cannot be fully resolved without the full cooperation of and coordination with, the San Diego Unified Port District and the U.S. Navy.

The Coastal Issue Identification prepared as part of the Local Coastal Program Process had identified the following key issues:

- Retention and rehabilitation of housing opportunities for persons of low- and moderate-income.
 - The incompatible mix of heavy industrial uses and residential uses.
 - Provision of Bay access.
 - Establishment of visitor-serving recreational facilities.
 - Mitigation of traffic and parking problems resulting from major industrial employment centers.
 - Provision for adequate opportunities for new or expanded coastal-dependent uses.
-

PLANNING HISTORY

Several studies have been made since the 1950s of what is today known as the Barrio Logan/Harbor 101 community. All of these studies considered the potentials of the area for waterfront industrial development. This industrial development would have been consistent with the M-1 and M-2 manufacturing zones established in the community during the 1930s and the improved regional accessibility brought about by the subsequent freeway construction in the 1960s. Freeway I-5, sited generally following the dividing line between the residential and industrial zones, further contained the residential areas north and east of the freeway. It was assumed that, following these actions, the western area would eventually be totally redeveloped privately with industrial enterprises. Due to complicated and little understood economic, physical, and social considerations, the residents in this western area, did not move, but remained anchored to the Barrio.

In 1968, as part of the City of San Diego Model Cities program, extensive surveys and studies were made in the Barrio Logan/Harbor 101 Area. For the first time, a “Model Cities Redevelopment Feasibility Study” report recognized the residents’ existence and proposed the partial redevelopment/rehabilitation of the area for continued residential uses. As a result of this study, the area was later designated a redevelopment survey area under state law.

In the early 1970s, with the completion of the San Diego-Coronado Bay Bridge, the residents urged, and were ultimately successful in seeing, the beginning development of the first park in the community, under the elevated bridge structure. Other public actions followed to provide additional services for the community, such as the neighborhood clinic, youth center, senior citizen center and other services, in addition to expanded park facilities.

In August 1974, a Community Planning Association was recognized by the City Council to work with the City towards the formulation of a community plan. The Planning Association was made up of a wide cross-section of the community, including representatives of not only residents, but property owners, businesses, small industry and large industrial holdings. At that time, the mentioned redevelopment survey area was also established, including most of the community planning area. It was as part of the planning and redevelopment study effort that a consultant was hired to study the community and provide a framework on which a community plan proposal could be based and redevelopment projects undertaken.

In August 1977, “The Barrio Logan Harbor 101 Community Improvement Study” was accepted by the City Council acting as the Redevelopment Agency. The Council further directed the Planning Department to prepare a community plan utilizing the Improvement Study as a basis for plan proposals, which brings the planning history process to its present state, with the formulation of this Plan.
