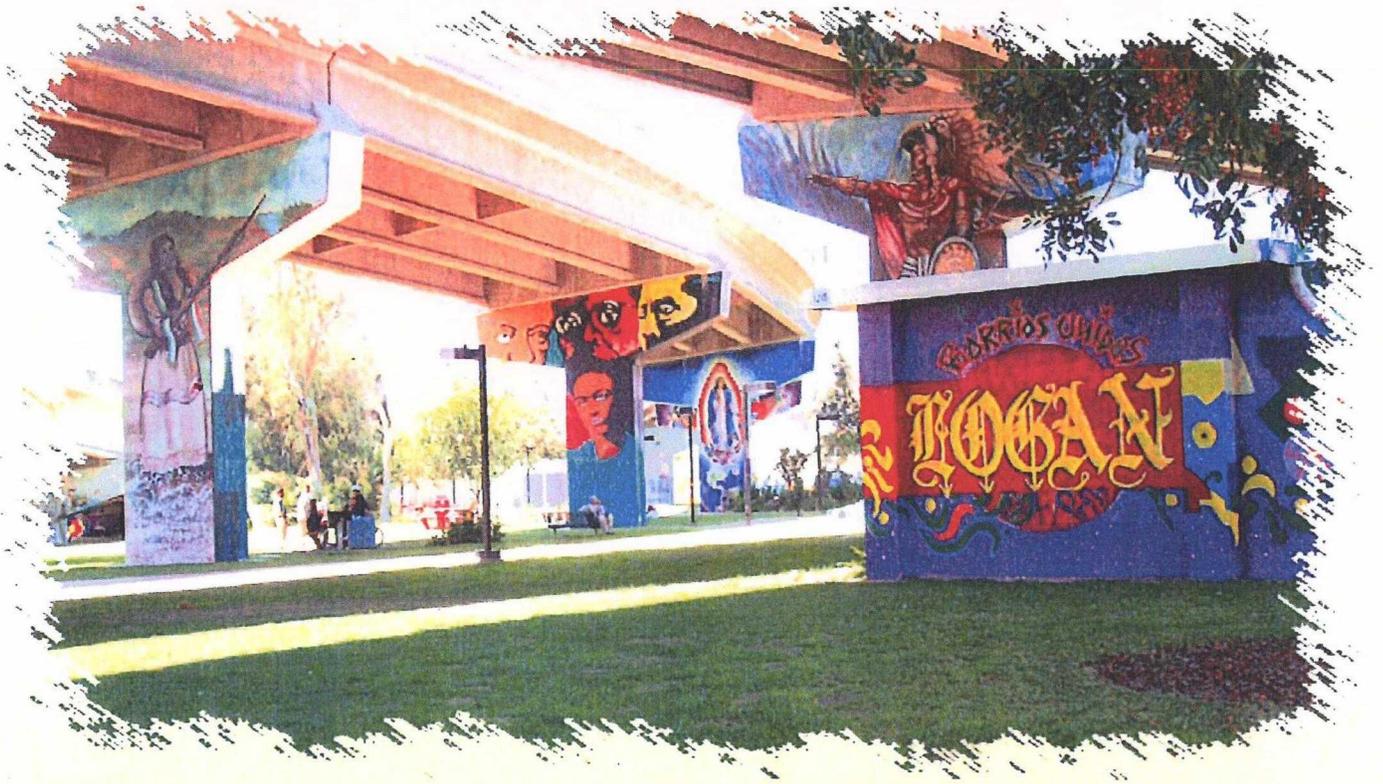


Barrio Logan Harbor 101



Community Plan



Barrio Logan / Harbor 101 Community Plan

The following information has been incorporated into this November 2005 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Barrio Logan/Harbor 101 Community Plan Adopted.			November 30, 1978	
Certified by the California Coastal Commission on November 9, 1979				
Amendment in conjunction with adoption of the PDO	June 10, 1982	3910	November 9, 1982	R-257473
Certified by the California Coastal Commission on February 23, 1983				
Amendment in conjunction with the adoption of the Barrio Logan Redevelopment Plan	April 25, 1991		May 7, 1991	R-277878

Barrio Logan Harbor 101

Community Plan

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101



Printed on recycled paper.

This information, or this document (or portions thereof), will be made available in alternative formats upon request.



November 30, 1978

The Honorable Mayor and City Council
The City Planning Commission
City of San Diego, California

I am pleased to present to you the accompanying Barrio Logan/Harbor 101 Community Plan (Plan). This Plan represents a comprehensive guide for the maintenance, upgrading and future development of the Barrio Logan/Harbor 101 community through 1995.

Much of this Plan's proposals and information have been based on a previous comprehensive consultant study; "The Barrio Logan/Harbor 101 Community Improvement Study" a consultant joint venture of Simpson Gerber and Bundy, and the Chicano Federation of San Diego, Inc. Upon Council acceptance of this study, the Planning Department was directed to prepare a community plan for the Barrio Logan/Harbor 101 Area.

The community plan in the attached document includes an environmental assessment of the community study area. The Plan also includes a Coastal policy evaluation and is designed to comply with the Local Coastal Program (L.C.P.) requirements of the 1976 California Coastal Act.

Planning issues discussed in this study focus mainly on those identified also in the coastal issue identification portion of this Plan related to residential development needs, conflicts between industrial and residential uses, bay access, traffic and parking problems particularly related to the industrial complex located in this area, and the provision for adequate opportunities for new or expanded coastal dependent uses.

Eight alternatives were tested in the Plan's environmental impact study. The alternatives range from Existing Conditions-no plan alternative to full Industrial Redevelopment, to full Residential Redevelopment. In addition; specific proposals such as those included in the Barrio Logan/Harbor 101 Community Improvement Study by the consultants, as well as a proposal put forward by the Residents Association in March 1978, are also evaluated.

The resulting proposed community plan is primarily a simplification and modification of the Community Improvement Consultant Study. The modifications were the results of considering a larger study area, evaluating the environmental impacts of all eight plans and evaluating mitigation proposals, evaluation relative to established Coastal policies under the 1976 Coastal Act, as well as social and economic considerations, with effective and readily available implementation measures.

James L. Goff
Planning Director

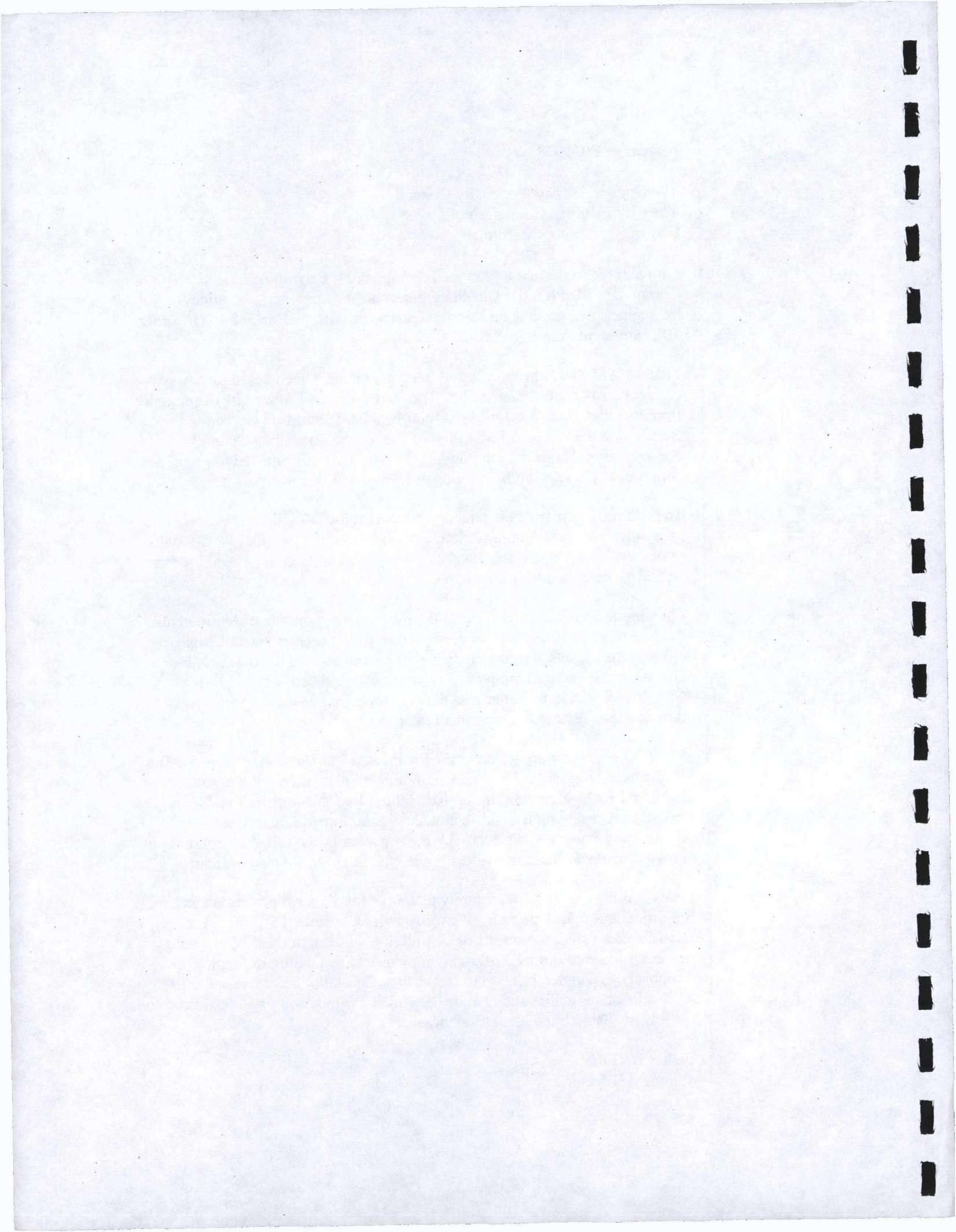


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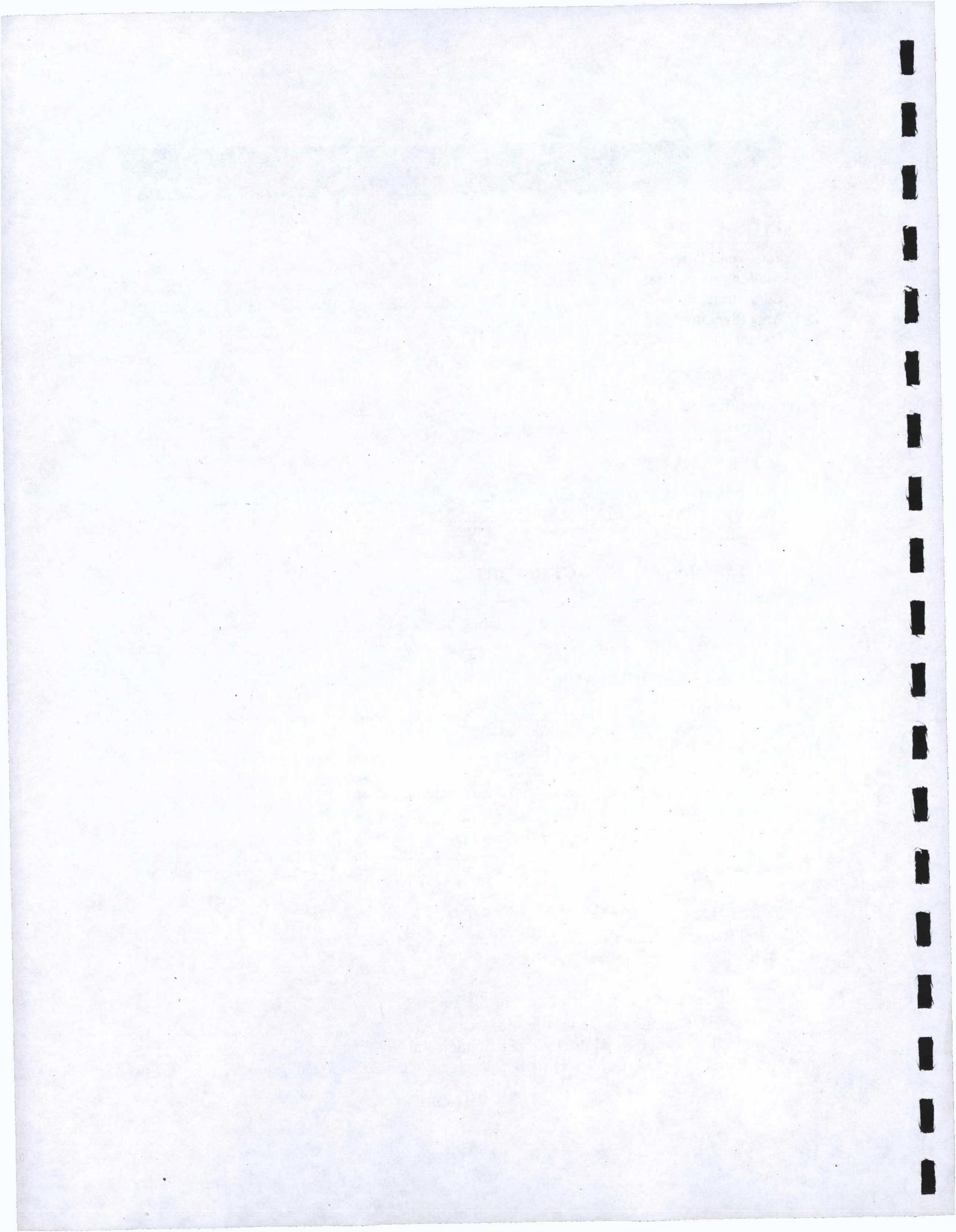
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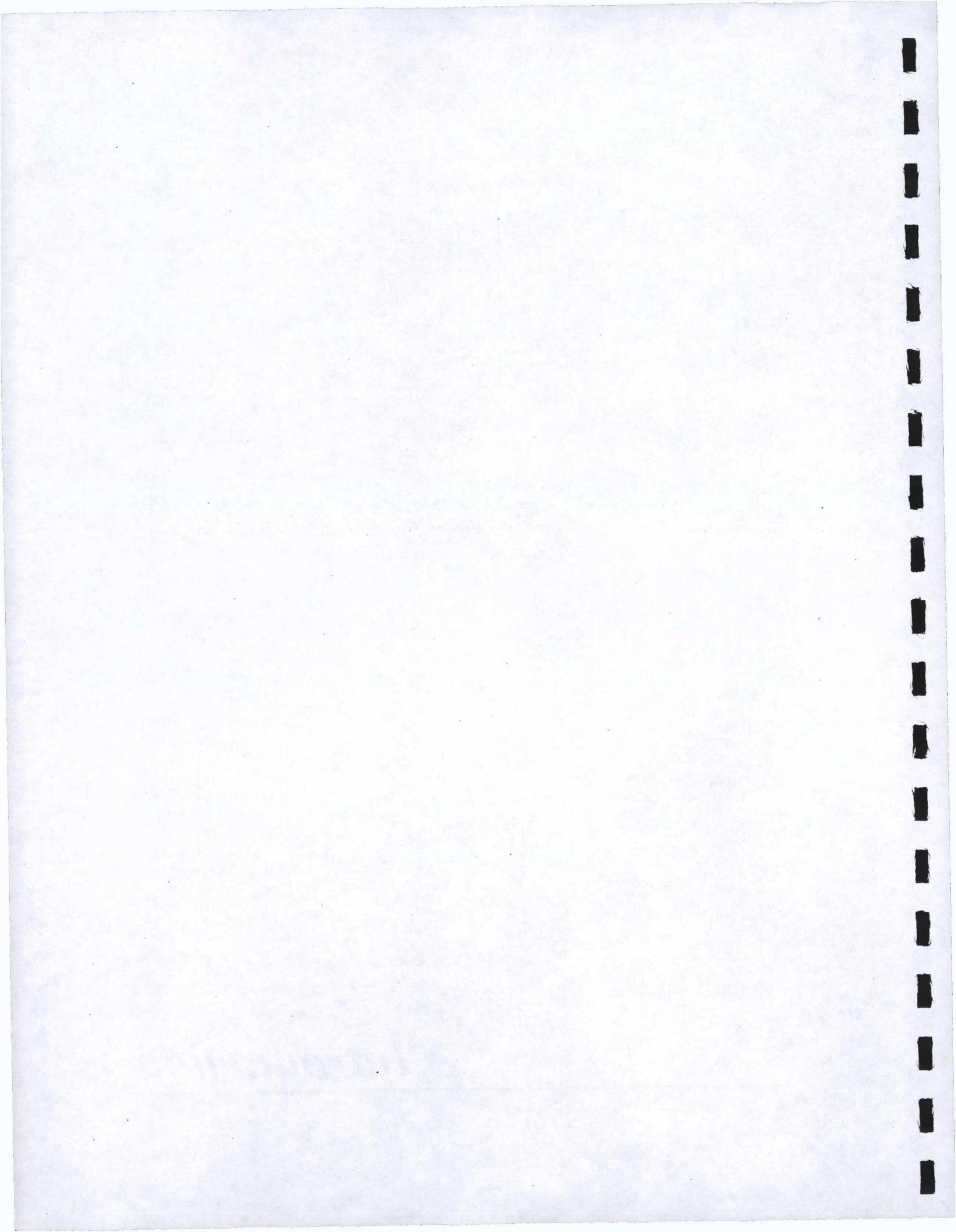
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Introduction

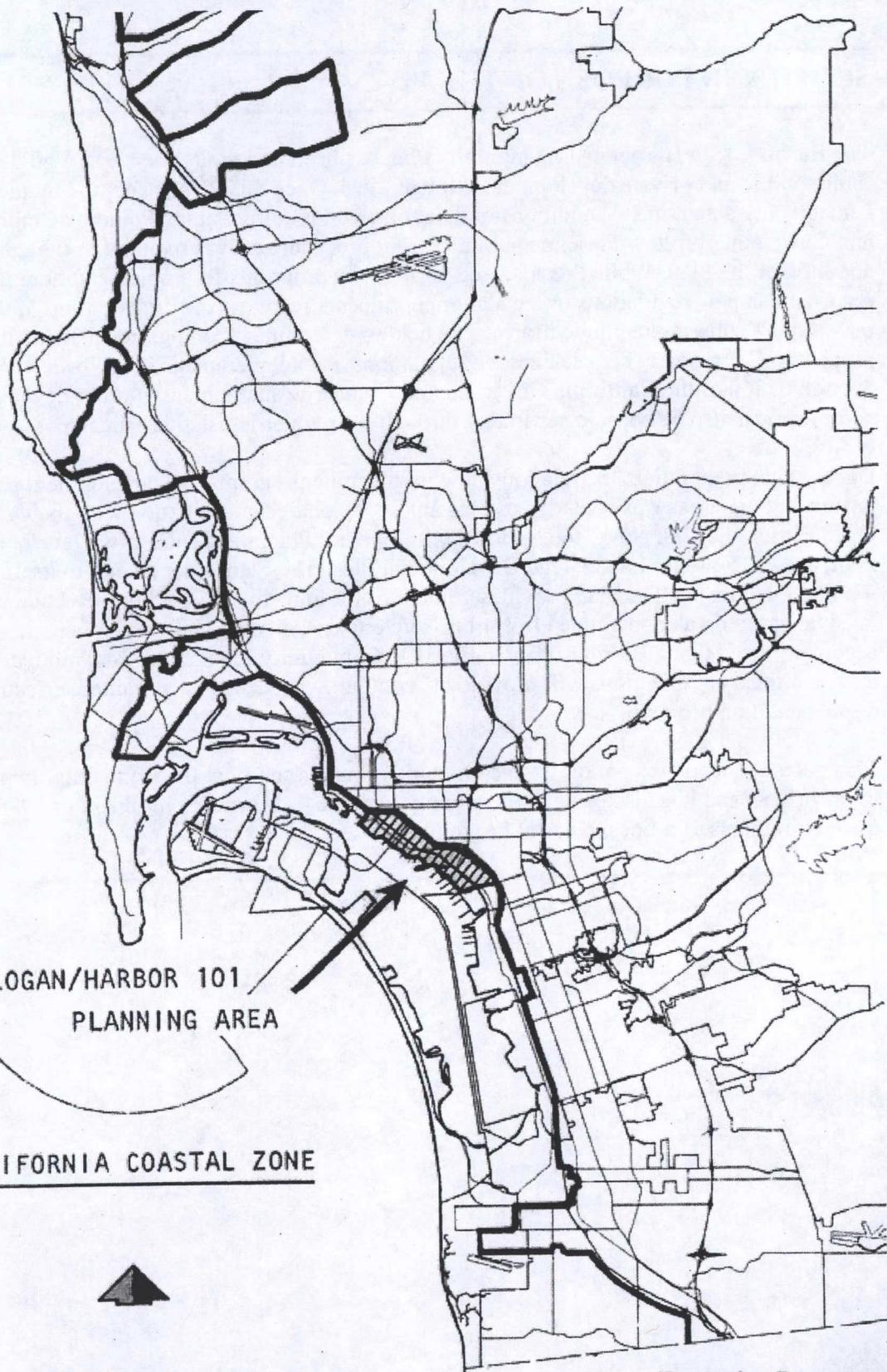


SCOPE AND PURPOSE OF THE PLAN

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
PLANNING AREA

CALIFORNIA COASTAL ZONE



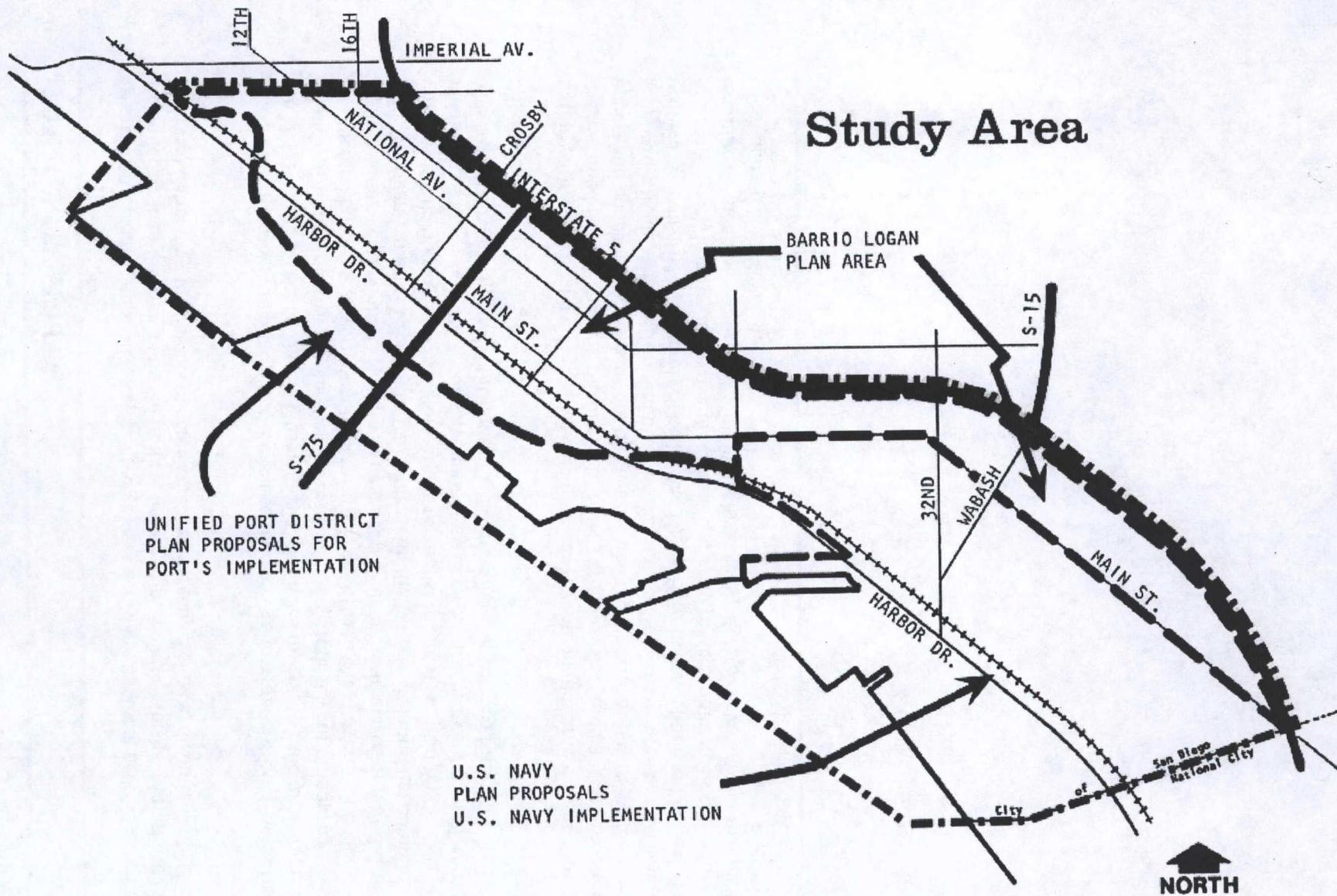
Barrio Logan
Harbor 101

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.



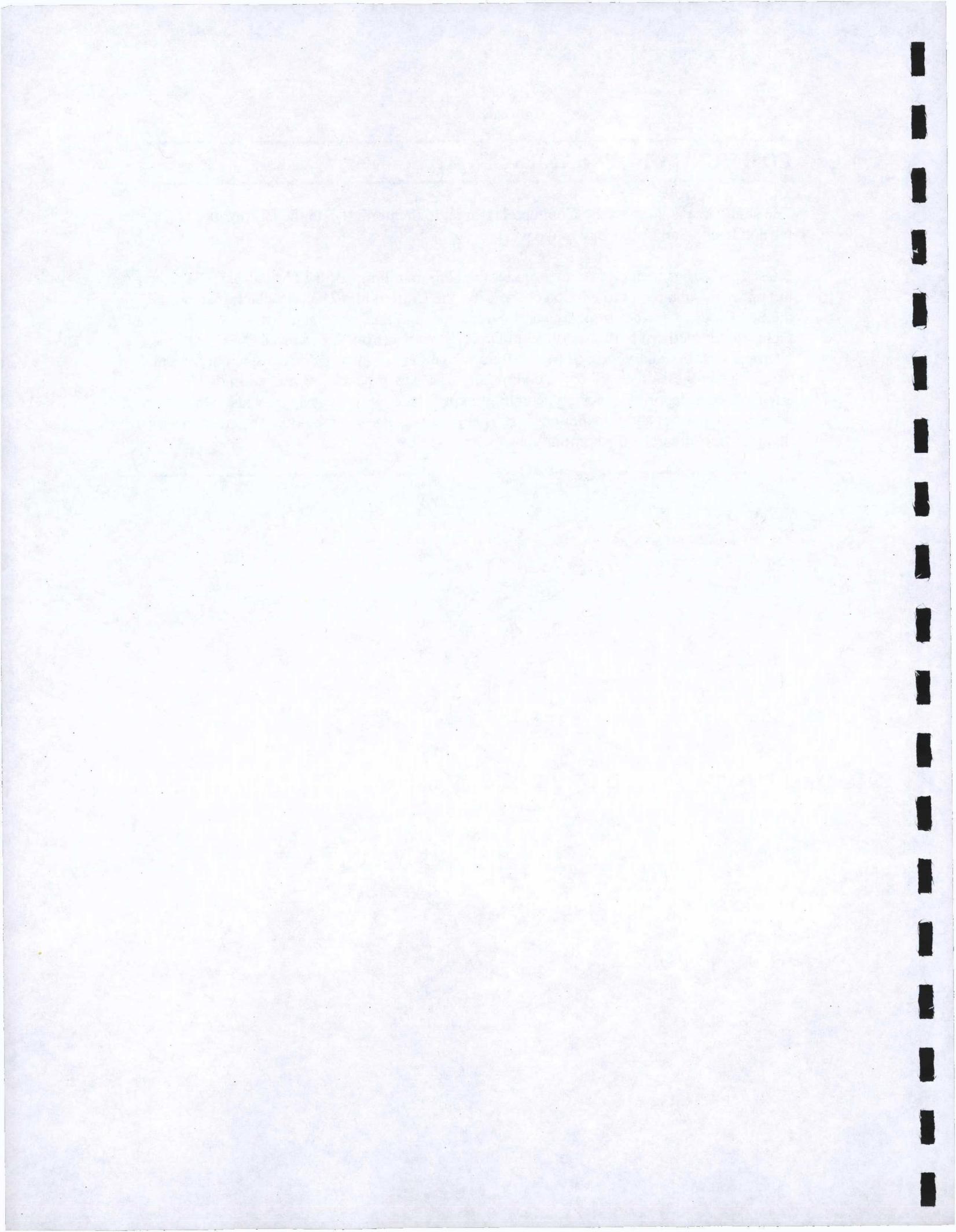
Study Area

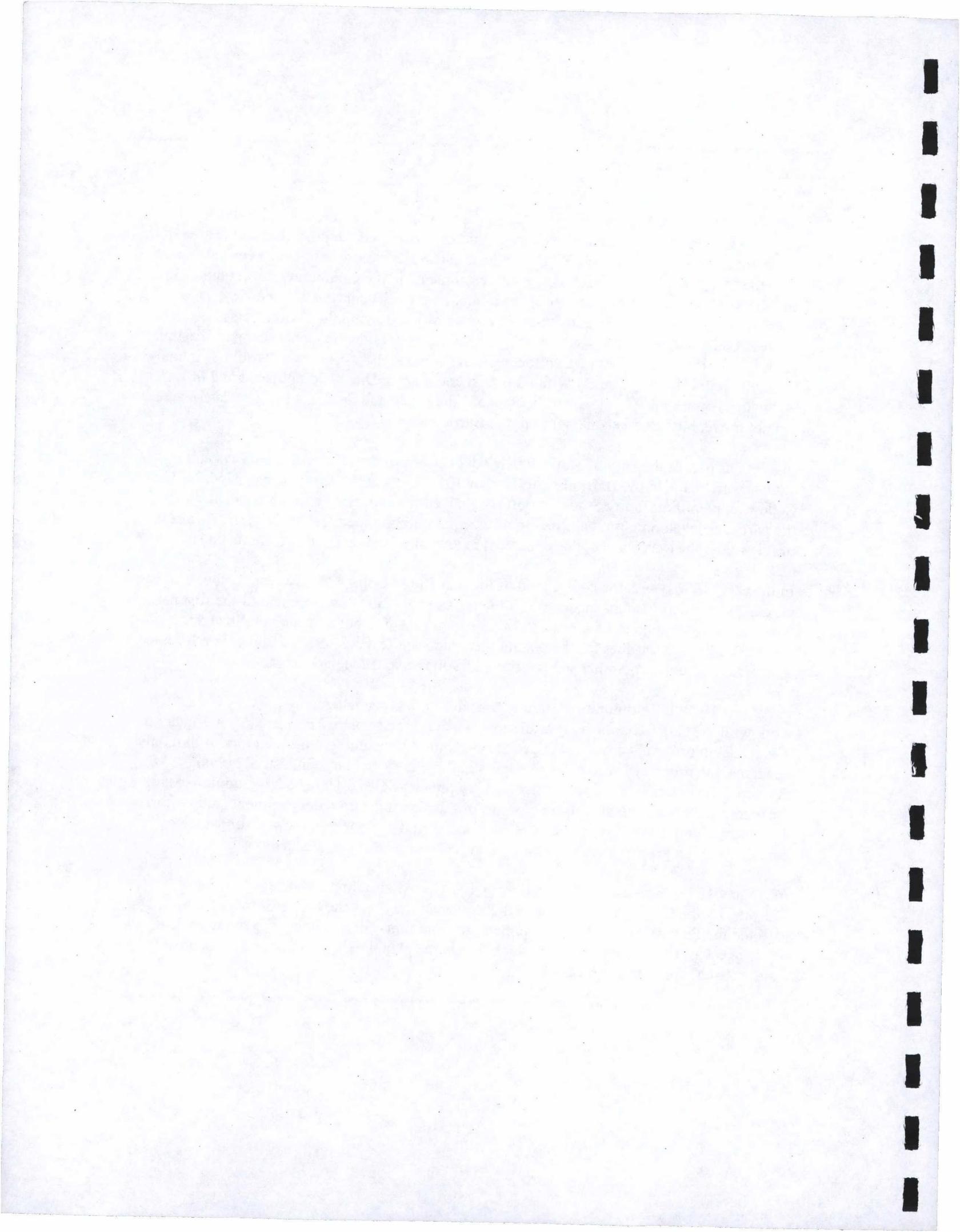
Barrio Logan
Harbor 101

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.





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.

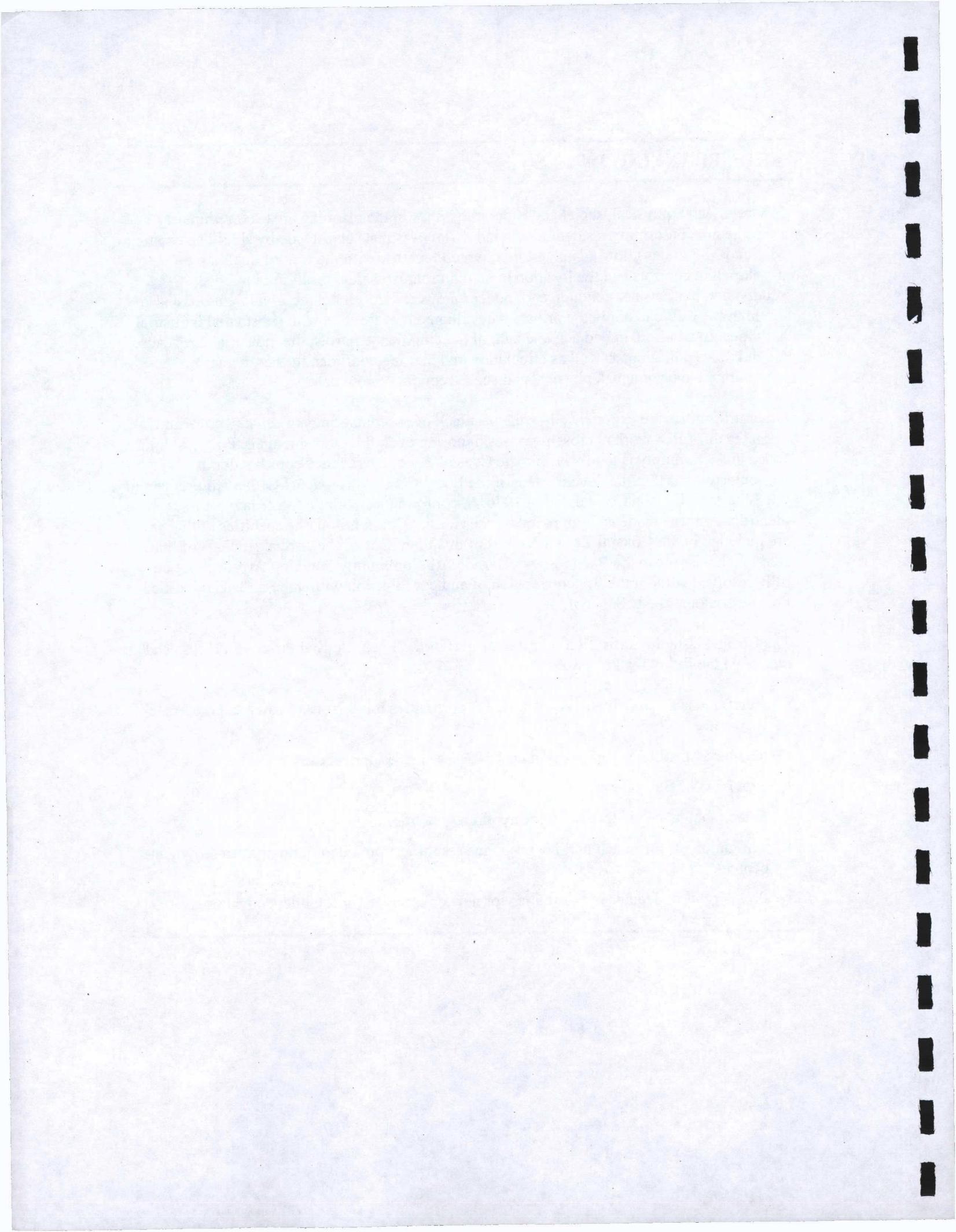
AREA PLANNING ISSUES

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.

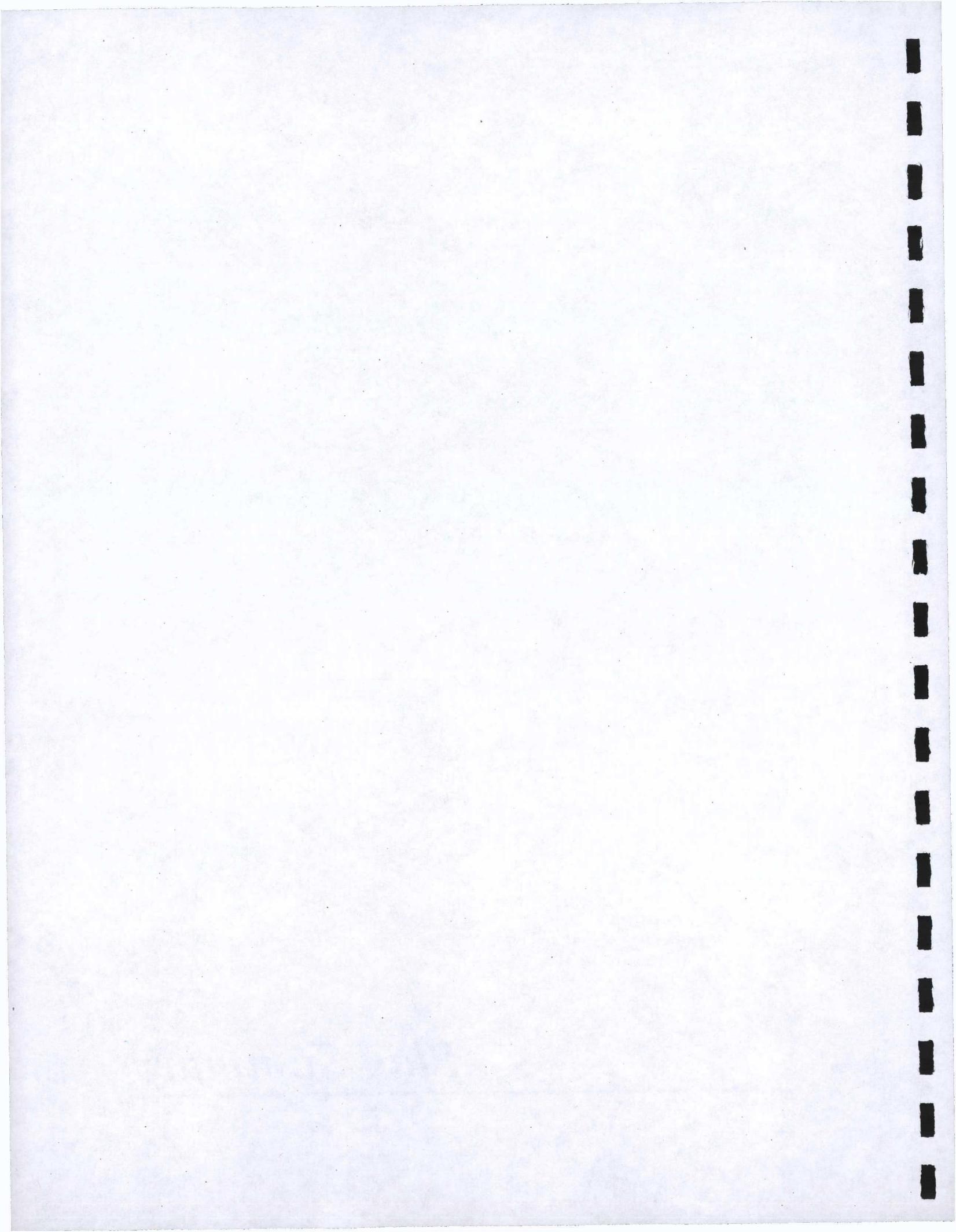
Other difficulties are experienced by the past lack of coordination between key government agencies that often work at cross-purposes, ignoring everything outside their territorial limits. Since the community is totally within the Coastal Zone, interagency coordination is particularly critical to the 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.
-



Plan Summary



GENERALIZED PLAN DESCRIPTION

The Plan generally proposes an expansion and protection of the residential uses with the necessary supportive commercial and public facilities. It also recommends the organization, enhancement and/or relocation of industrial development into identifiable units eliminating or minimizing, in so far as possible, the present incompatible mixed uses. The development of an industrial park for oceanic industries closely related to the Port's 10th Avenue Terminal would reinforce the water-oriented industry already located on tidelands.

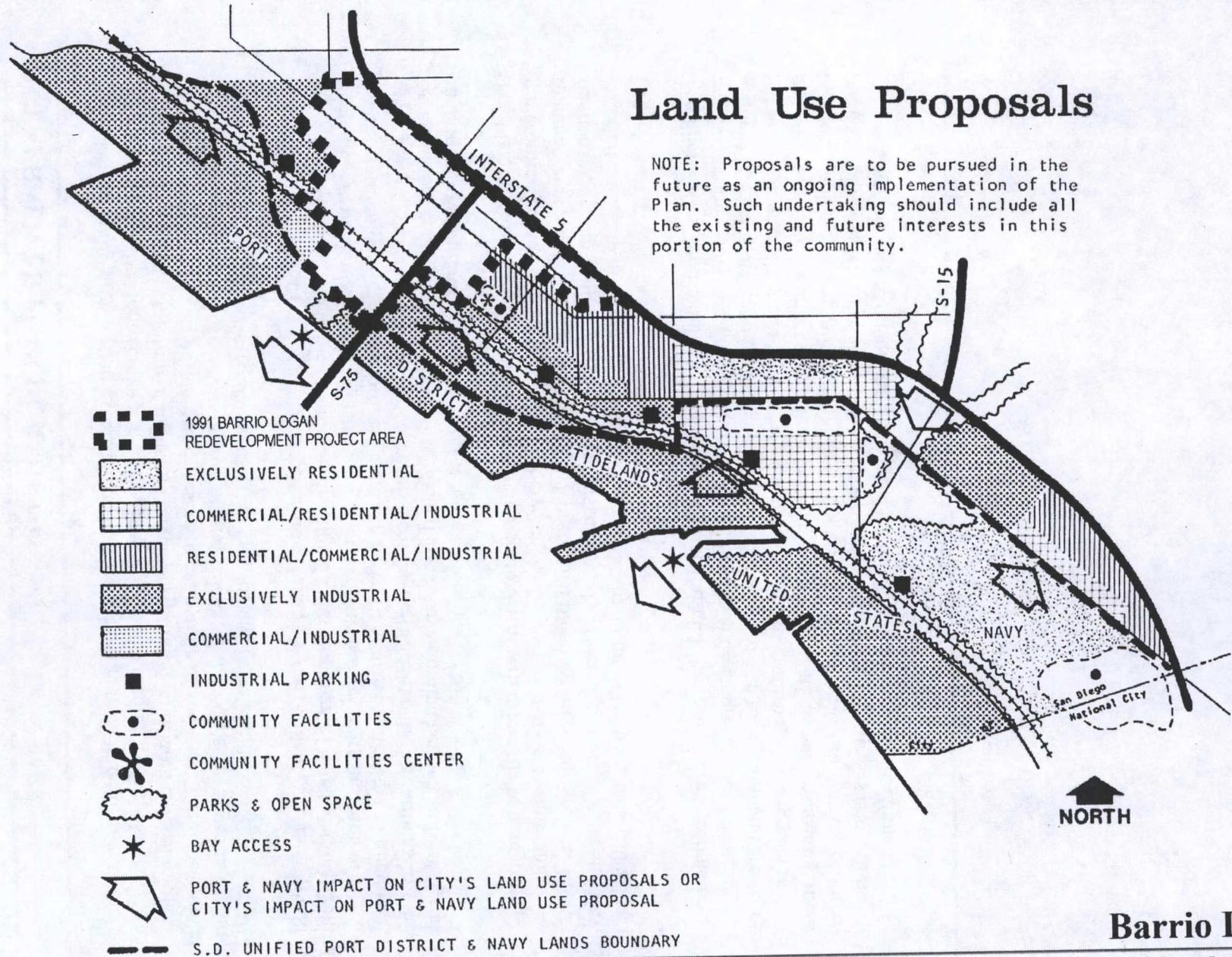
The Plan also proposes major development actions related to the residents and their ethnic and cultural uniqueness to the community through the development of an educational cultural center and community commercial areas together with the general reorganization of transportation facilities into an ordered cohesive network of different transportation modes and a parking development strategy to resolve employee/resident parking conflicts. By this organization, zoning patterns can be established and redevelopment action can be undertaken in terms of rehabilitation and/or new project development.

The Plan proposes land use and implementation actions that will affect the two major government jurisdictions that are located between the City's jurisdictional community planning area and San Diego Bay. Acknowledging that planning proposals are a two-way relationship, some community plan proposals are greatly affected by Port District and Naval Base land use plan proposals and, conversely, some community plan proposals will affect the development proposals of these two other entities.

The Plan also includes an implementation section that establishes procedures, techniques, types of actions, optimum time of development, phasing, and responsibilities for these actions. The Plan further suggests that the area be established as a redevelopment area for the purpose of coordinating and providing the necessary priority for urban development that will be instrumental in not only coordinating the Plan's recommendations but by ensuring more efficient implementation. A comprehensive redevelopment plan will eliminate the different projects being implemented by different agencies working at cross-purposes and will provide the necessary priority to obtain state and federal funding for some of the recommended actions.

Land Use Proposals

NOTE: Proposals are to be pursued in the future as an ongoing implementation of the Plan. Such undertaking should include all the existing and future interests in this portion of the community.



Barrio Logan
Harbor 101

OVERRIDING GOALS AND MAJOR RECOMMENDATIONS

The following goal statements are generalized concepts developed for the community study area. The statements are both the result of a careful evaluation of community assets and problems, and ideals voiced by community groups over a period of four years of planning.

The major Plan recommendations, also included in this section, are partially taken from the "Community Improvement Study" consultant report, the requirements of the California Coastal Act of 1976, and specific proposals made by grass roots community organizations together with a reflection of reasonable planning practice designed to realistically highlight community assets and mitigate community problems in compliance with local and state policy and legal requirements.

GOALS

Conserve and reinforce the existing living and working community through residential/industrial coexistence and rehabilitation.

Rather than totally renew the community, the approach should be to infill the existing community and strengthen its housing, commercial and industrial assets, as well as recreational transportation and open space opportunities. Residential/industrial coexistence is the major goal of the Plan.

Develop and maintain a high quality environment and take all action necessary to protect, rehabilitate and enhance the environmental quality of the community.

Every citizen, business and industry, and public agency, has a responsibility to contribute to the preservation and enhancement of the environment. Land use activities should be regulated so that major consideration is given to preventing and rehabilitating environmental damage.

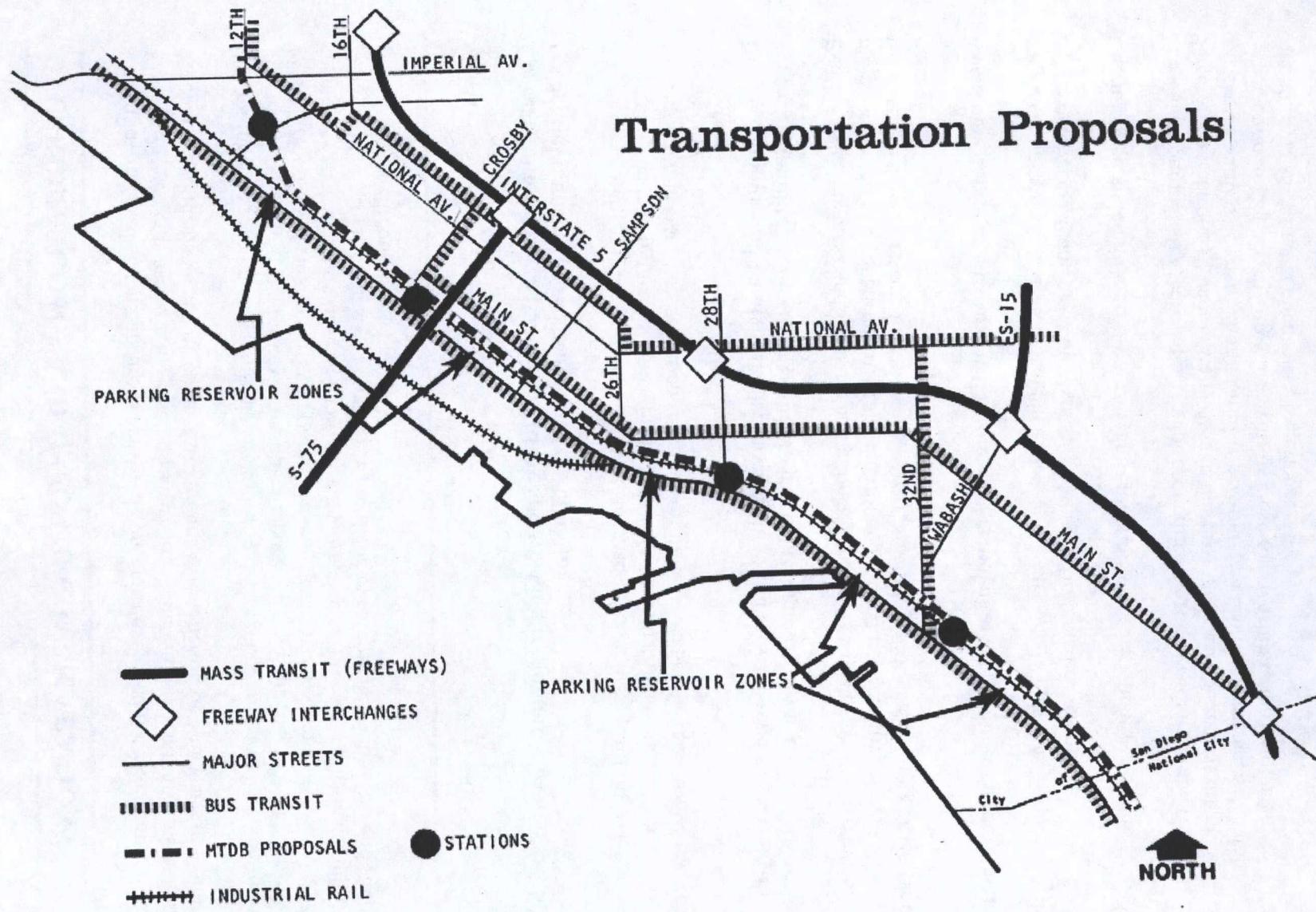
Avoid new developments that will require the removal of major building investments.

New development should first locate in undeveloped sites where minor physical improvements exist, and also complement existing rehabilitated development.

Provide open space links to the waterfront for public access whenever possible.

The waterfront industry represents a major economic and social activity to the City and the Barrio Logan/Harbor 101 community. It is in this area that a true picture of the physical and economic qualities of an urban industrial waterfront area can be experienced. Visitor participation of that activity, together with its close relationship to the unique Chicano ethnic community, is a desirable open space experience.

Transportation Proposals



Barrio Logan
Harbor 101

Provide additional job opportunities and purchasing power within the community.

More efficient use of prime value land should be made. An increase in industrial development and the expansion of high technology industry in this community should not only increase job opportunities but job upward mobility as well. This, coupled with rehabilitation and expansion of residential opportunities, would increase the purchasing power of the community and further spur the local sector of the business community.

Strengthen the community social and cultural base.

The community's ethnic character should be recognized and its further development encouraged, providing an outlet for a continuing and growing cultural expression.

Develop a circulation/transportation network in the community, organizing automobile circulation patterns, parking, and encouraging the development of other modes of transportation.

Develop a network that would minimize and reduce existing circulation conflicts, provide additional accessibility for transit-dependent populations, organize the community's parking needs to more efficiently use land, and to minimize transportation and land use conflicts.

Establish a vehicle by which all government agency actions can be coordinated and conflicts avoided.

Develop a means to ensure that information on government agency development proposals are transmitted so that coordinated actions with other entities and private enterprise can be affected, thereby minimizing conflicts and providing a more efficient use of public and private resources.

MAJOR RECOMMENDATIONS

Residential

- Rehabilitate existing residential development.
- Encourage residential infill and new development throughout the residentially designated areas.

Industrial

- Rehabilitate industrial development throughout to acceptable modern development standards.
- Develop a new industrial park oriented to oceanic industries in conjunction with the Port District.
- Establish a rehabilitated industrial park south and east of the Bay Bridge in conjunction with the Port District.

Commercial

- Rehabilitate commercial development along the Logan Avenue and Main Street areas primarily.

Community Facilities

- Provide an educational-cultural center complex to include a reconstructed elementary school, a community college facility, and other cultural and recreational community facilities.

Open Space

- Establish community access to San Diego Bay in coordination with the Port District in an area just north and west of the Bay Bridge.

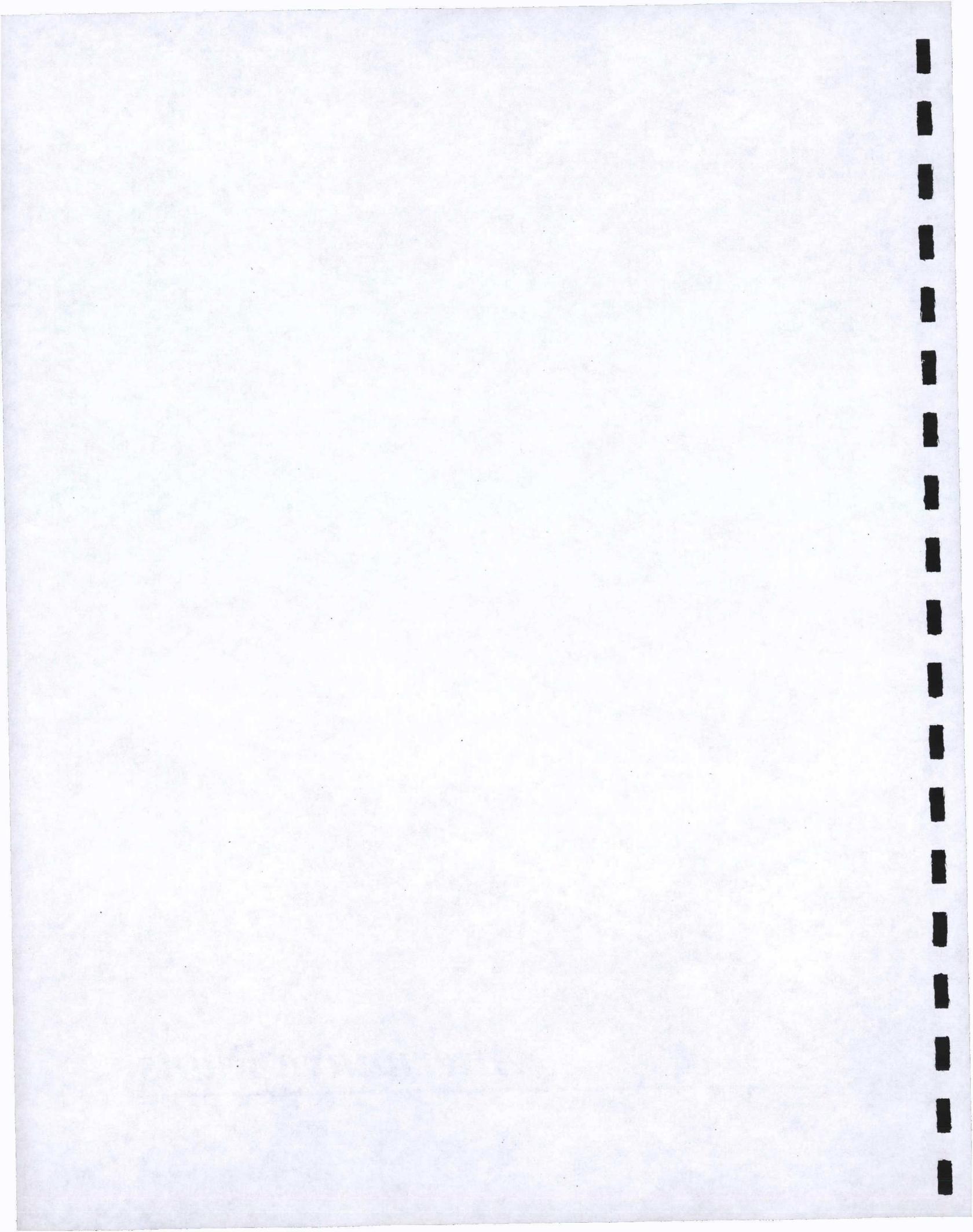
Transportation

- Major streets should be established on routes that link to the freeway system, routes that link to surrounding communities, and few intermediate links between these.
- Employee parking areas should be established, an important candidate is a linear parking facility along Harbor Drive to serve the needs of the waterfront industry.
- Truck routes should be established to disrupt the community as little as possible, taking advantage of streets that can be designed to accommodate such facility.
- The Metropolitan Transit Development Board (MTDB) transit proposal is highly compatible with the land use and other transportation elements of this Plan. Bikeways should be developed in conjunction with open space development and links to the surrounding communities.

Implementation

- Rezoning should be undertaken to protect and encourage the development of the Plan's land use proposals.
 - Zones should be developed to allow for residential/industrial uses and upgraded development standards, compatible with the community's urban design assets and land use proposals.
 - Interagency coordination is a must to successfully implement this Plan.
 - The community should be established as a redevelopment area in order to provide coordination and funding priority.
-

Alternative Plans



ALTERNATIVE PLAN CONCEPTS

Over a period of years, several planning concepts have been proposed by different groups for the Barrio Logan/Harbor 101 area. These planning concepts are described in the following pages as potential development alternatives for this study area. Eight alternatives were evaluated.

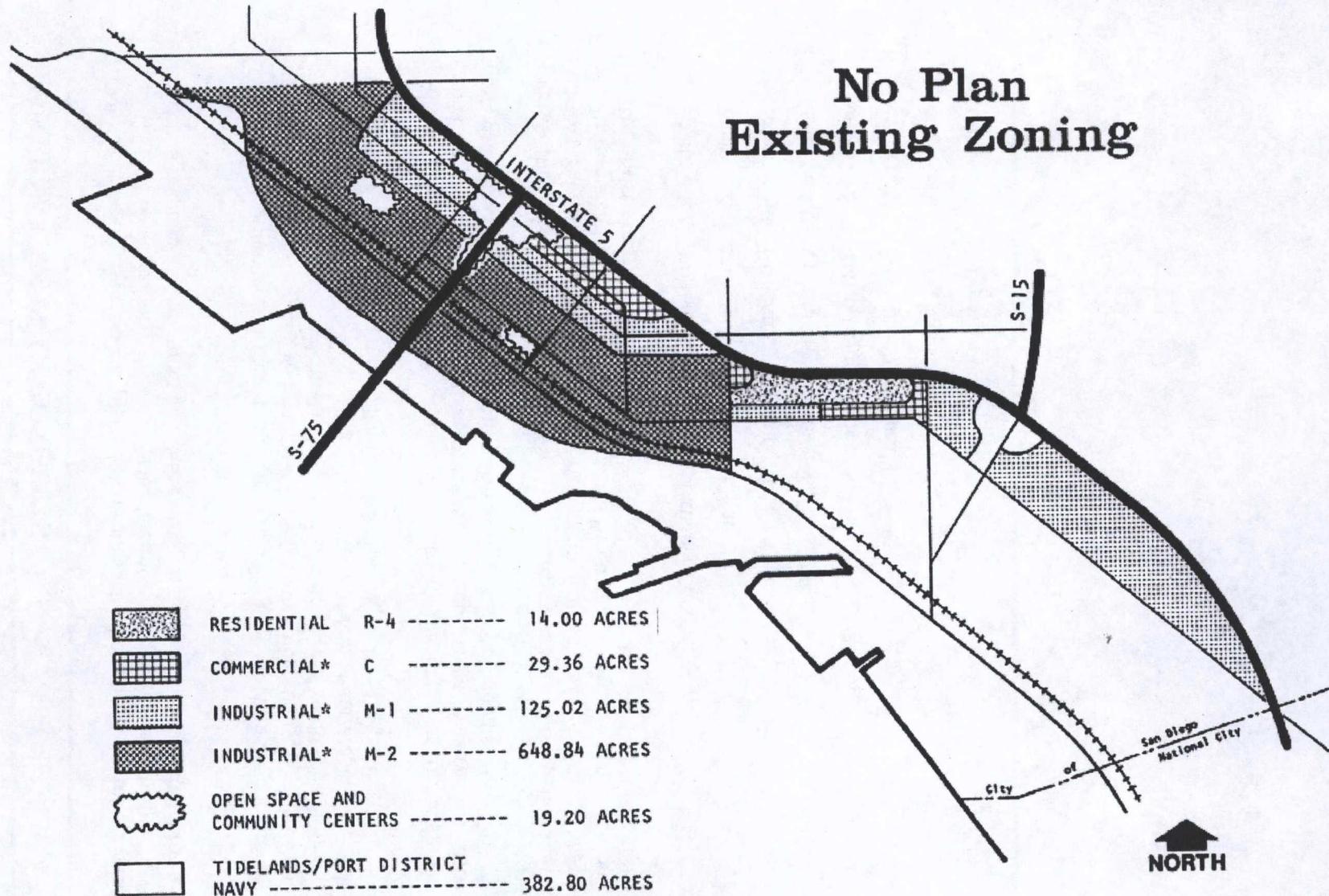
The eight alternatives considered range in scope from maintaining the community in its present condition (existing M-1 and M-2 Zone), to complete industrial redevelopment (proposed in 1965), to residential redevelopment, and several options on an industrial-residential concept. Other alternatives reflect Navy development proposals and their impact on the surrounding community's land use.

Alternatives 1, 2, 6 and 8 were developed by the City Planning Department, alternatives 3, 4 and 6 by private consultants and the community groups, and alternative 7 is based on proposals made by the U.S. Navy for the Naval Base development.

This section of the Plan also includes a brief numerical matrix evaluation designed to provide an overview of the alternative characteristics and qualities, measured against specific evaluation standards. A detailed Alternative Evaluation Analysis and description, is included in **Appendix III** of this Plan.

- Alternative 1. No Plan, General Plan, Existing Zoning
 - Alternative 2. Industrial Development Plan
 - Alternative 3. Residential Development Plan
 - Alternative 4. Community Improvement Study Plan
 - Alternative 5. Barrio Logan Residents Association Plan
 - Alternative 6. Residential/Industrial Plan
 - Alternative 7. Navy Consolidation Plan
 - Alternative 8. Navy Hospital Plan
-

No Plan Existing Zoning



*All these zones
at present are mixed use
zones (Residential/Commercial/Industrial)

Barrio Logan
Harbor 101

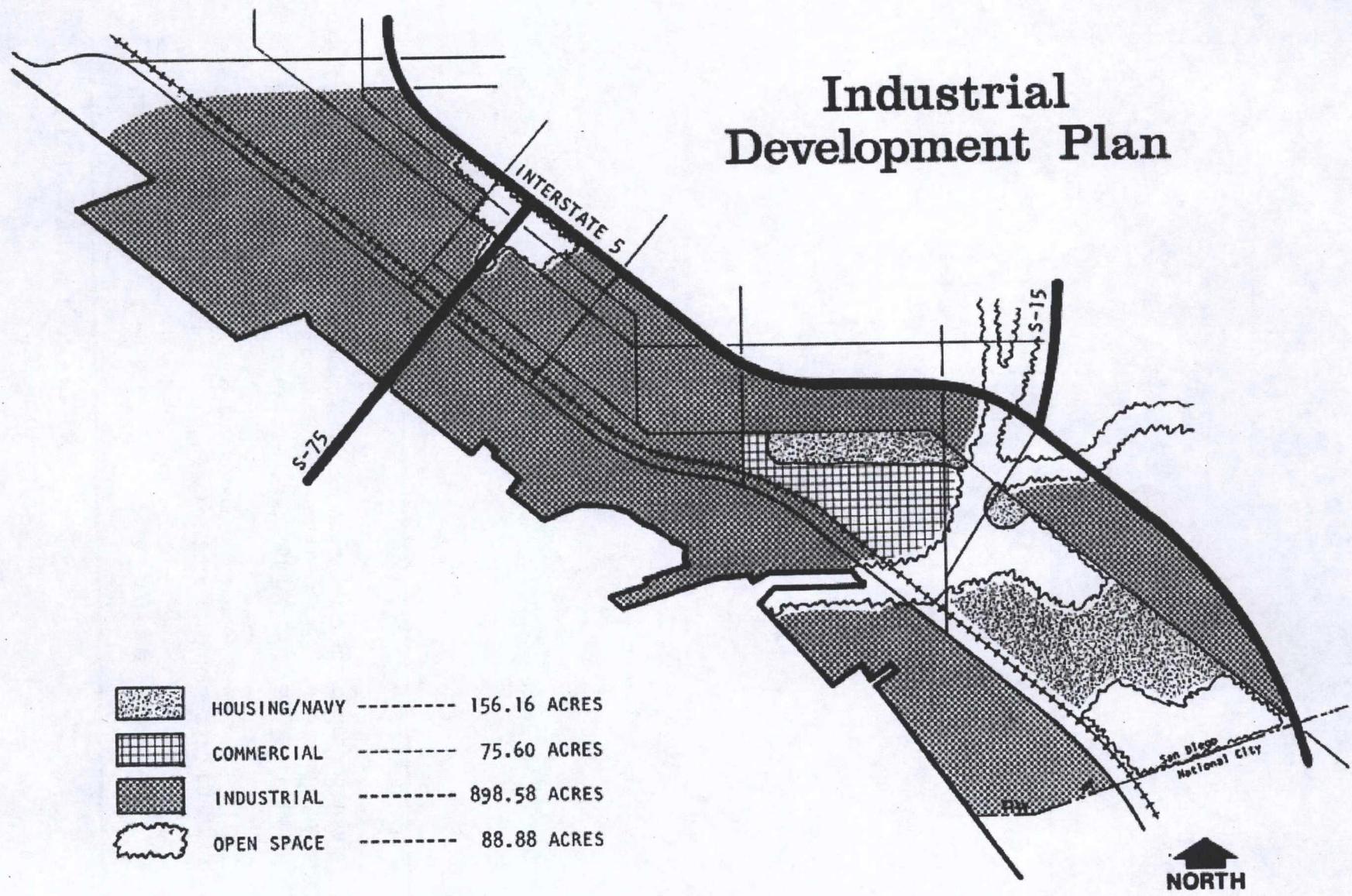
ALTERNATIVE 1. NO PLAN

Existing zoning is M-1 and M-2.

This alternative would maintain existing development conditions, and zoning, leaving most of the area zoned M-1, M-2, and some pockets of C and R-4 Zones.

A major element of this alternative would be to enforce the development standards of the M-1 and M-2 Zones as of their latest amendment date, 1973, and required compliance date of 1974. Some industrial uses in the Barrio are in violation of the fencing and storage requirements of the zone.

Industrial Development Plan



	HOUSING/NAVY	-----	156.16 ACRES
	COMMERCIAL	-----	75.60 ACRES
	INDUSTRIAL	-----	898.58 ACRES
	OPEN SPACE	-----	88.88 ACRES



Barrio Logan
Harbor 101

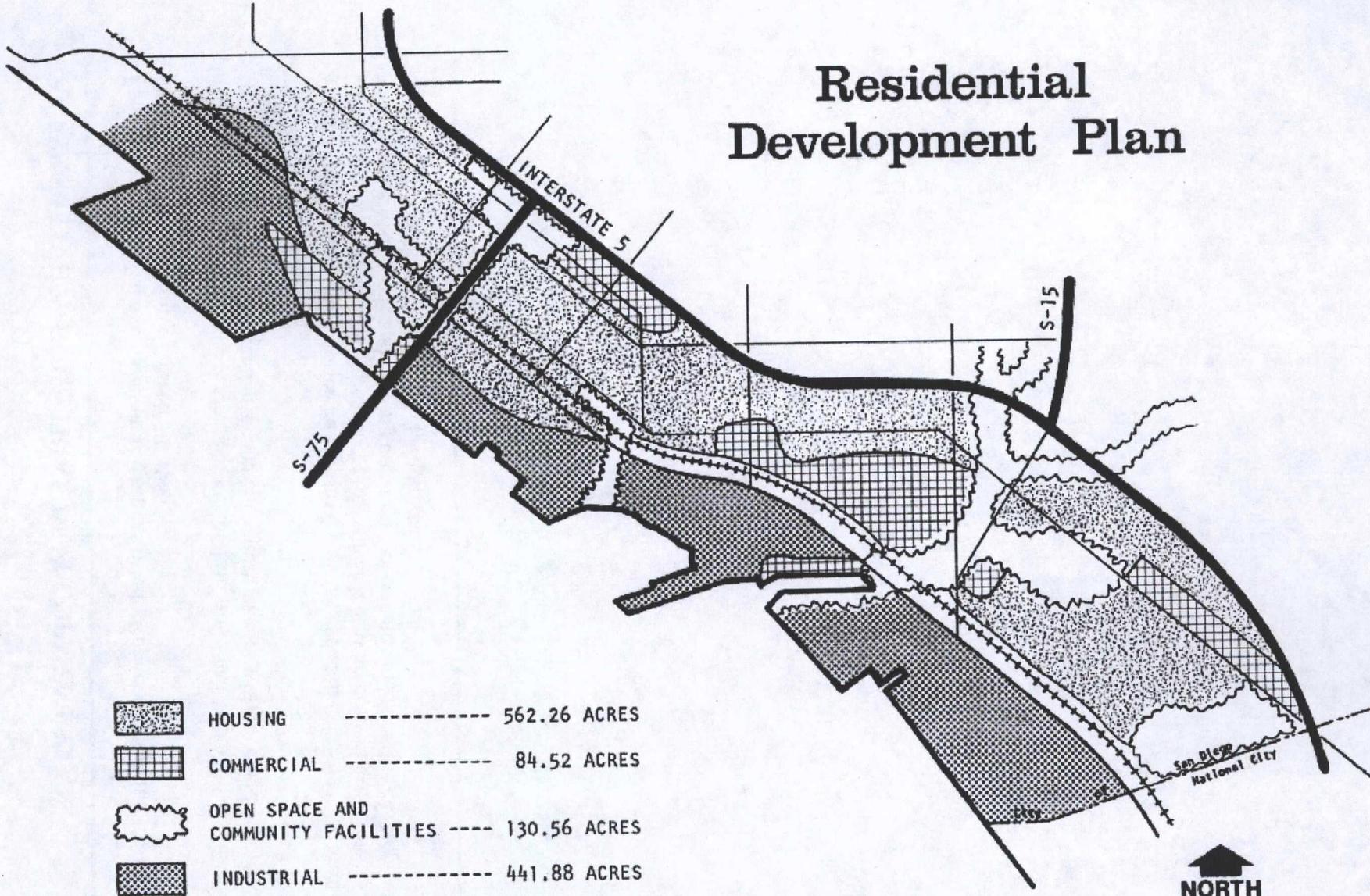
ALTERNATIVE 2. INDUSTRIAL DEVELOPMENT PLAN

Proposals of this plan are based on the report titled "Report on Existing Conditions and Recommendations" dated March 30, 1965.

This alternative envisions the rezoning of the total Barrio Logan area and Port District Sector to a modified M-IP Zone, creating a complete industrial park with several development sections.

The development of a water-oriented industrial park is needed in the San Diego area, and San Diego Bay is one of the few places where this is feasible. With proper development standards following the M-IP Zone and limiting uses to water-oriented industry, the development would comply with State Coastal Act requirements.

Residential Development Plan



	HOUSING	-----	562.26 ACRES
	COMMERCIAL	-----	84.52 ACRES
	OPEN SPACE AND COMMUNITY FACILITIES	----	130.56 ACRES
	INDUSTRIAL	-----	441.88 ACRES



Barrio Logan
Harbor 101

ALTERNATIVE 3. RESIDENTIAL DEVELOPMENT PLAN

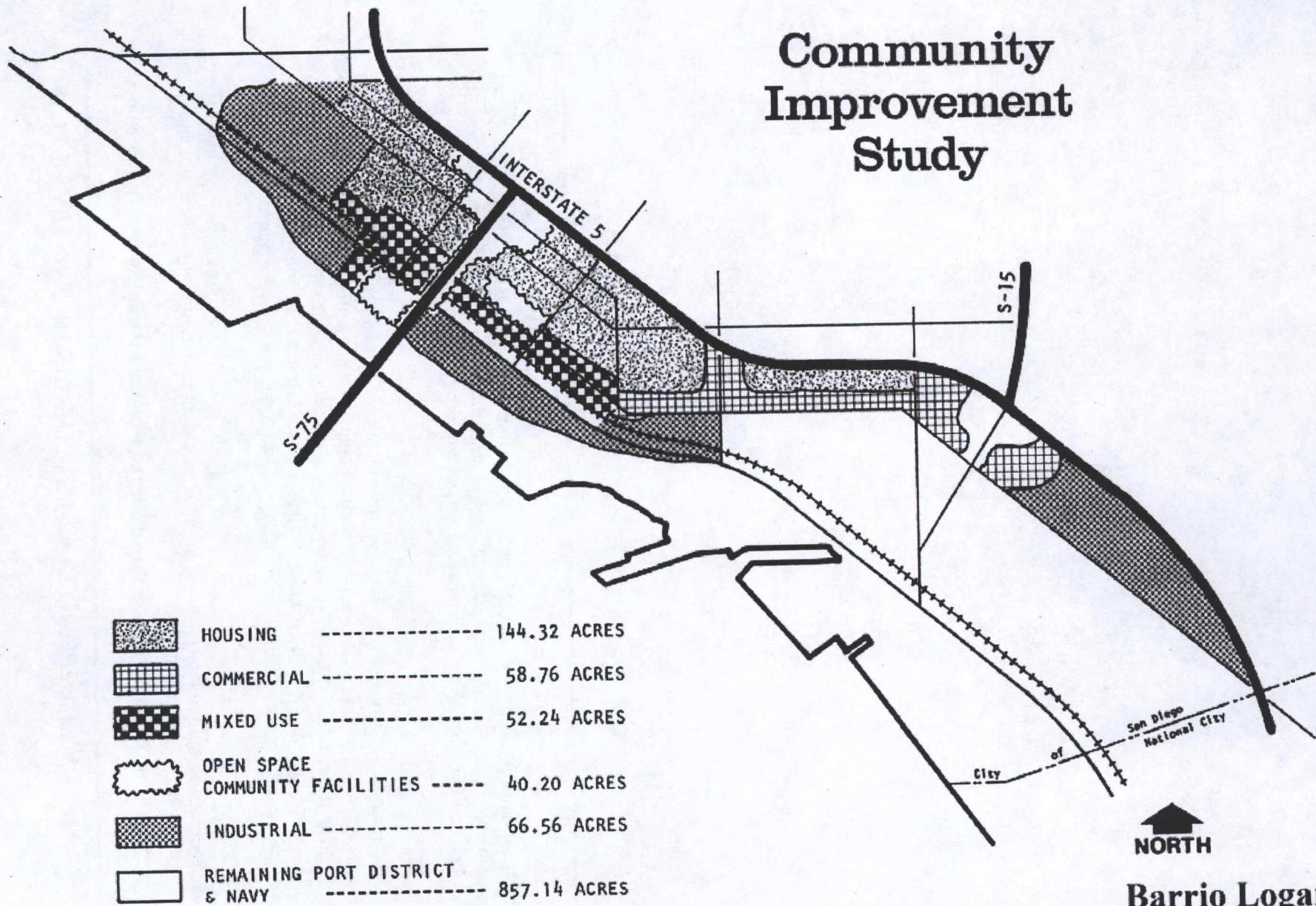
Goals and Recommendations made in writing by the Barrio residents on June 6, 1978.

Throughout past studies an important proposal has been one of making the Barrio once again a residential community.

Under present state legislation it could be possible to develop a residential community up to the tideland area. State law excludes residential development on tidelands. The plan envisions residential development up to the tidelands with overall average densities of 14 dwellings per acre. The tideland area could be developed with some commercial recreation facilities in presently vacant properties and rehabilitated industrial activities where the present industry exists.

A resident subcommittee of the Barrio Logan/Harbor 101 Planning Association developed the goals and objectives for this alternative. The committee's goal proposals, as presented to the Planning Association, are included in the "Alternative Plan Evaluation" **Appendix III** of this Plan.

Community Improvement Study



Barrio Logan
Harbor 101

ALTERNATIVE 4. COMMUNITY IMPROVEMENT STUDY PLAN

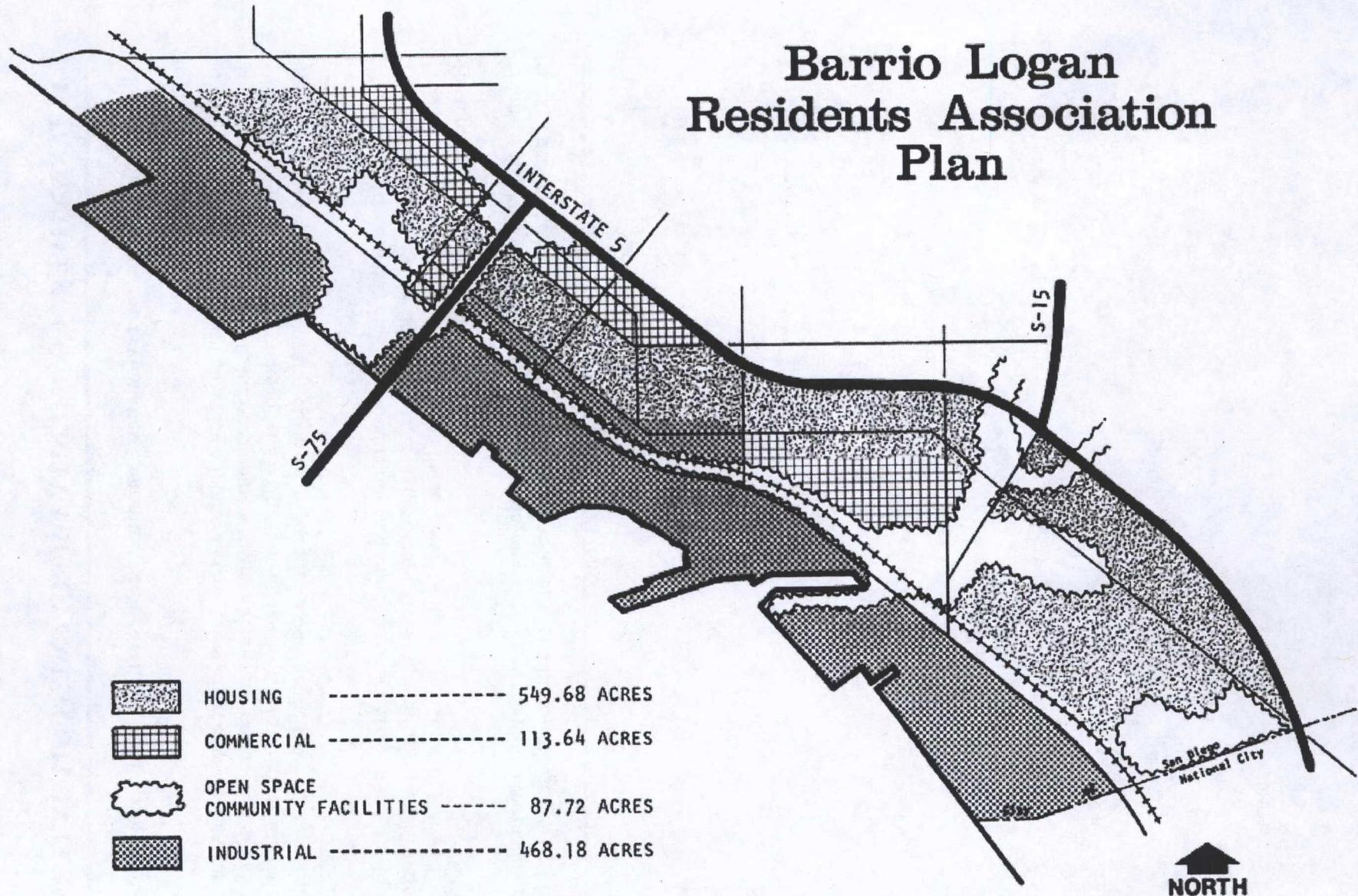
For specific information review the "Community Improvement Study" report of August 1977.

Prepared by consultants through a redevelopment grant, the study proposes an extension of the Barrio's housing area with the development of several housing projects of 40 to 80 dwellings per acre density, coupled with a strong housing and commercial rehabilitation program. A new commercial area close to the waterfront outside the tideland area is also proposed.

The study proposes two major new industrial areas, one to replace an existing industrial/commercial/residential mix area, the other to reuse the railroad yards. Parking reservoirs for employees, together with the narrowing and beautification of Harbor Drive, are also proposed, as well as truck routes.

Plan district legislation is proposed as a land development implementation tool to allow mixed uses and establish buffer zones between residential and industrial uses.

Barrio Logan Residents Association Plan




NORTH

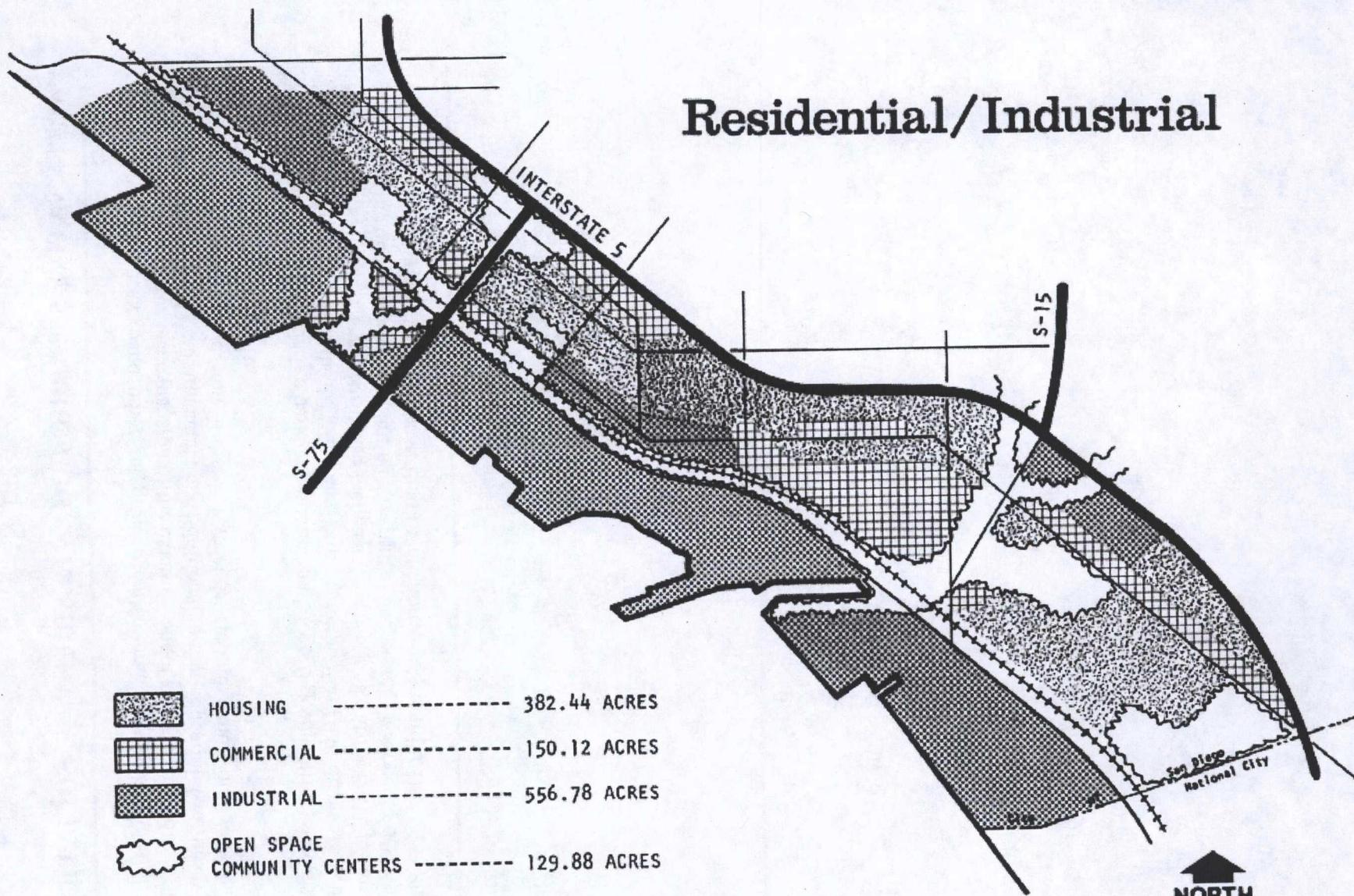
Barrio Logan
Harbor 101

ALTERNATIVE 5. BARRIO LOGAN RESIDENTS ASSOCIATION PLAN

The proposal includes expanded housing projects with overall housing densities of 15 to 20 dwelling units per acre. The expansion of the existing school site is also proposed. The new site would also include a cultural center and additional higher education facilities with a trade school. The proposal would limit further industrial development and would maintain it primarily along the tidelands.

A major feature of this plan is a park area on the San Diego Bay waterfront, with sports fields, located just south of the 10th Avenue Terminal in the Port District, and linked to the expanded school site. The proposal also includes the closing of Harbor Drive at Crosby Street with the development of a parking structure at that point. The specific description of this plan is included in the "Alternative Plan Evaluation" in **Appendix III** of this Plan.

Residential/Industrial




NORTH

Barrio Logan
Harbor 101

ALTERNATIVE 6. RESIDENTIAL/INDUSTRIAL PLAN

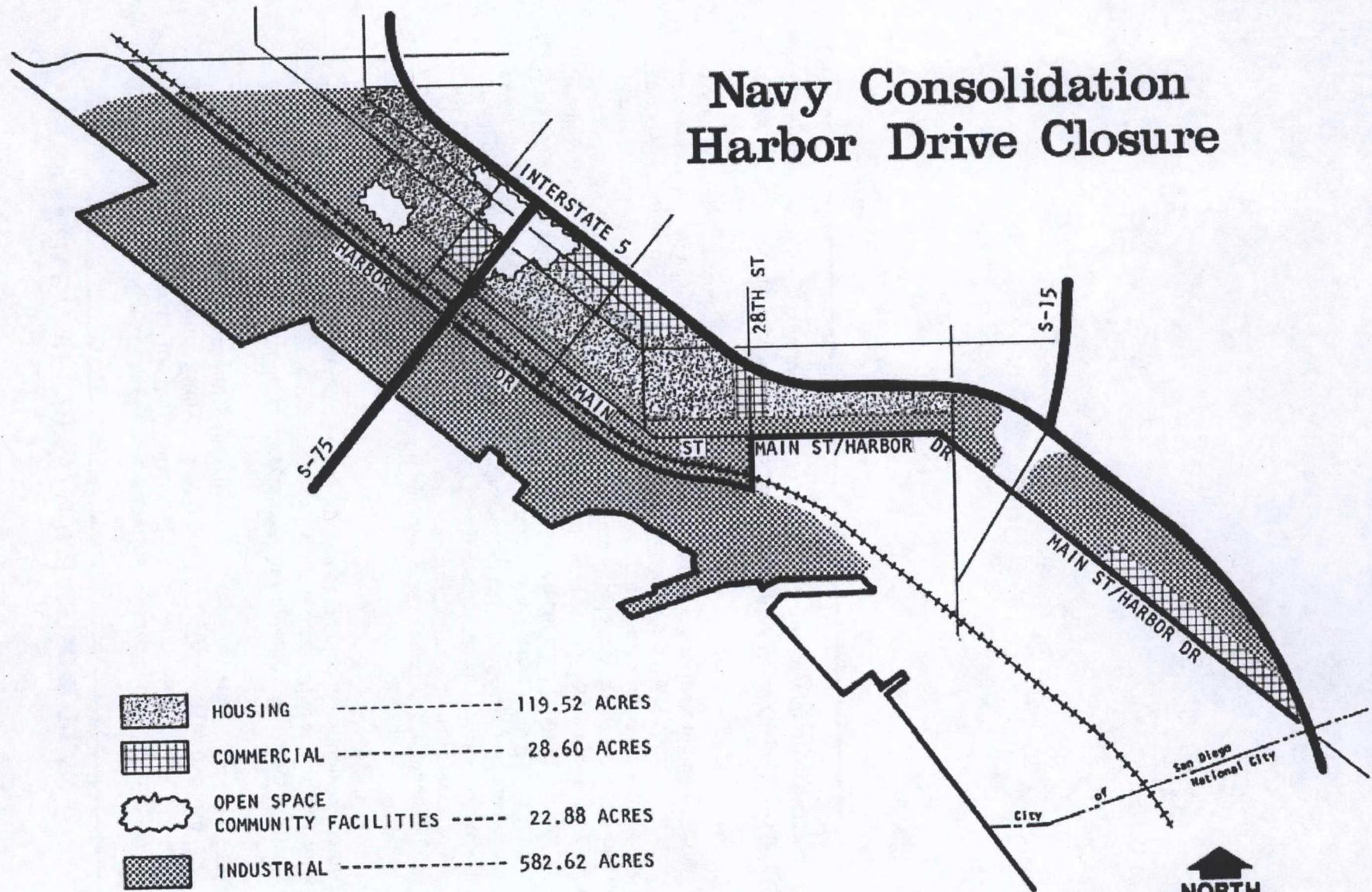
Proposals for this plan are based on the findings of the report "Action Scenarios - A Redevelopment Strategy for the Model Neighborhood of San Diego Community Redevelopment Feasibility Study" dated April 1972. This alternative also is a modification of the "Community Improvement Study" alternative 4 of this Plan.

This alternative primarily modifies alternative 4, incorporating the comments made during public hearings and community meetings, as well as incorporating subsequent work by community groups, staff, and including the review of the plan in relation to pertinent coastal policies.

This alternative recommends the rehabilitation of existing housing, commercial and industrial development, together with the development of new housing areas, replacing areas that are presently vacant or underutilized. A new major industrial park would also be developed where the railroad yards and vacant Port lands are located adjacent to the 10th Avenue Terminal. Major industrial rehabilitation is also recommended south and east of the San Diego-Coronado Bay Bridge. Industrial development rehabilitation and land use organization proposals would also include the development of employee parking structures along Harbor Drive. In addition, a new Commercial/Industrial Bayfront center incorporating public access and open space is also proposed just north and west of the Bay Bridge. Other proposals include the expansion of the existing school site and development of a new elementary school incorporating cultural and community activities, higher education and a vocational training center.

A major element of this alternative is the integration of the Naval Center's residential and commercial facilities as an important element of the Barrio Logan/Harbor 101 community.

Navy Consolidation Harbor Drive Closure



Barrio Logan
Harbor 101

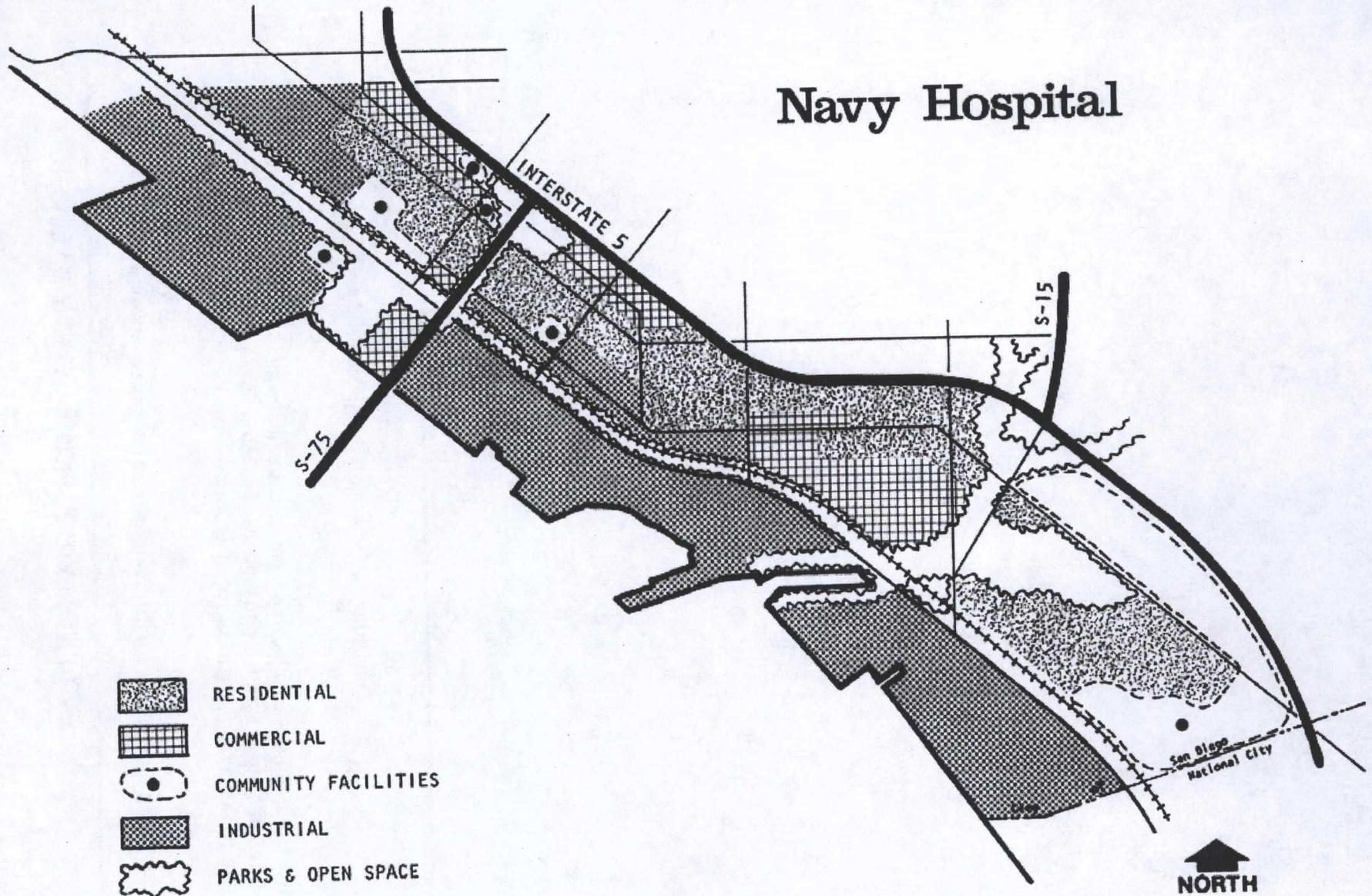
ALTERNATIVE 7. NAVY CONSOLIDATION PLAN

Proposals for this plan are based on the document titled "Naval Station San Diego Master Plan" dated May 1977.

The Navy is preparing a development plan for their facility at 32nd Street. One of the options being considered is that of closing Harbor Drive south of 28th Street to through traffic and consolidating all housing, commercial, services and industrial naval facilities presently split by Harbor Drive.

This plan would have a positive effect for the Navy by enhancing "security" and would isolate the Navy from the Barrio community.

Navy Hospital



-  RESIDENTIAL
-  COMMERCIAL
-  COMMUNITY FACILITIES
-  INDUSTRIAL
-  PARKS & OPEN SPACE

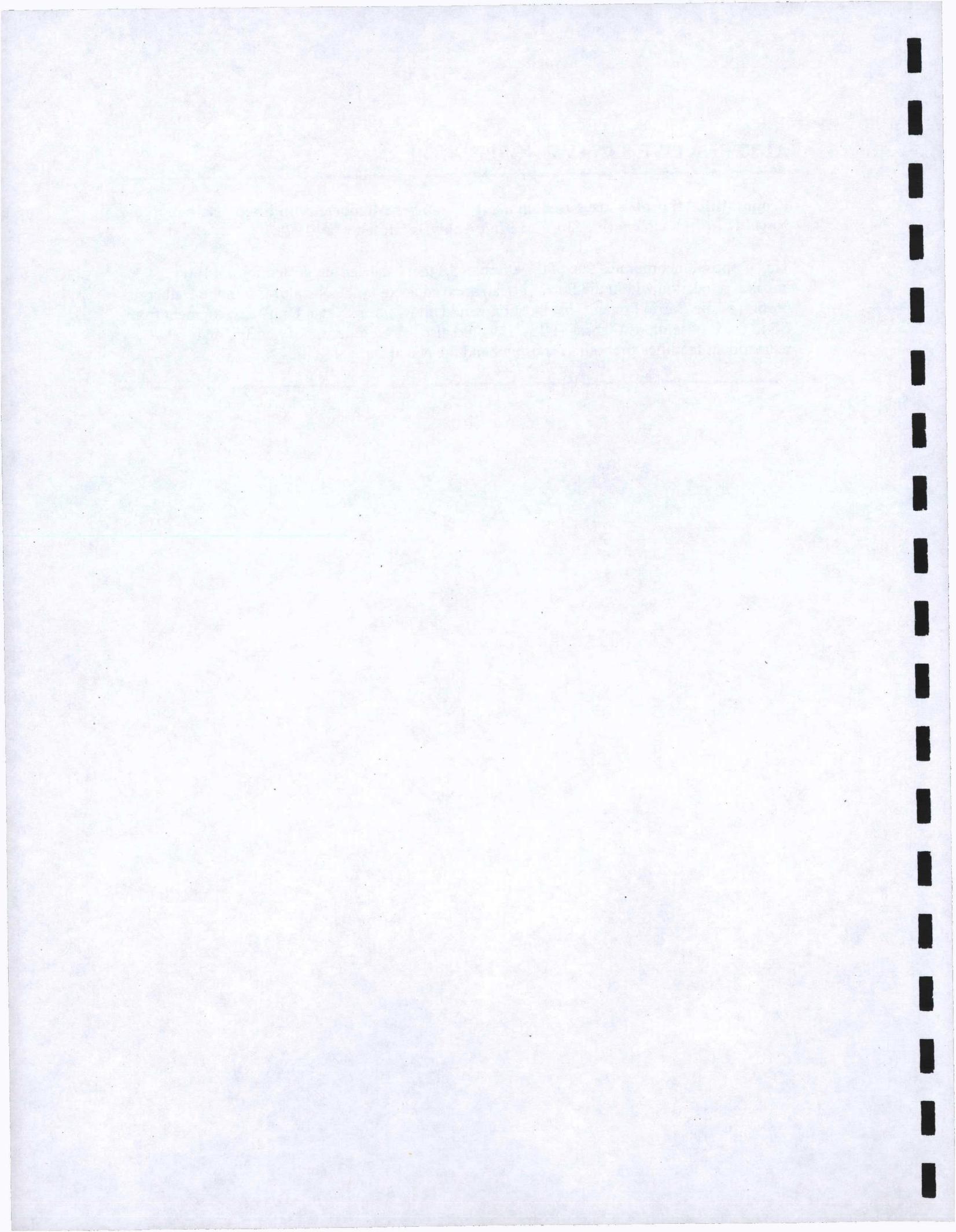

NORTH

Barrio Logan
Harbor 101

ALTERNATIVE 8. NAVY HOSPITAL PLAN

Proposals for this plan are based on a City Manager Memorandum titled "Balboa Naval Hospital Alternative Site Selection Analysis" dated May 1978.

This proposal incorporates one of the alternatives that has been suggested for the Navy hospital relocation within the Barrio Logan area, adjacent to the Naval Base, in the Dalbergia portion of the Barrio Logan. That location would allow for a "Naval Unit" development from I-5 to the Bay south of Wabash (I-15). It would also afford joint use of housing and recreational facilities for both the hospital and the Naval Base activities.



EVALUATION OF ALTERNATIVE PLANS

EVALUATION FRAMEWORK

The evaluation of Plan Alternatives is made in the following pages based on the following categories of performance standards; Environmental, Conformance with the California Coastal Act and Planning Practice which is in turn divided into Land Use, Social, Economic, and Implementation performance.

A detailed analysis of these plans in relation to the standards mentioned above is included in **Appendix III** of this Plan as a separate study.

The eight alternatives described were analyzed on a comparative basis with each other and numerical ratings were established based on the detailed Alternative Analysis included in **Appendix III**. A rating was established of 0 = not applicable, 1 = poor compliance, 2 = fair to average compliance, and 3 = good compliance.

Environmental Evaluation:

This evaluation and analysis focuses primarily on the effect of Land Use and Transportation Proposals on the environment. The evaluation was done as part of the **EIR (Environmental Impact Report)** component of this Plan by the Environmental Quality Division of the Planning Department.

Coastal Act Evaluation:

This evaluation and analysis responds to the applicable policies of Chapter 3 of the California Coastal Act of 1976, as defined by the State Coastal Commission in the Study Area's Issue Identification component of the Local Coastal Program process.

Planning Evaluation:

This evaluation responds to considerations of generally accepted standard planning practice reflective of local, state and federal law policies and ordinances, which includes considerations of Land Use, Social and Economic Goals, and Implementation Feasibility.

ENVIRONMENTAL EVALUATION MATRIX

	Earthquake Faults	Liquefaction	Floodplain Development	Access to Tidelands	Archaeological Resources	Historical Resources	Architectural Resources	Urban Runoff	Noise	Energy Conservation	Water Conservation	Visual Quality	Traffic Congestion	Parking Conflicts	Air Quality	Odors	Water Quality	Safety Hazards	Vectors
Evaluation Factors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
ALTERNATIVES																			
1. No Plan – Existing Conditions	2	2	1	1	1	1	1	2	1	1	2	1	1	1	1	1	2	1	2
2. Industrial Plan	2	2	2	2	2	1	1	2	3	2	2	3	2	2	2	2	2	2	2
3. Residential Plan	2	2	2	2	2	3	3	2	1	2	2	3	2	1	2	2	2	2	2
4. Community Improvement Study	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3
5. Barrio Logan Residents Association Plan	2	2	3	3	2	3	3	2	2	3	3	3	3	2	2	2	2	2	3
6. Residential/Industrial Plan	2	2	3	3	3	3	3	2	3	3	3	3	3	3	2	2	2	1	2
7. Navy Consolidation (Harbor Drive closed)	2	2	1	1	1	2	2	2	1	2	2	2	1	1	2	2	2	1	2
8. Navy Hospital	2	2	2	3	2	3	3	2	2	2	2	3	2	2	2	2	2	2	3

Impact Scale

- 0 = Not applicable
- 1 = Poor
- 2 = Fair-Average
- 3 = Good

COASTAL ACT EVALUATION MATRIX

	Port Plan	Navy Plan	Shoreline Access	Recreational Visitor Facility	Low-, Moderate-Income Housing	Water Quality	Hazard Areas	New Development	Visual Resources	Public Utilities	Industry Facilities	Traffic Access
Evaluation Factors	1	2	3	4	5	6	7	8	9	10	11	12
ALTERNATIVES												
1. No Plan – Existing Conditions	2	0	0	0	1	2	1	1	0	1	2	1
2. Industrial Plan	3	1	1	1	0	2	2	2	1	2	3	2
3. Residential Plan	1	2	3	2	3	2	2	1	3	2	1	2
4. Community Improvement Study	1	1	1	2	3	2	2	1	2	2	2	2
5. Barrio Logan Residents Association Plan	1	3	2	2	3	2	2	2	3	2	1	1
6. Residential/Industrial Plan	2	3	3	3	3	2	2	2	3	3	3	3
7. Navy Consolidation (Harbor Drive closed)	3	2	0	0	2	2	1	1	1	1	2	1
8. Navy Hospital	2	3	3	2	3	2	1	2	3	3	2	2

PLANNING EVALUATION MATRIX

LAND USE FACTORS

	Land Use Compatibility	Safety	Relate to Surroundings	Accessibility	Circulation	Parking	Open Space	Support Public Facilities	Vistas	Visual Clutter
Evaluation Factors	1	2	3	4	5	6	7	8	9	10
ALTERNATIVES										
1. No Plan – Existing Conditions	1	1	1	1	1	0	1	1	0	0
2. Industrial Plan	3	2	2	1	2	2	2	1	0	1
3. Residential Plan	2	2	2	3	2	1	3	2	3	3
4. Community Improvement Study	2	2	3	1	2	2	2	2	2	2
5. Barrio Logan Residents Association Plan	3	2	2	1	3	2	3	3	3	3
6. Residential/Industrial Plan	3	2	3	3	3	3	3	3	3	3
7. Navy Consolidation (Harbor Drive closed)	3	1	2	1	1	0	1	1	0	2
8. Navy Hospital	3	2	3	3	2	2	3	3	3	3

PLANNING EVALUATION MATRIX (cont.)

Evaluation Factors	SOCIAL						ECONOMIC								IMPLEMENTATION			
	Community Facilities Coordination	Image, Identity, Culture	Residential Concerns	Community Communications	Jobs/Employment	Industry/Community Acceptance	Home Ownership/Rehabilitation	Community Business	General Business Expenditure	Land Value vs. Use	Increase Tax Base	Efficient Public Expenditure	Upward Mobility	New Industrial Base	Simple Process	Public vs. Private	Financing Public/Private	Legal Conformance
	1	2	3	4	5	6	1	2	3	4	5	6	7	8	1	2	3	4
ALTERNATIVES																		
1. No Plan – Existing Conditions	1	0	1	1	1	1	1	1	2	1	2	1	1	1	3	3	2	1
2. Industrial Plan	1	1	1	0	3	1	1	1	3	1	3	0	2	3	1	1	1	2
3. Residential Plan	3	3	3	2	2	1	3	3	1	2	1	2	1	0	1	1	1	2
4. Community Improvement Study	2	2	3	2	2	2	3	3	2	2	2	2	2	2	1	2	1	2
5. Barrio Logan Residents Association Plan	3	3	3	3	2	2	3	3	1	2	1	2	1	0	1	2	1	2
6. Residential/Industrial Plan	3	3	3	3	3	2	3	3	3	2	2	2	2	3	2	2	2	2
7. Navy Consolidation (Harbor Drive closed)	1	1	2	1	2	2	2	1	2	1	1	1	2	1	2	2	2	1
8. Navy Hospital	3	3	2	2	3	2	3	3	2	2	1	2	2	3	1	1	2	2



ALTERNATIVE RANKING

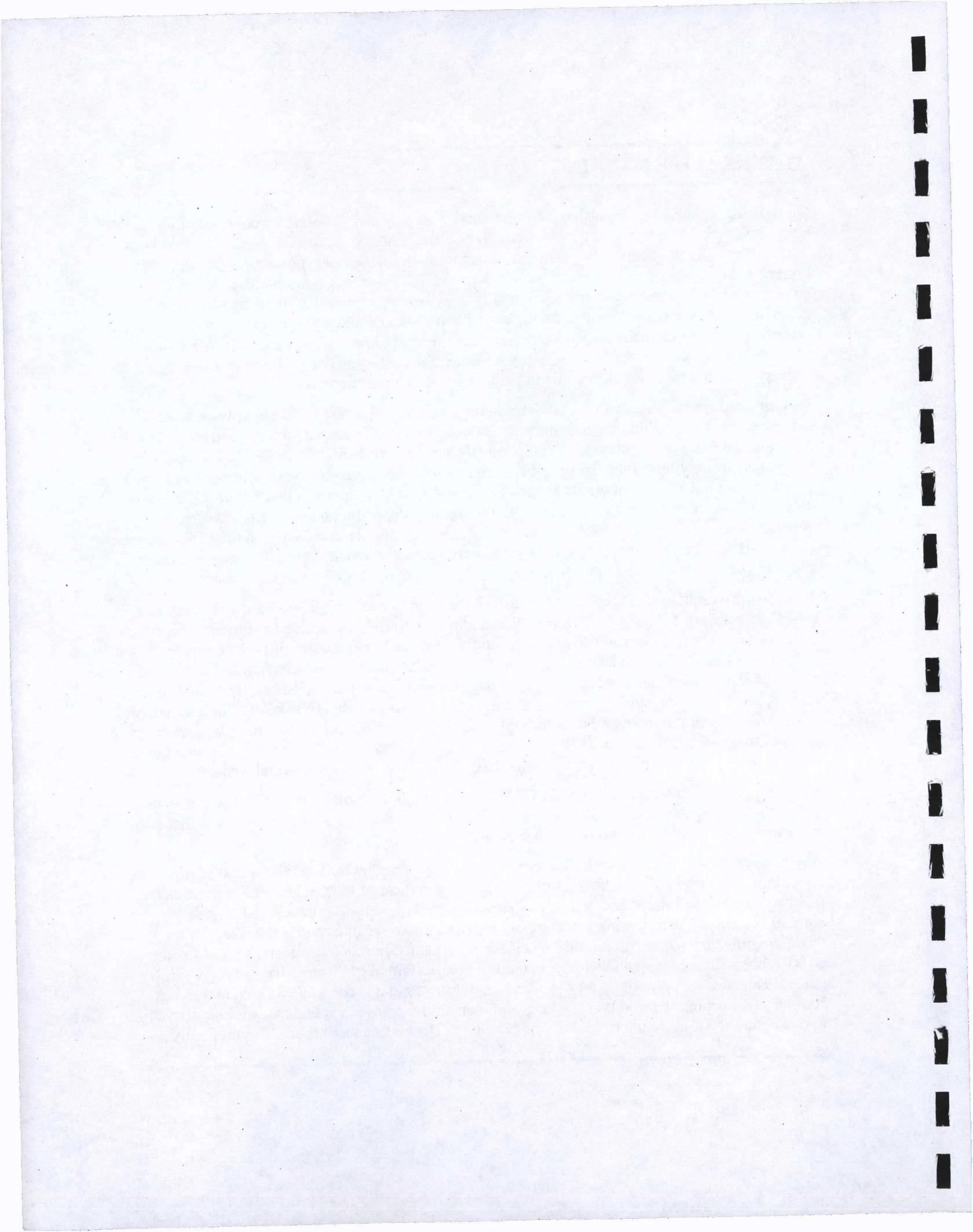
On the basis of the comprehensive environmental, planning and Coastal Act considerations, the alternatives explored rate as follows: alternatives 6 and 8 rate at the top due to the fact that both alternatives offer residential and industrial uses and an organized transportation system, while both provide some open space and waterfront access. In both cases, a more efficient and enhanced use of the industrial and residentially used land is proposed, particularly for waterfront-dependent industry where the industrial element is recognized and given its proper role on the waterfront area. Both plans propose a degree of residential/industrial co-existence. Alternative 8's feasibility hinges on the Navy's ability and desire to locate the Navy Hospital in the Dalbergia area, which will depend on the redevelopment costs involved.

Second rated are the Residential Use alternatives 3 and 5. These rate highly mainly because of two elements; the resultant enhancement in the waterfront environment, and the corresponding beneficial social impact on the low- and moderate-income residential community. The industrial loss is not strongly felt in the matrix evaluation due to the fact that the major industrial users and employers on the waterfront would remain in the area of the tidelands. Industrial uses presently in the Barrio that will need to relocate are not absolutely dependent on waterfront access although some of them are accessory uses to the existing waterfront industry on tidelands and the Navy. In the second instance, these upland industrial uses could benefit in relocating to larger sites at lower land cost per square foot.

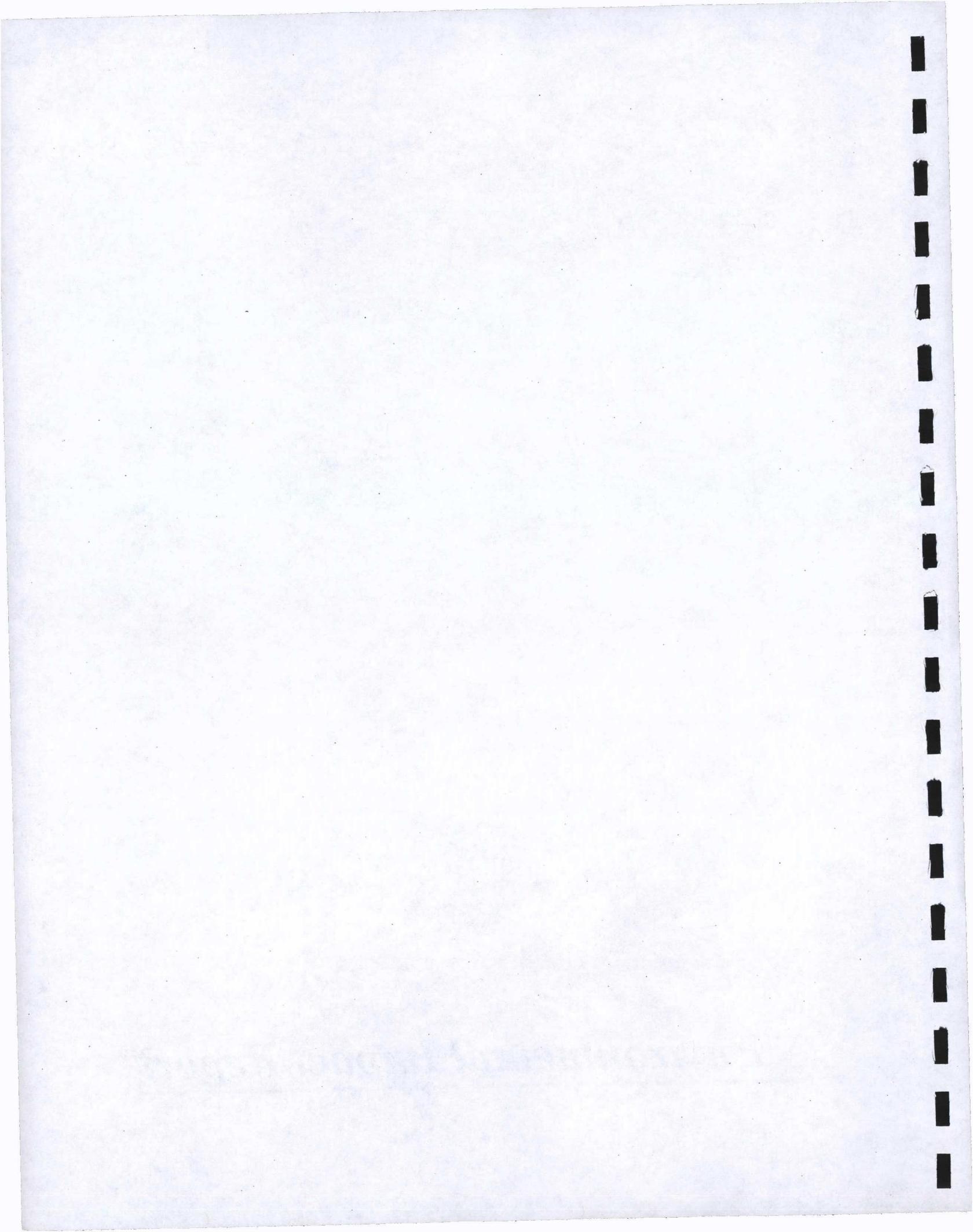
Third in the overall evaluation are the Industrial Development alternatives 2 and 4. Their lower rating is a result of the need for consolidation and re-subdivision of the land to properly function efficiently to satisfy industrial use needs. It should be noted that although this area has been industrially zoned since the 1930s, the required consolidation and re-subdivision has not taken place. Implementation of these critical industrial needs would require strong public action in the form of redevelopment subsidies and financing, which are presently not available for alternative 2. Alternative 4 proposes mixed uses through plan districts which at this time have been proven difficult to develop, and complicated and difficult to implement under the present administrative system. In addition, the plan lacks definition in the resolution of environmental issues.

The least desirable alternatives are 1 and 7. Both would fail to resolve present issues of mix use, and in the case of alternative 7, the closing of Harbor Drive would uncover new very difficult community and citywide issues of circulation and land use impacts.

As a result of this evaluation as well as community-wide input by both residents and business in the community, alternative 6, the modified Residential/Industrial Plan, which is a simplification and variation of the Improvement Study (alternative 4), will be further developed as the community plan. The following development will attempt to resolve further the issues of "incompatible land use mix," provide special development controls for industry to allow some coexistence with the residential element and a further definition of "waterfront industry," with general enhancement proposals for the community to make it a successful working and living community, keeping in mind that business and industrial employees spend half of their active life in this community, as do the residents who live in the Barrio Logan/Harbor 101 community.



Environmental Impact Report



ENVIRONMENTAL SETTING

AIR QUALITY

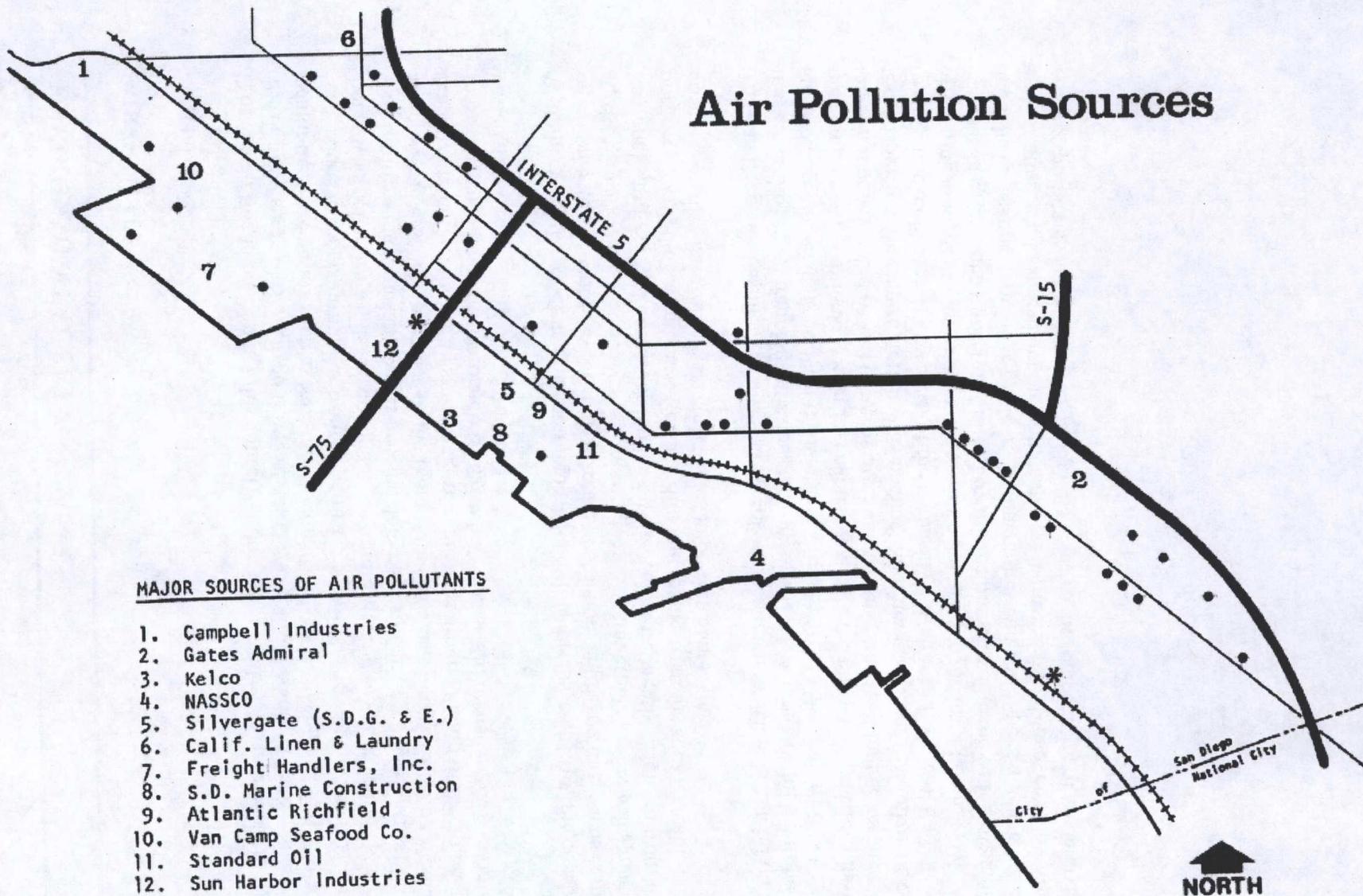
Meteorology

The Barrio Logan community lies entirely within the coastal plain, immediately adjacent to the easterly shore of San Diego Bay. Elevations do not exceed 60 feet above mean sea level. Major drainage basins such as Switzer Canyon, Chollas Floodplain and Paradise Valley serve as conduits to move air masses from east to west across Barrio Logan in the early morning hours when offshore winds are dominant. Beginning around 8:30 a.m. during summer and 10 a.m. during winter, onshore winds become dominant, moving air masses across Barrio Logan from west to east. The presence of the Point Loma landmass west of Barrio Logan has a tendency to deflect the air mass moving from the west around the tip of the point. This air mass next encounters the Coronado Bridge which causes turbulence in the predominant easterly flow.

With the exception of certain meteorological conditions discussed below, the coastal environment experiences excellent horizontal ventilation. Highest wind speeds come in April, May and June while lowest speeds come in November, December and January. Seasonal storms are, of course, exceptions. Winds most frequently originate from the northwest, with the second most frequent direction being from the south. Again, exceptions arise seasonally, for example, easterly winds known as Santa Anas.

The San Diego air basin experiences an inversion phenomenon that acts as a lid on the air mass over the region trapping emissions near ground level. Although a high number of surface-based inversions occur in the winter (58 percent), they break up rapidly because of meteorological conditions. Winter inversions maximize the impact of vehicle emissions (carbon monoxide and oxides of nitrogen). Summer inversions last longer because there is less change in temperature from day to evening. Summer inversions maximize the oxidant (ozone) impact in the easterly areas of the air basin (El Cajon and Alpine). Emissions originating along the coast in the early morning are lifted to the inversion base where they are trapped. They are then transported inland by the sea breeze, while the action of sunlight acts upon the emissions to produce oxidants. Temperatures and wind speeds, which increase at mid-morning, act to spread out the pollutants and increase ground-level concentrations. In the evening, pollutants are transported back to the coast as the temperature of the land drops.

Air Pollution Sources



MAJOR SOURCES OF AIR POLLUTANTS

1. Campbell Industries
2. Gates Admiral
3. Kelco
4. NASSCO
5. Silvergate (S.D.G. & E.)
6. Calif. Linen & Laundry
7. Freight Handlers, Inc.
8. S.D. Marine Construction
9. Atlantic Richfield
10. Van Camp Seafood Co.
11. Standard Oil
12. Sun Harbor Industries

MINOR SOURCES •

City Pump Stations *

Barrio Logan
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Existing Ambient Air Quality

Monitoring Station Data

The ambient air quality for Barrio Logan can best be determined by reference to the data collected by the Air Pollution Control District's (APCD) monitoring station at 1111 Island Street. This station is about 1-2/3 miles from the center of Barrio Logan. The latest published data (1976) from this station shows that the standards were exceeded as follows:

Oxidants - 45 days (federal standard)

Nitrogen Dioxide - 7 days (state standard)

Hydrocarbons - 349 days (federal standard)

Carbon Monoxide - 0

Sulfur Dioxide - 0

Total Suspended Particulates - 25 percent of all samples (state standard)

The oxidant or ozone pollutant is the most significant pollutant in the formation of smog. Of the seven monitoring station locations, all reported higher levels of oxidant than the downtown station in 1976. The data shows a pattern of increasing oxidant levels with distance from the coast. Carbon monoxide and nitrogen dioxide are the most predominant pollution problems during winter months. The downtown station recorded the highest number of days exceeding the standard for nitrogen dioxide compared to the seven other stations. These factors mean that Barrio Logan is exposed to less of an impact from ozone than most other locations in the air basin but it is likely to be exposed to greater localized concentrations of nitrogen dioxide than other areas.

Emission Sources

In addition to ambient air conditions, there are specific point sources of emissions within and near Barrio Logan that must be considered in an air quality analysis. These are automobile generated emissions, naval operation emissions, and industrial emissions (stationary sources).

a. Stationary Sources

There are approximately 82 facilities in Barrio Logan that operate under a permit from the Air Pollution Control District. Because a single facility or industry may have a number of sources within it, each specific source is regulated under a separate permit. There are 369 permitted pieces of equipment within the 82 facilities. The major facilities within the planning area are Kelco, National Steel and Ship Building Company, the Naval Station, San Diego Marine Construction and San Diego Gas and Electric (SDG&E). All of the industrial sources are operating within the emissions allowed by APCD. The small industrial sources of emissions include gas stations, cleaners, chemical companies, laundries, electrical equipment companies, fuel storage tanks, paint manufacturers and paint shops.

The San Diego Gas and Electric Silvergate power plant is a major source of emissions of particulates, carbon monoxide, sulfur dioxide and nitrogen dioxide. San Diego Gas & Electric has requested a repowering of one unit of the Silvergate facility which would increase nitrogen dioxide emissions by about five times the current levels without further controls. This would occur because of a change in equipment from boilers to a turbine. In the past, the Silvergate plant has been used during peak electricity demand time. For example, in 1976, the boilers were operating ten percent of the time. With the repowering proposal Silvergate would become a base load facility, operating most of the time. This increase at Silvergate would permit a temporary reduction in power generation at the South Bay and Encina plants and others until the demands for increased power over time offset the additional capacity. The effect of reduced use of the other power plants would be a region-wide reduction in nitrogen dioxide emissions. If the repowering of Silvergate is not implemented, the need for additional power would have to be met by the existing equipment at Silvergate. More frequent use of the existing equipment would result in higher levels of all emissions because of the age and infrequent past use of the equipment. San Diego Gas & Electric and the APCD are currently cooperating to determine if the increased emissions expected from the repowering can be successfully controlled. Permission to operate the repowered unit ultimately depends upon control of nitrogen dioxide emissions satisfactory to APCD. The Silvergate Plant is also a potential source of sulfate emissions which can fall out of suspension in the air and cause damage to surfaces such as automobile paint finish. This effect can easily be controlled by the addition of a fuel additive that stops the formation of sulfates.

b. Mobile Sources

The major sources of auto emissions in the community are the major roadways, I-5, Harbor Drive and the Coronado Bridge. Carbon monoxide (CO) is the predominant pollutant likely to directly affect the community. Carbon monoxide concentrations may be high within 25 meters of the roadway but disperse rapidly beyond that point. Locations such as the intersection of I-5/I-15 and I-5/Coronado Bridge will generally result in higher concentrations of CO. Automobile gasoline lead is a major pollutant that occurs in both coarse particles which may fall out onto the soil within 60 feet of roadways and fine particles which remain in suspension for greater distances from the point of origin. Only a small lead portion of aerosols fall out near the source of emissions. Most of the lead remains suspended in air currents and is dispersed around the globe. Researchers have found a decrease in lead concentrations in the air in San Diego as unleaded gasoline has increased in use.

A number of other pollutants, such as sulfuric acid and hydrocarbons, are emitted by automobiles, but as yet there has been no determination of the quantities of such pollutants which may be concentrated around roadways.

c. U.S. Navy Sources

There are three sources of air contaminants from naval operations. They are jet engine test cells, aircraft, and ships' boiler stacks. All must comply with the rules of the Air

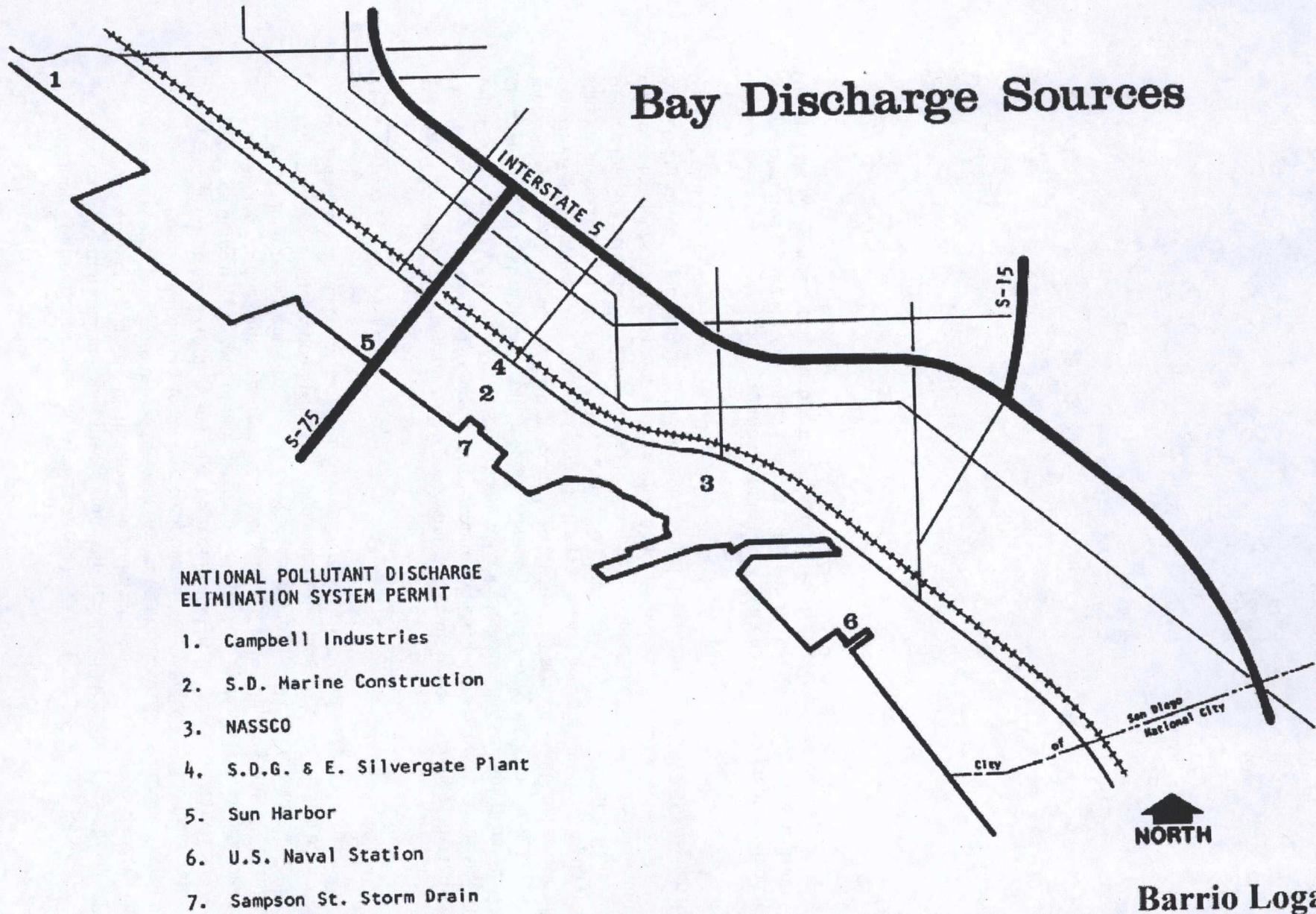
Pollution Control District and the Air Resources Board (ARB). Jet engine test cells located at North Island and other places emit both visible and invisible air pollutants. The test cells are in compliance with the invisible pollutant standards for nitrogen oxides but are not in compliance with the visible emission standard. The ARB is currently pursuing legal action against the Navy to achieve compliance. Yearly emissions due to aircraft operations from NAS North Island have been estimated by the Navy as follows: 800 tons of carbon monoxide, 89 tons of nitrogen oxide, 307 tons of hydrocarbons and 28 tons of particulates. Visible emissions from the boiler stacks of naval ships violate APCD rules. When a violation is sighted by an APCD officer a notice of violation is issued which requires the Navy to respond with an explanation of the cause. The APCD has been cooperating with the Navy in order to eliminate the possibility of stack emissions.

Odor Sources

Particular industrial sources such as fish processing will result in odor emissions that must be controlled. The Air Pollution Control District monitors and regulates odor emissions and has established odor control requirements for the Sun Harbor Industry fish canning plant. A chemical control system is in operation at Sun Harbor's plant. However, it has been inoperative periodically due to the new technology involved. A second significant source of obnoxious odors is the City's sewage system in the plan area. There are two sewage pump stations in the area, at 1794 Harbor Drive and 3550 East Harbor Drive. In addition, there is a sewage line in Harbor Drive that may also be a source of odors. The City is taking action to eliminate the odors from the pump stations through a new process that is also reviewed by APCD. The odors originating from the sewage line will be eliminated in 1979-1980 when the City will replace the line.

Sewage odors also occur due to operations of the Naval Station under a program in which the Navy is pumping the contents of ships' holding tanks into the City's sewage system. The City and the Navy are cooperating to correct the odors emitted from this source.

Bay Discharge Sources



WATER QUALITY

The Barrio Logan community lies on the easterly shore of San Diego Bay but is physically separated from the Bay by the state tidelands within the jurisdiction of the San Diego Unified Port District. San Diego Bay is a crescent-shaped bay about 14 miles long, ranging from 1,600 to 14,000 feet in width. In the central bay, depths generally range from ten to 25 feet except for a 30-foot deep channel and berthing areas along the eastern margin. In the south bay, depths generally range from zero to eight feet, except for several narrow, dredged channels that have been cut to depths of eight to 20 feet. Historically, the eastern bay margins such as the area between Barrio Logan and the bay were characterized by fine mud deposits.

Because of the long-term and intensive urbanization of the community, the Soil Conservation Service (SCS) has identified the soil type as urban. Soil erodibility, shrink-swell behavior and other limitations were not rated by the SCS due to the urbanized nature of the land surface.

The Las Chollas Creek drainage cuts across the plan area from east to west but is partially channelized through a concrete channel. Where the channel empties into San Diego Bay it has been widened to 200 feet and dredged to a depth of 29 feet. Stream flow occurs only during and after storms. The shoreline in Port District jurisdiction adjacent to the Barrio Logan Community consists of docks and piers. There are no locations where natural beaches, mud flats or other natural shoreline exist.

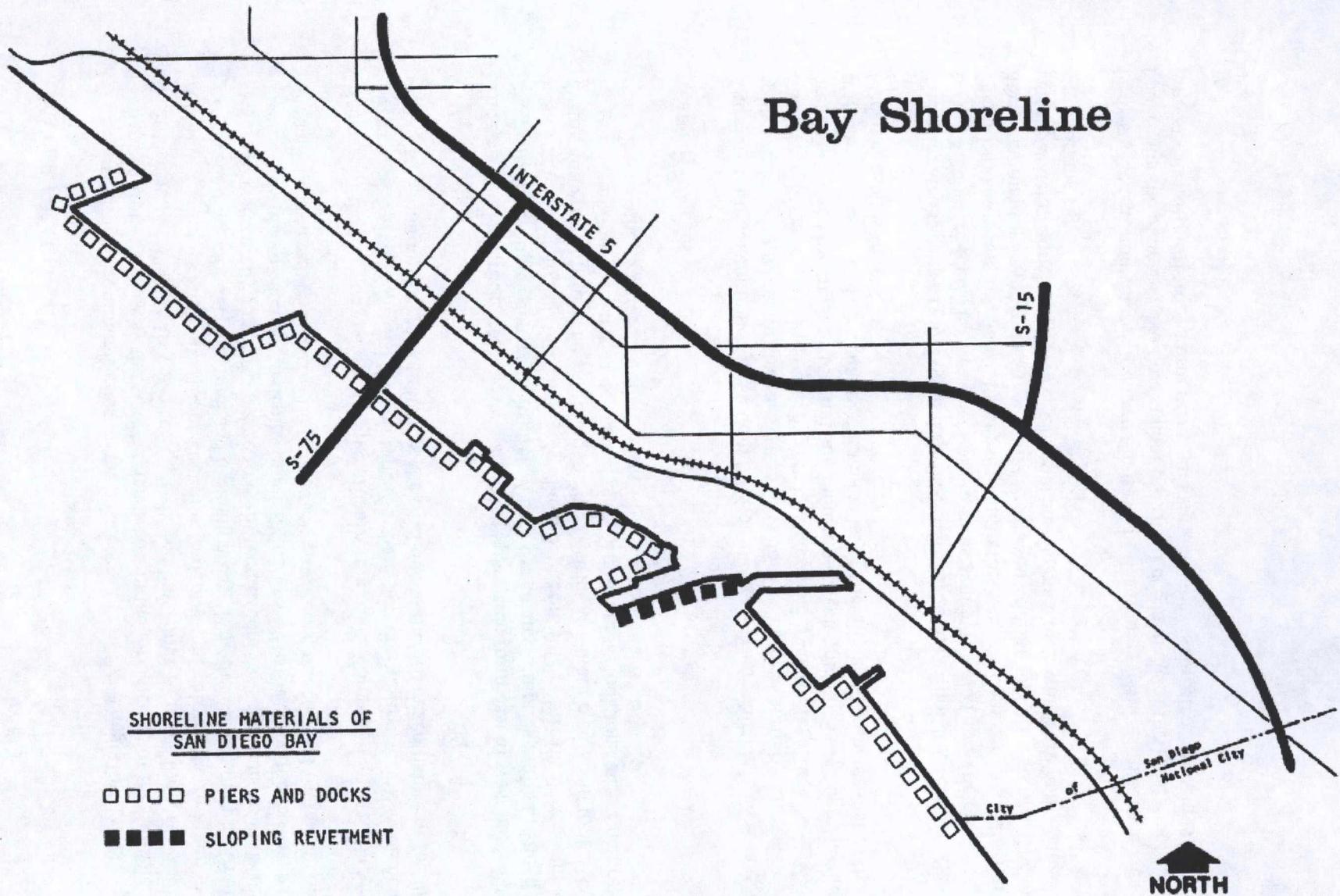
Water Resources

The Barrio Logan community is within the Coronado Hydrographic Unit, an area of about 60 square miles with no major stream system. It is bordered on the north by the watershed of the San Diego River and on the south, in part, by that of the Sweetwater River. Nearly all of the area is occupied by urban residential and industrial developments. San Diego Bay lies offshore of this unit. Water quality within the bay generally approximates that of the Pacific Ocean coastal waters.

The estimated mean seasonal natural surface runoff from Las Chollas Creek into San Diego Bay is 5,200-acre feet. The main stem of the creek within the plan area (below I-5 to the San Diego Bay) contains 210 acres. Land uses within this area are commercial, industrial and naval station property. Major stream flow occurs only during and after storms. The only other surface water channels are Switzer Channel and Paleta Creek which are both channeled into storm drains.

Near-surface groundwater is found in the Las Chollas/South Chollas confluence area and underlying the plan area. No domestic or industrial use is made of the local runoff or groundwater. Runoff from storm drains and surface areas is directed into San Diego Bay.

Bay Shoreline



SHORELINE MATERIALS OF SAN DIEGO BAY

- PIERS AND DOCKS
- ■ ■ ■ SLOPING REVETMENT

SOURCE: A Proximate Biological Survey of San Diego Bay, California, Thomas J. Peeling, 1975

Barrio Logan
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The Regional Water Resources Control Board has identified the following existing and potential uses of San Diego Bay:

- Industrial Service Supply (cooling water, fire protection, etc.)
- Navigation (commercial and naval shipping)
- Water Contact Recreation (swimming, wading, water skiing, etc.)
- Non-Contact Water Recreation (picnicking, pleasure boating, etc.)
- Ocean Commercial and Sport Fishing
- Saline Water Habitat (inland saline habitat for aquatic and wildlife resources)
- Preservation of Rare and Endangered Species
- Marine Habitat (preservation and sustenance of fish, shellfish, marine mammals, waterfowl and vegetation)
- Fish Migration (temporary aquatic environment for anadromous and other fish species)
- Shellfish Harvesting (sport or commercial harvesting) (Embarcadero Plan)

Quality of Waters

Surface waters channelized in the Chollas Creek carry debris and sediment from upstream, as well as typical urban pollutants such as heavy metals, oil and grease, and pesticides and herbicides.

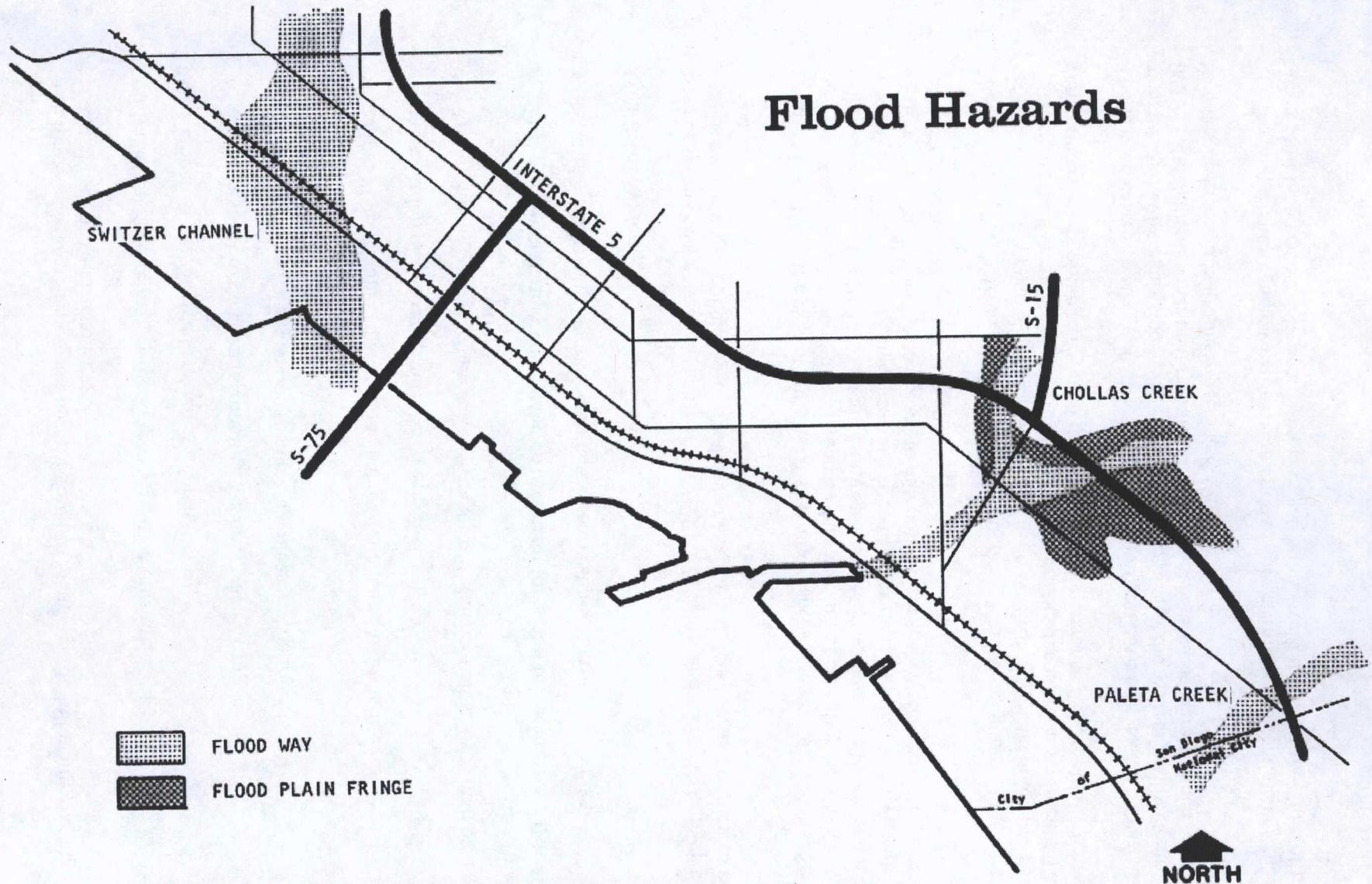
From 1887 to 1964, the City of San Diego's sewage disposal system emptied into San Diego Bay. The San Diego Metropolitan Sewage System was in full operation by 1964, operating with an open ocean outfall that totally eliminated domestic sewage discharges into the bay. Since 1964, dissolved oxygen values have risen to an average of more than five parts per million and the visibility has increased to more than eight feet. Water quality now meets federal standards for water contact sports.

The presence of such diverse industries as aircraft design and development, tuna canning, electrical generation, and shipbuilding, has however, resulted in various pollutants being discharged into the bay each year. Much of this material is deposited in sediments. The least contaminated parts of the bay were found to be near the entrance and the southernmost end.

The bay's receiving waters in the vicinity of Barrio Logan have been tested by various agencies and individuals since 1967. Most recent testing by the Water Quality Control Board in 1977 showed that water quality was good. Pollutants measures were at much lower levels than had been found in testing in 1973 and 1969.

The fact that the bay can now claim overall good water quality is substantiated by the presence of larger game fish. Sharks, croaker and bonito were found off the shore of the

Flood Hazards



SOURCE: HUD Flood Insurance Study, Flood Hazard Map.

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plan area in a 1975 survey. Bonito feed off bait fishes, therefore, their presence also indicates a significant rise in the presence of bite fishes since 1966. Two species of crabs were also found in the plan area.

In 1975, the U.S. Army Corp of Engineers reviewed the overall water quality of the bay and found that it was relatively free of pollution. Although the Regional Water Quality Control Board's standards are being met, the following localized sources of pollution still exist: human wastes discharged from naval vessels and other ships and boats, and accidental oil and petroleum product spills.

Point Sources and Their Wasteloads

The following water quality problems have been caused by point source discharges into the San Diego Bay:

- Hydrogen sulfide odors due to excessive travel time in trunk and interceptor sewer system;
- Microorganism contamination due to discharges from vessels.

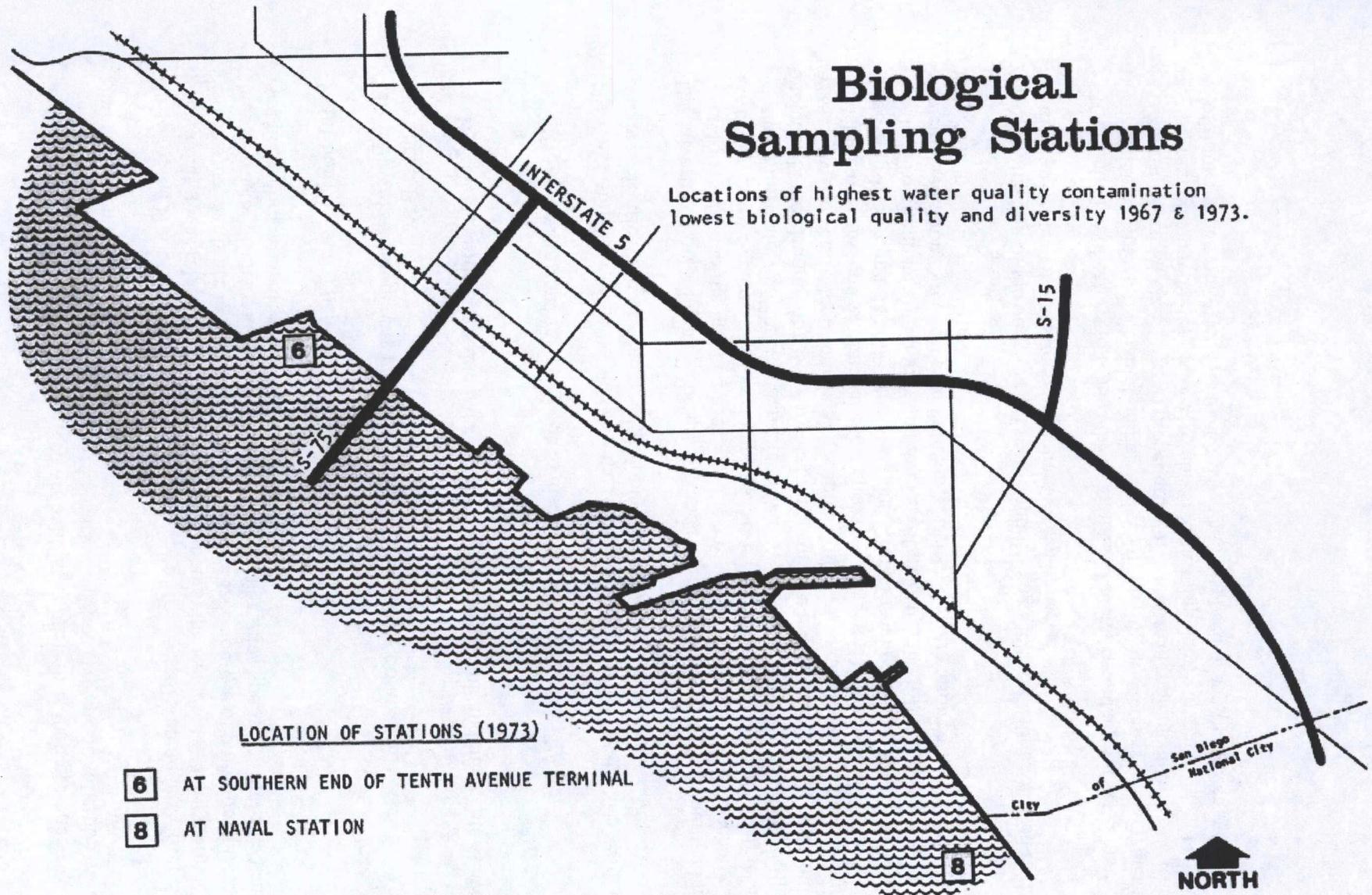
The types of industries in the plan area that today contribute wastes to the bay are tuna canning, electrical power generation, shipbuilding and repair practices and vessels.

The Silvergate Power Plant discharges 215 mgd of salt water that has been pumped from the bay through the cooling unit and back into the bay. At present, the thermal discharges do not have known adverse environmental impacts. Seven shipbuilding and repair facilities are located immediately adjacent to San Diego Bay. Activities contributing to water pollution include: 1) the cleaning of vessels by scraping, sandblasting or brushing; 2) the painting of vessels by sprayer, roller or brush; 3) the collection of oil and solvents; 4) the hauling and launching of ships; and 5) removal and disposal of sewage. The regional board's survey of these industries found that oil, bilge water and sewage from holding tanks were properly handled. To eliminate pollution from this class of industry, the following elements are being implemented through the National Pollutant Discharge Elimination System (NPDES) permit program:

- Minimization of the quantities of spent sandblasting sand and debris released to the bay through the use of dry-sweep or vacuum sweep units;
- Continuation of efforts to reduce the quantities of mercury and arsenic used in marine paints and primers. Each shipbuilding and repair facility now comes under Water Quality Control Board (WQCB) permit procedure which requires implementation of a work program which includes removal of abrasive cleaning debris to a landfill and collection of drainage and runoff on-site to be treated and disposed of via the sewer system.

Biological Sampling Stations

Locations of highest water quality contamination
lowest biological quality and diversity 1967 & 1973.



LOCATION OF STATIONS (1973)

- 6** AT SOUTHERN END OF TENTH AVENUE TERMINAL
- 8** AT NAVAL STATION

SOURCE: A Proximate Biological Survey of San Diego Bay,
California, Thomas J. Peeling, 1975

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Harbor 101

San Diego Bay is used by cargo ships, the tuna fleet, fishing boats and small craft. Cargo ships and the tuna fleet are the largest users of the shoreline adjacent to the plan area. The San Diego Naval Station, part of which is located at the southern end of the plan area, maintains a major berthing operation accommodating about 130 ships per day. In 1975 it was estimated that 400,000 gallons of raw sewage entered San Diego Bay each day from ships berthed at the Naval Station and North Island. Equipment to allow shipboard wastes to be transferred ashore for disposal has been designed, however, and is now being installed on a number of ships. With the completion of current construction of dockside and shipboard facilities it will be possible to eliminate about 55 percent of the Navy's discharges into the bay. By 1980 all discharge of sewage into San Diego Bay from Navy ships will be eliminated.

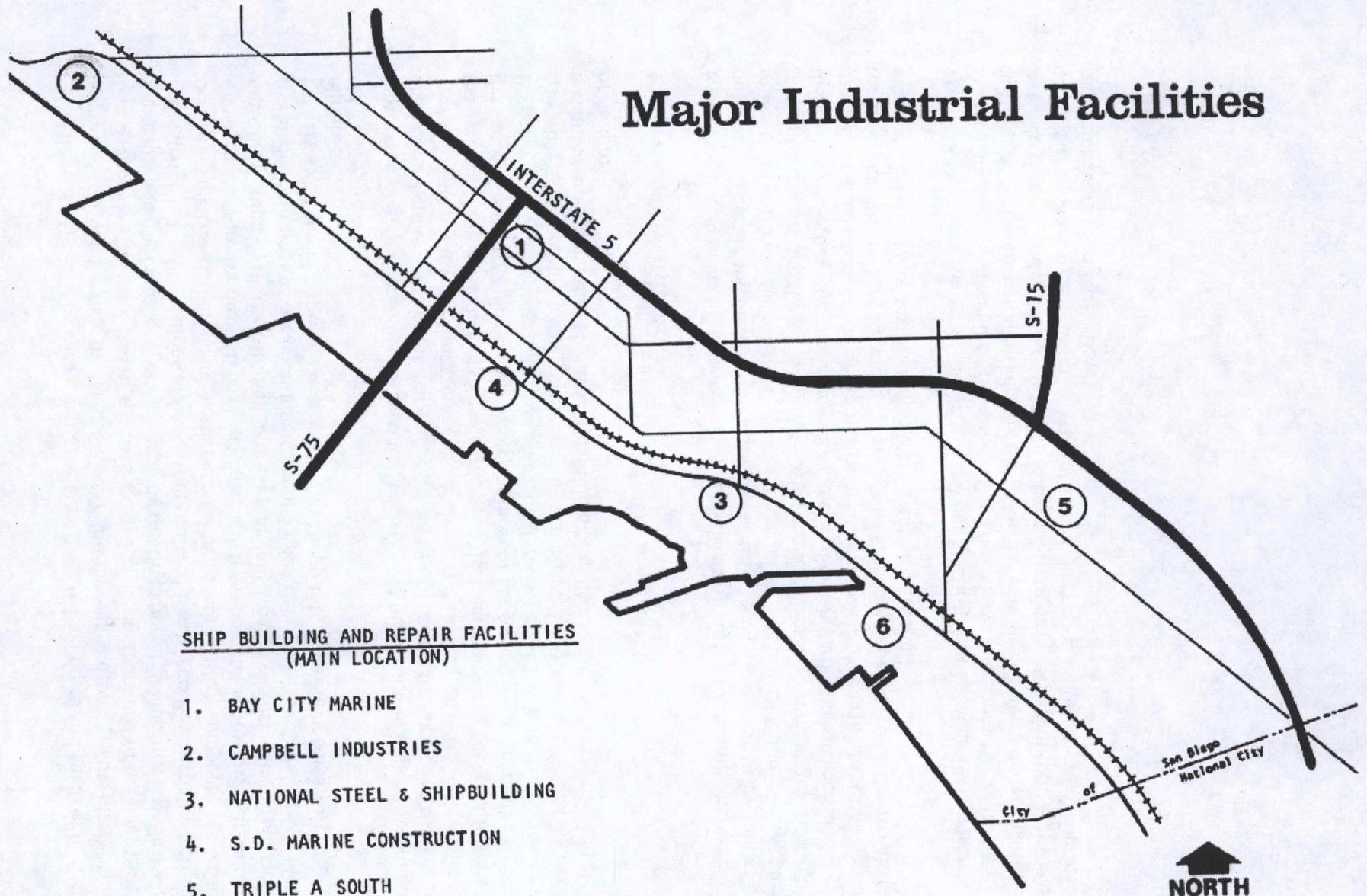
Due to the fueling operations, internal fuel transfer and bilge pumping operations of ships and boats, there is a loss of oil that causes oil slicks to form on the surface of the bay. The sources of the oil are as follows: commercial ships, five percent; SDG&E, Silvergate Plant, ten percent; Navy Fuel Depot, 85 percent. Due to the high number of fuel oil transfers which the Navy effects, it would be responsible for most of the oil spills. However, the worst (largest) spills that have occurred were attributed to civilian sources. In the past ten years the Navy has been the only agency using the bay that cleaned up its own oil spills. As a result of recent federal regulations, any industry, civilian or public, must provide immediate cleanup of its spills.

Urban Runoff Wasteloads

Rainwater falling on an urban watershed like the Barrio Logan community intercepts pollutants in the air and picks up contaminants as it flows on the surface or by subterranean routes to downstream surface water areas. Except for a probable reduction in suspended material transport, the flow of such waters through an urban environment generally magnifies these pollution-producing conditions above those of non-polluting substances to precipitation. The conversion of permeable open land to impervious urban surfaces such as roads, walks, streets, roof structures, parking areas, shopping centers, and airports also increases the volume of surface runoff water per unit of rainfall.

The 1978 Summary Report of the Areawide Water Quality Management Plan indicates that sedimentation is not generally a problem in San Diego Bay. There may be higher levels of coliform bacteria concentrations during the following episodes of storm-water runoff but the levels drop shortly after the runoff ends. Other runoff impacts such as turbidity, presence of floating trash, and oily sheens are usually of such a short duration that they are considered minor impacts in San Diego Bay.

Major Industrial Facilities



SHIP BUILDING AND REPAIR FACILITIES
(MAIN LOCATION)

- 1. BAY CITY MARINE
- 2. CAMPBELL INDUSTRIES
- 3. NATIONAL STEEL & SHIPBUILDING
- 4. S.D. MARINE CONSTRUCTION
- 5. TRIPLE A SOUTH
- 6. U.S. NAVAL STATION



Barrio Logan
Harbor 101

NOISE QUALITY

In the Barrio Logan community, noise affecting the community's residents may be generated from automobile and truck traffic or industry. Almost every street in the planning area carries a higher percentage of heavy trucks than can be found in other communities. Based upon posted speed limits and traffic volumes, both Harbor Drive and Main Street generate noise levels exceeding 65 decibels on the Community Noise Equivalent Level (CNEL) scale. Any homes located along these streets may be impacted by noise of 65 dB CNEL or greater which is "normally incompatible" with residential uses according to the City's Noise Element of the General Plan.

Other local streets in the community carry a variable mix of light and heavy vehicles that may generate noise exceeding 65 decibels during peak traffic hours although the noise may not reach an average of 65 decibels over a 24-hour period. For example, Beardsley Street traffic and associated noise was analyzed by the City Noise Abatement office in 1977 in order to determine the noise impact upon Lowell Elementary School. It was found that at 25 feet from the centerline of Beardsley Street noise levels were as high as 72 dB to 90 dB CNEL. These noise levels were taken between 8:30 a.m. and 10:30 a.m., which was the time period in which teachers at Lowell School perceived the most intrusive noise problem. As a result of these tests the Noise Abatement office recommended that four- and five-axle trucks be prohibited from using Beardsley Street between 8:00 a.m. and 12 noon, Monday through Friday. This recommendation was approved by the City Council and is enforced through a weight limit. Beardsley Street between National Avenue and Main Street is prohibited at all times to commercial vehicles of a gross vehicular weight rating of 40,000 pounds or more. Passenger uses, public utility vehicles, and commercial vehicles having a destination or point of origin on the street are exempted. Signs have been posted and the regulation is enforced by the Police Department.

On the basis of the noise levels found on Beardsley Street it is reasonable to assume that other local streets such as Crosby, Logan, National, Sampson, Sigsbee, Newton, 26th Street, 28th Street, 32nd Street, Dalbergia and others experience similar high noise levels. Trucking-oriented businesses in the plan area include a truck driving school, cartage and trucking companies, warehouses, distribution centers, fuel transport trucks and numerous others. The auto recycling centers and other industrial uses that are located on the same block as residences generate traffic from heavy trucks that generate high noise levels. Even though the number of such trucks may be few, the combined effect is cumulative and contributes to the overall high ambient noise level that can be observed in the community.

Traffic noise generated by I-5 and I-15 and the Coronado Bay Bridge contributes to the overall high ambient noise levels in the community. Because all these freeways are elevated above the surface level of the community they probably do not directly impact the adjacent property at levels exceeding 65 dB CNEL, although there may be a few specific exceptions. Other potential transportation noise sources are aircraft, helicopters, railroads, boats and ships. The Air Installation Compatible Use Zone Study for North Island Naval Air Station found that there were no noise, accident potential, flight shadows or helicopter patterns intruding upon Barrio Logan's air space due to North Island NAS activities.

However, there may periodically be diversions from the correct flight pattern that take aircraft over the plan area.

The Santa Fe Railroad lines lie directly adjacent to Harbor Drive to the north and south. They pass through a completely industrialized portion of the community and railroad-generated noise does not directly impact residences. Diesel locomotives produce noise levels of 88-98 dB at 50 feet. Occasional train whistles may be heard throughout the community but are not of sufficient frequency and duration to constitute a major noise source.

Noise generated by boats and ships operating in the day adjacent to the community does not generally reach community residences because of the distance between them (250-300 feet). Again, periodic ships' whistles, escaping steam or other noises may exceed the ambient noise levels and become apparent in the community. Such noises would be infrequent and of limited duration and therefore would not be a major noise source.

Due to the large number of heavy industry and major commercial uses in the plan area, industrially-generated noise is a major noise source for the community. The chief industries contributing to the industrial noise component are a power generation plant, four major shipbuilding and repair facilities, numerous auto and heavy metal salvage yards and an aluminum can recycle center.

Community residents have reported whistles and other sharp, loud noises that occur at night, particularly after midnight, and seem to be generated by industrial operations. Although these noises may not occur on a regular basis and may not continue for a protracted length of time at each event, they constitute a significant adverse existing environmental impact to the residents. Noises occurring at night that interrupt sleep have significant physiological effects on humans. Chronic noise events, such as those affecting the Barrio Logan community, constitute a significant stress upon the people who are exposed to the noise. Reflex reactions of the nervous system in response to noise causes constriction of blood vessels that in turn affects the heart, as well as blood circulation to the extremities and the eyes.

VISUAL QUALITY

The visual quality of the Barrio Logan community is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the San Diego Unified Port District.

Moving into Barrio Logan from the north, a large railroad yard is highly visible east and west of Harbor Drive. Also, at this general area there is a viewpoint available on all sides but the view is of an industrial zone, unorganized, with bleak buildings and open storage yards and generally disruptive visual clutter. Campbell Shipyards and the 10th Avenue Marine Terminal

provide visual barriers between Harbor Drive and the bay. Industrial employees take advantage of any vacant land, such as that alongside the railroad tracks, for parking. Not only are the parked cars a visual blight, but the parking areas are unpaved, dusty and not landscaped.

Major disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community. These barriers generally prevent visual access to the bay as well as into the community. In contrast to these barriers the Coronado Bridge offers a location from which to obtain continuous views of the community. Of course, these views are not available to pedestrians since the bridge is restricted to auto traffic and a toll is levied for automobiles. The bridge itself is also a major landmark in San Diego Bay but the bridge's support columns are major structural interruptions in the visual continuity of the community experienced at ground level.

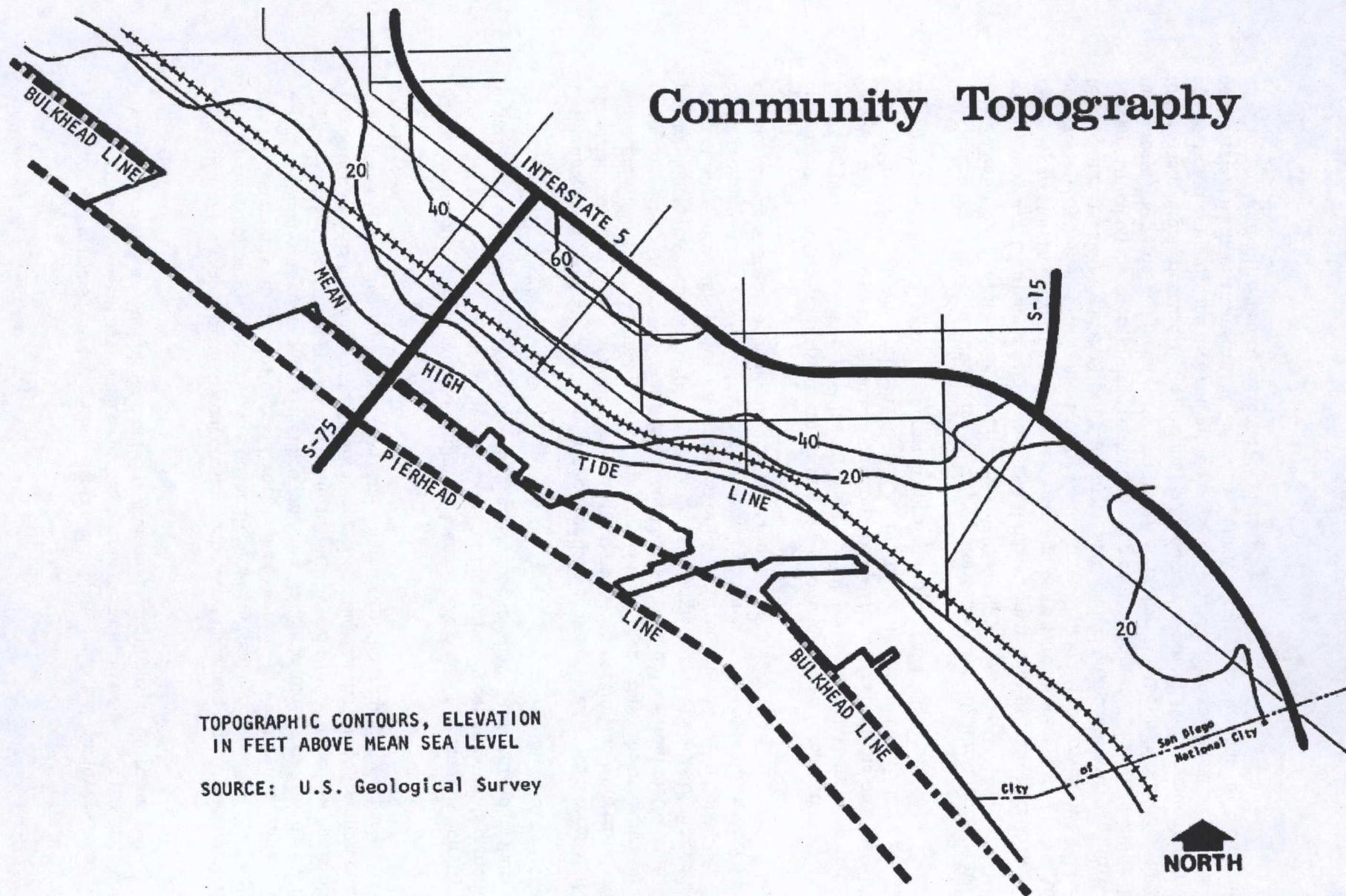
At the eastern end of the Coronado Bridge is Chicano Park, a major community activity center that is a positive visual landmark because of the brilliantly colored murals depicting themes from the Mexican-American cultural experience that have been painted on the bridge's support columns.

Continuing south from the Coronado Bridge, Chollas Creek provides a visual break in the industrialized waterfront. Chollas Creek is an open flood channel flowing from east to west across the width of the community and emptying into San Diego Bay. The creek lies on the north side of I-15 (formerly Wabash Boulevard) but is almost hidden from view by the parking lots to the north and by the presence of Navy property on both sides of the creek south of Main Street that restricts access west of Main Street to the bay. From the Main Street crossing of Chollas Creek there is a narrow open view down the flood channel but because the creek bends to the north a bay view is not available.

Navy property dominates the southern portion of the community and is marked by chain link fences topped by barbed wire. A golf course at the southwest corner of Main Street and 32nd Street is fenced off from the community. Disruptive visual barriers continue on either side of Harbor Drive through Navy property to the City limits and disruptive visual clutter marks the shoreline due to the Navy piers that are a major ship repair center.

Most structures in the community are one- to two-story structures. Most residences are single-family homes of wood construction on small lots of 25 by 100 feet. Residences usually have a small front yard with grass and shrubs. Commercial structures are of two major types, storefront-type commercial services and boxy warehouse-type structures. Auto and metal recycling businesses are a major visual component in the community with their fencing of metal siding and trucks carrying metal parts parked on the street. Often, junked cars are parked on the street in front of the recycling centers prior to dismantling within the metal recycling yards, and metal parts are often piled higher than the six-foot fences, adding to the visual blight. Because of the predominant industrial zoning in the community there is no separation of major land uses and most blocks contain both residences and heavy commercial and industrial uses. The visual conflicts resulting from this land use pattern are an affront to normally accepted aesthetic standards.

Community Topography



TOPOGRAPHIC CONTOURS, ELEVATION
IN FEET ABOVE MEAN SEA LEVEL

SOURCE: U.S. Geological Survey


NORTH

Barrio Logan
Harbor 101

LANDFORM

The landform of the Barrio Logan community is that of the low-lying coastal plain, less than 60 feet in elevation. The shoreline is no longer the natural marsh and tidal flat system, having been completely modified by the piers and docks of the industrial and naval developments.

Soils

The native soils in the area have been obliterated by urbanization and landfill that has occurred over the years. The Soil Conservation Service has thus labeled the soils "urban" and has not rated them for erodibility, stability, shrink-swell behavior or agricultural potential. Dredging of the shoreline of the plan area occurred in 1941, 1942, 1949, 1951, 1955, 1965 and 1964-66. Landfill of the shoreline of the plan area occurred in 1924, 1930, 1934, 1937, 1949 and 1955. Landfill in the Chollas Creek occurred in 1942. This activity does not include dredging prior to 1936, or landfill prior to 1914, and does not include dredging or filling after 1971. There are no construction-quality sands in the plan area.

Geologic Structure

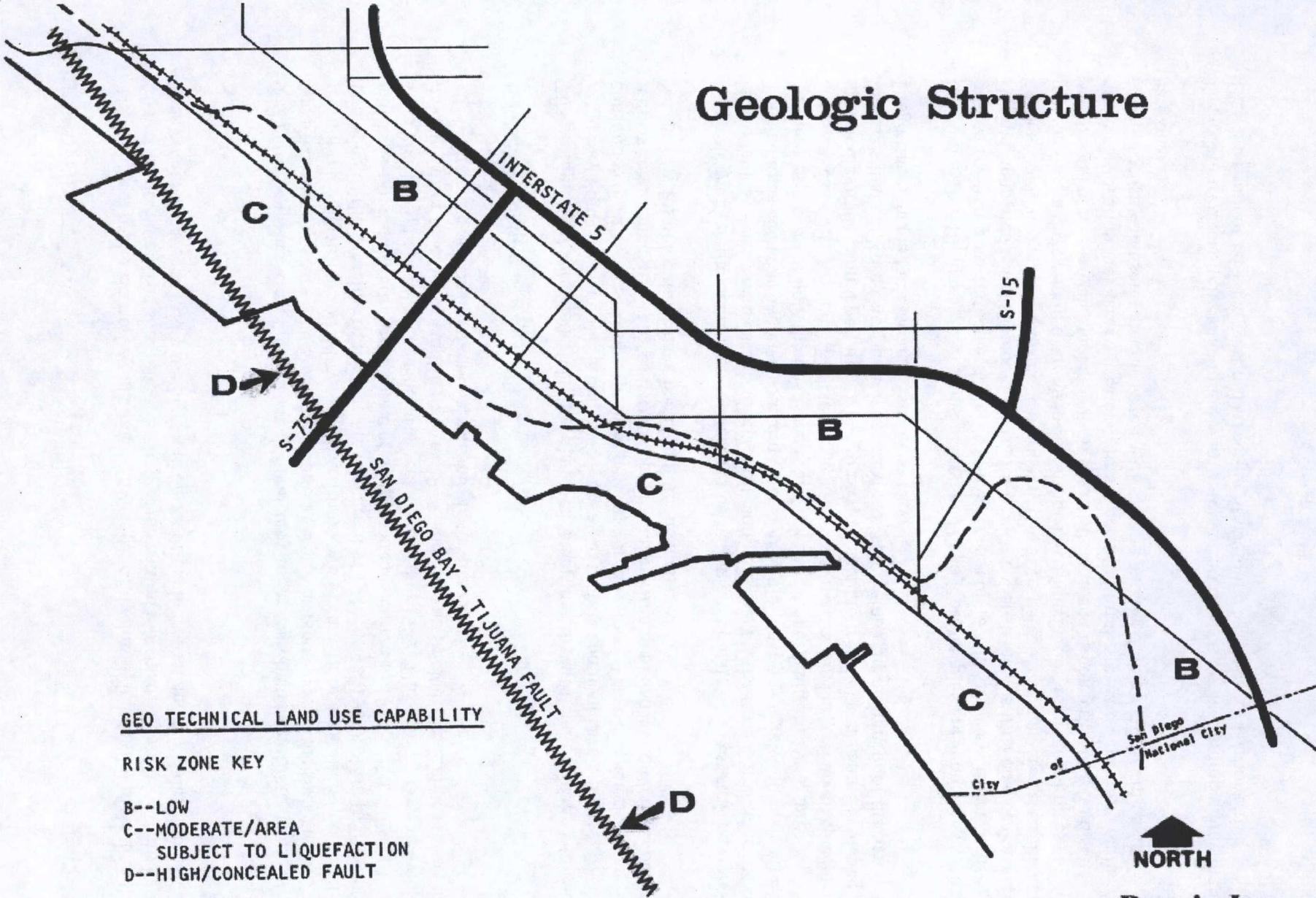
The geologic formation underlying the plan area, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of marine and nonmarine, poorly consolidated, fine- and medium-grained, pale brown sandstone. These characteristics are indicative of a brackish water estuarine depositional environment and a late Pleistocene age. No specific fossil localities have been found in the plan area.

Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone. This fault has been considered a southern extension of the Newport-Inglewood fault zone and northern extension of both the Los Buenos and the San Miguel faults. In 1964, three earthquakes of 3.5, 3.6 and 3.7 Richter magnitude occurred in San Diego with an epicenter in the middle of the central part of San Diego Bay, adjacent to the plan area. Some evidence indicates that the Rose Canyon fault zone extends south along the alignment of the San Diego Bay-Tijuana fault through San Diego Bay.

In addition to earthquakes originating in the San Diego area, the plan area could experience ground shaking from earthquakes whose epicenters are up to 100 km away. Because the Barrio Logan area is not subject to landslides or cliff collapse there is little chance that severe damage could occur from a distant earthquake, however, parts of the plan area are subject to liquefaction in the event of a strong local earthquake. Liquefaction refers to a process in which soil below the water table totally loses its strength and is converted to a fluid state. A particular location may have a greater or lesser potential for this hazard depending on the on-site soil density and soil type, the severity of shaking and the duration of shaking by an earthquake.

The locations prone to liquefaction in Barrio Logan can be seen on the accompanying map. They are south of I-15 and west of Dalbergia Street to the bay, west of Harbor Drive

Geologic Structure



GEO TECHNICAL LAND USE CAPABILITY

RISK ZONE KEY

- B--LOW
- C--MODERATE/AREA
SUBJECT TO LIQUEFACTION
- D--HIGH/CONCEALED FAULT

SOURCE: City Seismic Safety Study

**Barrio Logan
Harbor 101**

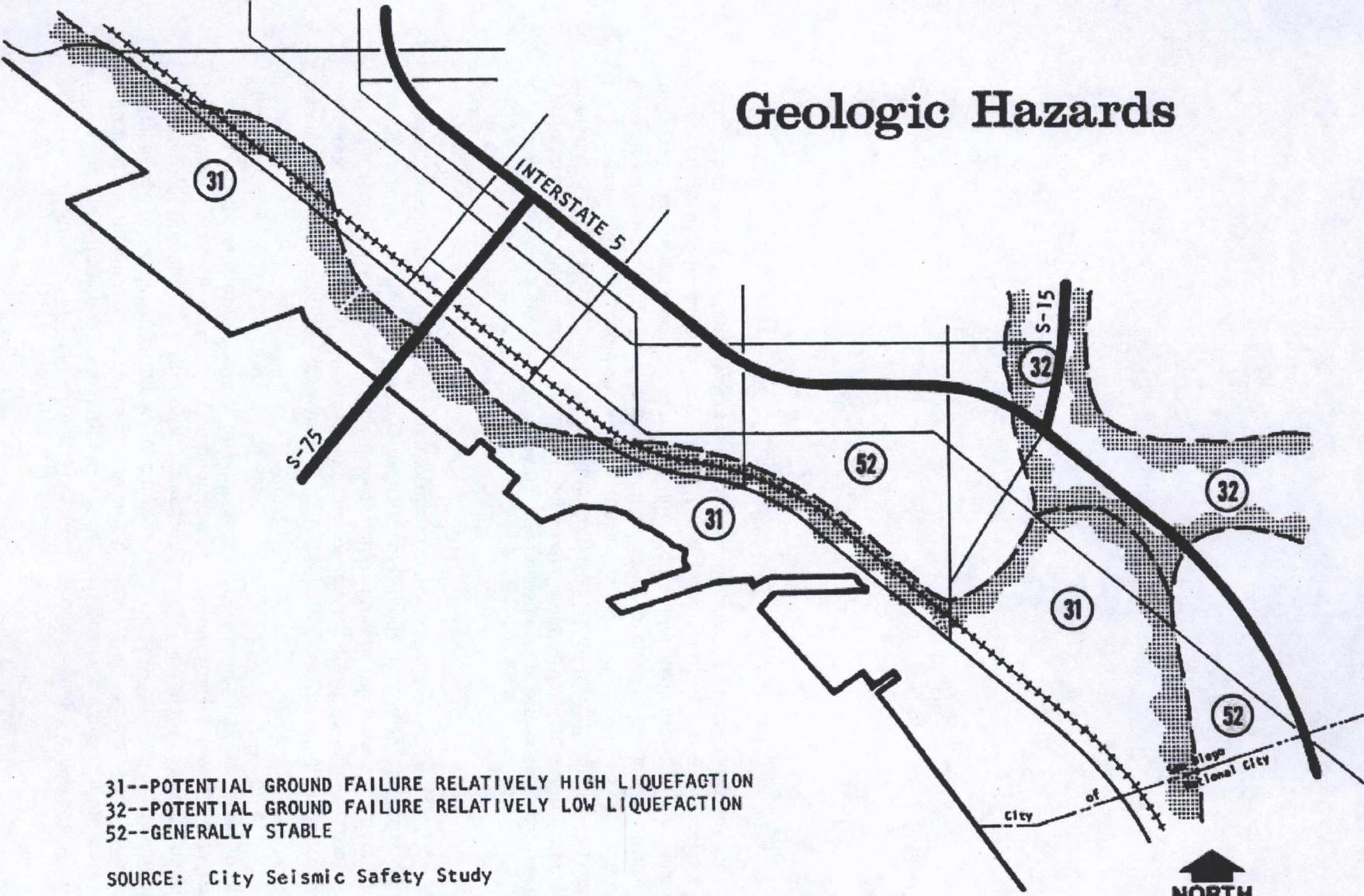
between 16th Street and I-15 to the bay. These locations are assigned a "moderate" risk by the City's Seismic Safety Study. Land uses that are "provisionally suitable" for these areas are industrial and minor commercial uses, residential, minor public structures and schools, churches and other places normally attracting concentrations of people. Uses that are "generally unsuitable" are large power generation facilities and intertie systems, hospitals, fire, police, and other emergency communication facilities, critical transportation elements, and important public utility centers. Suitable uses are agriculture, marinas, parks, open space and refuse disposal sites.

Based on the historic record, the San Diego Metropolitan Area, including the Barrio Logan plan area, has experienced 11 to 15 earthquakes of an intensity of six to seven from 1810 to 1971. Intensity six is felt by everyone indoors and by most people outdoors, minor damage occurs; intensity seven is felt by everyone and causes moderate damage; intensity eight causes people to be unable to stand and results in major damage.

Ocean Waves

The plan area is also vulnerable to tsunamis, great ocean waves generated by earthquakes. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident. No tsunamis have ever been reported for the San Diego coast. The Department of Commerce operates a Seismic Sea-Wave Warning System and can typically provide a four to six hour warning period.

Geologic Hazards



31--POTENTIAL GROUND FAILURE RELATIVELY HIGH LIQUEFACTION
32--POTENTIAL GROUND FAILURE RELATIVELY LOW LIQUEFACTION
52--GENERALLY STABLE

SOURCE: City Seismic Safety Study


NORTH

Barrio Logan
Harbor 101

BIOLOGICAL RESOURCES

Vegetation

Because the Barrio Logan planning area is intensely urbanized there are no native plants of value in the area. General landscaping is sparse and is found mainly in the front yards of private residences. Street trees are present along some streets but are not an abundant feature.

The shoreline is unvegetated and there are no marshes or estuaries due to the heavily industrialized bayfront. The entire bayfront consists of piers and docks; there are no riprap areas which might be available as intertidal habitat except at the entrance to the Chollas Creek concrete flood channel.

The State Water Resources Department has proposed that future beneficial uses of the bay include Saline Water Habitat for aquatic and wildlife resources and Marine Habitat which includes preservation and propagation of vegetation. The vegetation component of marine resources is important because it provides the basis for small forms of animal life that in turn become food for larger fishes. For example, a 1975 survey of marine resources around the SDG&E outfall for thermal discharge found the presence of a mat of algae and marine grasses cover a large portion of the shallow bottom areas.

Wildlife

With the exception of bird life, native wildlife is unable to make use of the plan area due to lack of food and cover resources that have been removed by urbanization. The community is separated from vacant, undisturbed land inland by the I-5 freeway. The nearest wildlife habitat is over three and a half miles east of the community where deer, coyote and other mammals can be found in an isolated canyon. The nearest habitat for rare and endangered birds is about six miles south of the community in the South Bay marsh area.

About half of the 430 species of birds that reside in or pass through San Diego County on a regular or seasonal basis are found in the San Diego Bay area although not necessarily adjacent to the Barrio Logan community. The bay and surrounding marshes and beaches are used for feeding, resting and nesting. Four of the bird species are on the United States Department of the Interior's list of endangered species and an additional five are thought to be rare and/or endangered by qualified ornithologists. The south bay is the richest wildlife area in the bay because that area is relatively undisturbed by industry, the salt evaporation ponds have created specialized habitats, and there is less pollution. The endangered species that inhabit or visit the bay are the brown pelican, the clapper rail, the least tern and the peregrine falcon. The black rail is considered rare. These five species are protected by the federal "Endangered Species Act of 1973." The following species are also considered to be rare: the Elegant tern, the Double-crested Cormorant, the black brant and Belding's savannah sparrow.

Because of greater development and past dumping of wastes, the north and central bay areas suffered in degradation of biological habitats more than the south bay. These sections still

receive the greater majority of the wastes discharged from ships and small craft and they suffer most from oil spills and other accidental waste discharges. Although the plan area has been exposed to degradation it is recovering rapidly because of the relatively high rates of tidal flushing.

The bay is a major and important spawning area for ocean fishes. In general, the recently or frequently dredged areas contain fewer species of organisms than areas that have not been disturbed for two or three decades. The shoreline of the planning area has been one of frequent dredging due to the replacement and improvement of piers and docks used in shipbuilding, ship launching and cargo loading and unloading.

HERITAGE RESOURCES

Historic and Architectural Resources

Unfortunately, the historic resources of the Barrio Logan community have not been researched as thoroughly as other areas of the City such as Old Town or downtown. We do know that the area was settled soon after "New San Diego" was founded by Alonzo Horton and that many houses were moved from downtown to the Barrio when downtown became a center for commerce, government and industry. Because of the large number of residences in Barrio Logan that date from the late 1800s, it is highly probable that a number of these residences have historic potential. City staff have made preliminary surveys of the community and have located about 46 structures which have architectural merit.

There are no city, state or federal designated historic sites within the community. A number of designated sites are located north of the community along the waterfront, in Centre City and in the residential areas east of Barrio Logan. The main reason that no sites have been designated is because no historical surveys have been performed. Nominations for historic sites must come from knowledgeable sources in the community because the City's Historic Site Board is not able to provide historic research.

Archaeological Resources

Three recorded archaeological sites occur in the plan area. All of these sites are thought to have been destroyed due to urbanization but they are indicative of the prehistoric use of the plan area. In prehistoric times the bay shore was a marshy area rich in shellfish. The historic record identifies a village of Las Chollas which was located at the junction of Las Chollas Creek and South Chollas. Today this site is probably in the vicinity of I-15 and I-5 freeways. Other historically reported sites of Indian encampments were at 26th Street and National Avenue and at 16th Street and Imperial Avenue. These sites have also been lost due to development.

There is a remote possibility that archaeological resources may continue to exist below the foundations of homes and other buildings in the plan area, particularly buildings that were not constructed on a graded pad. The cultural groups who were associated with the recorded archaeological sites have been identified as the "La Jollans" who lived in the San Diego

region from 7,000 to 3,000 years ago. They subsisted mainly on fish, shellfish, and native vegetation supplemented by hunting. Their occupation sites along the coast are characterized by large quantities of broken shell and stone tools. The group is called "La Jollan" primarily because their major occupation sites and burial grounds are located in the area we now call La Jolla.

The cultural groups who were reported in the historic record to be living in the plan area are called the Kumeyai or Diegueno (after Mission San Diego). The culture of the Kumeyai evolved from a combination of the La Jollan group and a group which moved into the coastal areas from the desert about 3,000 years ago. The Kumeyai used both coastal and inland locations for their camps. They developed the knowledge of acorn processing using a grinding technique and were also fishermen. They hunted with the bow and arrow and had well-developed religious, economic and political systems. Upon Spanish contact and development of San Diego most of the Kumeyai moved permanently to inland villages and eventually were given reservation areas in the county by the federal government. A few groups of Kumeyai remained in the City as late as the 1890s.

Brief Community History

For many years Barrio Logan has been one of the major Mexican-American residential communities in the City. Commercial business, youth centers, health care centers, restaurants and markets are all generally oriented toward the cultural preferences of the community's residents.

The area now called Barrio Logan was developed at the turn of the century as an extension of Logan Heights and the waterfront community south of downtown. Logan Heights was an upper-middle class community that began in the Victorian era of architectural styles. As San Diego grew, Logan Heights became a housing site for middle- and lower-income groups. Barrio Logan was developed as a middle-lower class neighborhood providing housing for workers of the waterfront industries. Early industries included fisheries, shipbuilding, lumberyards, storage areas and railroad yards.

A number of ethnic groups lived in Barrio Logan over the years including orientals, various European-nationals and Mexican-Americans. The commercial center was originally found along Logan Avenue and the waterfront was used for recreation. A popular beach was once located at the site of the Coronado Bridge bayfront. In the early 1930s a community pier was built at the end of 28th Street under the federal Works Progress Administration (WPA). The pier became a social center with restaurants, bars, music, and nearby swimming areas.

World War II stimulated growth of the Navy and defense industries, particularly around San Diego Bay. This growth ended recreational use of the shoreline and eliminated much housing in Barrio Logan. After the war the shipbuilding industry, which was originally defense-oriented, remained and expanded. In the late 1950s, I-5 was planned, resulting in a tremendous disruption to the Logan Avenue commercial center and splitting the Chicano community on either side of the freeway. In the mid 1960s the Coronado Bay Bridge split the

community into northern and southern halves. The bridge is elevated above ground level resulting in the placement of numerous large support columns through the community.

During the early 1970s the community began an effort to revitalize the cultural heritage of its Mexican-American residents by using the freeway columns as a showcase for Mexican-American art. An array of murals celebrating various cultural, religious and political themes in vibrant colors, are now a major community landmark and social gathering place marking Chicano Park.

ENVIRONMENTAL IMPACTS OF PLAN AND MITIGATING MEASURES

AIR QUALITY

Air pollutant emissions from stationary industrial sources now present or from new development would be controlled through the Plan's proposals to develop industrial parks through the application of the M-IP and M-IB Zones. These zones require that any air contaminant, including odors, shall not be permitted to emanate beyond the boundaries of the premises of the permitted use. Industrial businesses now scattered throughout the community would be encouraged to relocate into industrial parks or would be subjected to controls on air contaminants and other pollutants at their current location. Air contaminants being emitted from industries immediately adjacent to Barrio Logan but outside the jurisdiction of the City of San Diego would continue to be subject to controls through the APCD permit process as would existing and future new sources in Barrio Logan. The Plan proposes to accept the repowering of one of the Silvergate boilers but would not support any additional repowering. The repowering proposal currently being processed will be subject to APCD controls to minimize projected air contaminants as far as is technologically feasible.

The Plan would support a number of Regional Air Quality Strategies such as a community-oriented bicycle route with connections to public transit, a fixed-rail transit system serving high-density development (in this case a high-density employment area), and traffic flow improvement. In addition, by strengthening the commercial component of the community the Plan would encourage the development of a self-contained, full-service community which can minimize auto trips. Also, by accommodating industrial uses near rail lines and shipping lanes, the Plan supports energy conserving industrial transport.

Although the Plan cannot and does not alleviate existing air quality problems, its proposals support a land use system that could reduce current and future air contaminants. Thus, the Plan would have no significant adverse effects on air quality.

WATER QUALITY

The Plan's proposals would not directly affect water quality. No new uses or industries are proposed that would discharge effluent to San Diego Bay or the surface drainage systems. Any new development that might be located in the plan area would be subject to water quality review and controls. Therefore, existing industries in the plan area (tuna canning and electrical power generation) that currently operate under a NPDES permit would not be affected by the Plan's proposals.

The Plan does propose access to the bayfront but does not propose water contact or non-water contact recreation in the bay. The Plan suggests that further study be given to the potential uses of Chollas Creek for swimming, aquaculture or scientific research. Because Chollas Creek carries runoff from many miles upstream, the water in the creek in the Barrio Logan area may contain contaminants that would not be suitable for the uses proposed in the Plan without costly treatment. Future studies of the feasibility of the uses proposed in the

Plan should review the public health aspects of such uses, the amount of modification of the flood channel that would be required, and the costs of the project in comparison to the benefits that would accrue to the public in general. The study of alternative uses of the creek should also include restoration of the creek as a native habitat for the rare and endangered birds that inhabit San Diego Bay.

Urban runoff flowing across the community could be improved by the Plan's proposals for consolidation of industrial and commercial uses that aid in the containment of accidental spills of polluting substances. As residential uses increase in the community the contaminants in runoff would change and may constitute an improvement over existing conditions. Precise determination of the effects of this change cannot yet be accomplished. Sediments carried by runoff are not expected to pose a significant water quality impact to San Diego Bay according to the latest Areawide Water Quality Management Plan report (1978). The Plan would have no significant adverse effects on water quality.

NOISE QUALITY

Adverse noise levels from traffic and industry would be significantly reduced through Plan proposals. The Plan identifies separate traffic routes for automobiles and large and small trucks that would separate excessively loud traffic from residential land uses. Specific routes between freeways and industrial areas are identified in the Plan for use by large trucks. Alternative transportation modes are provided by the Plan including bicycles, fixed-rail guideway, bus, and recreational transit. These alternatives should help reduce auto trips to work by employees of companies within the Port District and employees of the Naval Station.

Industrial sources of noise would be controlled through Plan proposals to consolidate industrial uses into industrial parks. Application of M-IP and M-IB zoning in these parks carries the requirement that loud, unnecessary or unusual noise which endangers health, peace or safety of others may not emanate beyond the boundaries of the industrial park. Also, the separation of industrial and residential uses would reduce noise by increasing the distance between noise sources and sensitive uses. Architectural buffers are also proposed along Harbor Drive to achieve further noise reductions from industrial use west of Harbor Drive. Mounding of earth and landscaping are suggested for beautification as well as noise reduction along I-5 where feasible. The Plan proposals would have no significant adverse effects on noise quality.

VISUAL QUALITY

Each element of the Plan contains proposals that would improve visual quality. The **Open Space and Parks Element** identifies four major park improvement locales: 1) a naturalized linear park along Chollas Creek; 2) expansion of the Lowell School site as a cultural center and multi-purpose sports field; 3) expansion of Chicano Park as an urban park and public assembly area; and 4) development of a commercial wharf and public plaza between Sun Harbor Cannery and the Tenth Avenue Terminal. Major beautification programs are outlined for major street rights-of-way including freeways and Harbor Drive.

The **Heritage Resources Element** supports visual improvement through rehabilitation and reuse of historically and architecturally valuable buildings. The **Housing Element** proposes extensive rehabilitation of existing housing and five new development projects that would strengthen and restore the declining residential sector of the community.

The **Commercial Element** proposes rehabilitation and infilling to strengthen the existing commercial areas. The previously mentioned commercial development would add attractive uses such as restaurants and import goods shops while providing a view of the waterfront.

The **Industrial Element** would provide the foundation for industrial parks with appropriate zoning controls that require complete landscaping to be approved as part of any new development. Areas identified for industrial rehabilitation are also targeted for improved landscaping and buffering from the Harbor Drive thoroughfare. Beautification of community facilities such as the Silvergate power plant and Lowell Elementary School are suggested to be accomplished through addition of development controls and cooperation with responsible agencies. Transportation routes would be improved through widening major streets and narrowing local streets, segregating traffic, and creating parking structures. The Plan proposals would have no significant adverse effects on visual quality.

LANDFORM

Future development of the plan area in accordance with Plan proposals would not require significant landform modification. The area would be subject to significant ground shaking if a severe earthquake occurred on the San Diego-Tijuana Fault. However, because the Plan proposes low-rise development, significant property damage is not likely. Although development is proposed in an area subject to liquefaction near Chollas Creek, safeguards such as surcharging for compaction of soils and landfill to raise elevations above flood levels would be required through the permit process. These measures would reduce the liquefaction hazard to an insignificant level. No critical uses are proposed in the areas prone to liquefaction. The Plan proposals would have no significant adverse effects on landform.

BIOLOGICAL RESOURCES

There are no significant biological resources in the plan area. However, a number of endangered and/or rare bird species frequent San Diego Bay on a regular or seasonal basis. In proposing further technical studies of Chollas Creek the possible rehabilitation of the creek as a bird habitat should be considered. The Plan provides an opportunity for an examination of this alternative. No other area within the community would be suitable for rehabilitation as a wildlife habitat. The Plan would have no significant adverse effects on biological resources

HERITAGE RESOURCES

The **Heritage Resources Element** of the Plan addresses the importance of protecting, preserving and rehabilitating, where appropriate, the archaeological, historical and architectural sites in the community. In order to accomplish this the Plan proposes technical surveys of the area, adequate recordation of the sites identified and nomination of significant sites to the appropriate City, state and federal registers. In keeping with the concept of rehabilitation, architecturally valuable buildings could be rehabilitated for continued use as

homes or commercial properties. Archaeological sites would be best protected through sample excavations if the sites are to be incorporated into community park and cultural centers. Displays of artifacts and prehistoric cultural exhibits are proposed to be included in cultural centers in the community. These suggestions would support community identity. The Plan would not have significant adverse effects on heritage resources.

URBAN SUPPORT SYSTEMS

The Plan makes numerous proposals for improvements to urban support systems. Trash collection would be made more efficient through organization of land uses, separating commercial and industrial from residential. Lowell Elementary School would be redeveloped, modernized and expanded according to the Plan proposals. This would provide improved facilities for the additional children generated by the housing proposals. Also, a cultural and community center as part of the school complex would increase the efficient use of this public facility. Community park and recreational facilities would be expanded and services increased to meet the needs of the increased residential population. These proposals were also evaluated in the **Visual Quality** section of this report. The Plan proposes the kind of park development that would fit the cultural background of the residents such as promenades along Chollas Creek, sports and playground areas open to the community, community mural art opportunities and public plazas in commercial centers.

Transportation proposals would alleviate many existing traffic conflicts and right-of-way maintenance problems. Streets that need to be widened or narrowed are identified according to the demand for through traffic or local traffic that they serve. The need for parking restrictions at peak hours on major streets is cited as a method of increasing the carrying capacity of existing streets. Local streets would be improved by narrowing and closing some cross streets to provide space for off-site residential parking, pedestrian walks and seating areas. The Plan proposes a redevelopment study for development of a parking system including selection of locations and number of cars to be accommodated for all types of activities. In the interim, temporary parking structures are proposed for Harbor Drive to serve industrial workers. Specific routes for large and small trucks are identified in the Plan in order to alleviate traffic through the residential community. Other transit proposals to help reduce traffic and parking congestion are four transit terminals to serve the proposed MTDB fixed guideway, improvements to the bus routes, identification of bicycle routes with connections to other areas and a recreational transit system to link the waterfront mercado with the downtown Gaslamp District and Balboa Park. The Plan's proposals would lead to improvement of urban support systems. There would be no significant adverse environmental effects on urban support systems as a result of the Plan.

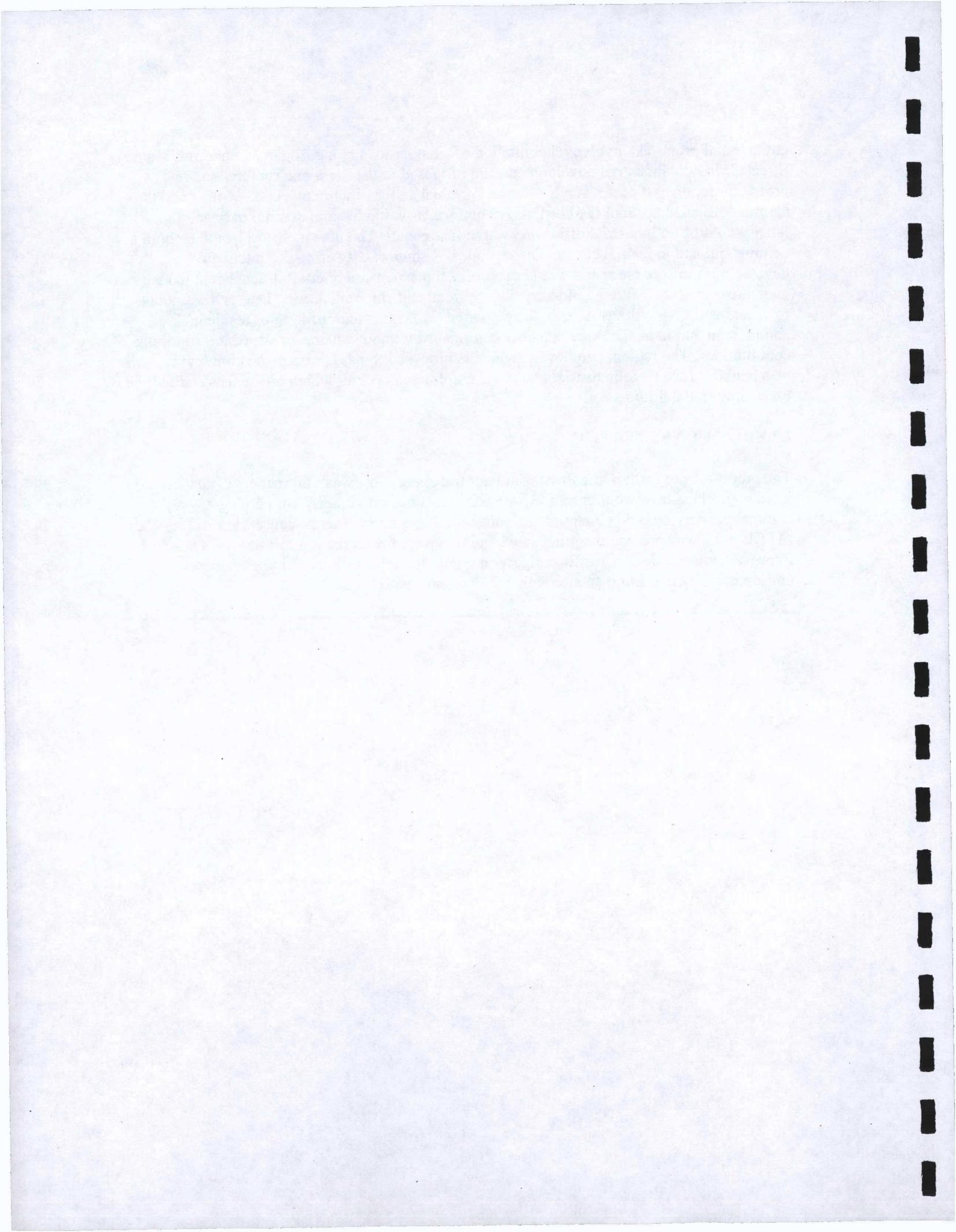
GROWTH INDUCEMENT

The Plan proposals would result in the addition of 400 dwelling units, which would add approximately 1,000 persons. Five new residential projects are proposed totaling 16.7 acres and four rehabilitation projects are identified on a total of 38.8 acres. Commercial development proposals involve one new commercial/industrial center as a joint Port District/City of San Diego agreement to be located north of the Coronado Bridge in both jurisdictions. This center could be a location for a new oceanic-oriented industry. Other

commercial proposals involve rehabilitation of existing uses along Logan Avenue and Main Street. Two new industrial developments are proposed in the Plan, one centered in the northern section east of the Tenth Avenue Terminal and another between 28th Street and the Coronado Bridge north of Harbor Drive. The former would be an industrial park and the latter would be an industrial office and warehouse center. The new mercado would be both a commercial and industrial center. These proposals support City efforts to intensify development in core areas and would maximize the expansion of coastal-dependent industry in an area capable of serving industry with railroad and shipping access. Due to the amount of vacant and underutilized land in the plan area, expansion and infilling of residential, commercial and industrial uses can be accomplished without adverse pressures on adjoining communities. The regional guideway, which is proposed to pass through the community, will be a benefit to the large industrial and naval employment center which now exists and will be expanding in the future.

ENERGY CONSERVATION

The proposals put forth in the Plan would not use energy in a wasteful manner. The increase in all major land uses would provide for a self-contained community with housing, commercial services and employment. This would be a major energy-conserving factor. The MTDB guideway project, the joint state/local bikeway, the recreation transit loop and street improvements to alleviate traffic congestion would incrementally contribute to energy conservation by providing an alternative to excessive auto trips.



ENVIRONMENTAL IMPACT REPORT FINDINGS

The following findings are recommended relative to the conclusions of the final Environmental Impact Report (EIR) for the proposed Barrio Logan/Harbor 101 Community Plan (EQD #78-03-42). These findings have been prepared pursuant to Title 14, Division 6, Chapter 3, Sections 15088 and 15089 of the California Administrative Code.

FINDINGS

- A. The Planning Commission, having reviewed and considered the information contained in the final Environmental Impact Report (EIR) of the proposed Barrio Logan/Harbor 101 Community Plan including its appendix and addendum, finds that changes or alterations due to impacts associated with the Plan are generally not required, or have been incorporated into the project to mitigate or avoid the significant environmental effects thereof, as identified in the final EIR. Specifically:

Air Quality

Impact: The Plan proposes additional development through the more efficient use of the land. Because of this, additional traffic may be generated. Also, the Plan-proposed growth of industrial activity will produce more air emissions. Comments have been received to the effect that a negative impact will be created by allowing the side-by-side development of residential and industrial uses.

Finding: As indicated in the EIR, air emissions from stationary industrial sources would be controlled through the Plan proposals for strengthening zoning "external effects" through standards equivalent to the M-IB Zone. Impacts resulting from residential/industrial side-by-side development will also be protected by the application of M-IB zoning regulations controlling "external effects and buffers," thereby the existing situation will be considerably improved. Automobile-related emission increases resulting from growth projections in this plan area will be minimized and mitigated by the use of other transportation modes, as proposed in the Plan.

Noise

Impact: The existing continuing industrial development, as well as the proposal to maintain the housing use, would result in noise impacts on the residential development, due to industrial development and transportation.

Finding: As indicated in the Plan, adverse noise levels resulting from traffic and industry would be significantly reduced through Plan proposals addressing "external effect controls" and buffer separations on the industrial development and identifying through-truck-routes to avoid bisecting the residential sections of the community.

Visual Quality

Impact: The Plan proposal for areas of continued residential/industrial mix use are considered to affect and further detriment the overall visual quality of the community.

Finding: As indicated in the Plan, residential development will be regulated with decreased density over the development density possible under present zoning, and requirements for front yard, back yard and side yard setback will be established. The industrial development will be regulated by specific development controls in the area of "external effects," buffers and landscaping, and employee parking provisions. The Plan, in addition, required the organization of circulation modes into specific corridors and the organization of employee parking areas, avoiding and changing the present haphazard conditions that have a blighting effect on the community as a whole. In addition, the Plan includes an **Urban Design Element** designed to provide technical means to mitigate poor design relationships in the community and between otherwise conflicting land uses.

Urban Support System

Impact: Comments have been received to the Plan's effect on industrial rail access to the community and the potentially negative impacts on this very important industrial service due to the proposals in the Plan.

Finding: As discussed in the Plan, the proposals relative to rail access address a concern for better and more efficient use of the areas presently dedicated to such activity. Potential reductions in size would be contingent on the railroad area needs, specifically in support of Centre City industrial development which is undergoing a major change in land use to residential and commercial.

Bay Access Concept

Impact: The Plan recommends the development of open space bay access as an extension of existing open space commitments in the community at Chicano Park. Comments have been received addressed to this subject and to the potential conflicts of this development proposal in terms of its effect on other jurisdictions, such as the Port District, affecting safety, security, and much needed waterfront industrial sites.

Finding: As discussed in the Plan, the open space bay access proposal responds to community residents' aspirations, in an attempt to avoid further polarization of the issues related to this proposal, which has been in the mind of the community residents prior to the successful development of Chicano Park in 1970. The Plan recognizes that the actual implementation of such a project is dependent on the willingness of the Port District to pursue it, and in the findings by the California Coastal Commission that it is a worthwhile community objective. Conflicts of safety, security, and preemption of waterfront industry are specifically related to detailed designs for the area, and therefore to be worked out in that stage of the development process. The related issue of preemption of much needed industrial water-oriented use, is not borne by the Plan recommendation, which

acknowledges the need for water-oriented industrial facilities in this area, and proposes their expansion.

Loss of Much Needed Waterfront Industry

Impact: The Plan recommends the continuation of residential development in an area presently zoned industrial, for the most part. This Plan recommendation is considered by some groups to preempt further industrial development, and therefore to impact negatively the area's unique qualities for this type of industrial development.

Finding: The Plan recommends continuation of residential use since this activity performs an important urban development, social and economic function in this community. Its removal would create major hardships, physically, socially and economically. The Plan proposals would result in the rehabilitation of all the existing dwelling units, plus the potential development of the new units, and would involve the commitment of an additional 16.7 acres to this use. This should be compared to the Plan's continuing industrial development in the remaining 600+ acres, in addition to the U.S. Navy facility of approximately 300 acres.

- B. The Planning Commission, having reviewed and considered the information contained in the Environmental Impact Report, finds that the following changes or alterations that mitigate or avoid significant environmental effects on the project are within the responsibility and jurisdiction of another public agency.

Bay Access: Responsibility for developing and implementing bay access is primarily the responsibility of the San Diego Unified Port District as the government entity that has jurisdictional control on development in the areas affected. In addition, the California Coastal Commission is the agency that will review the Port and Navy Plans for those areas in relation to their conformance with the policies of the Coastal Act, and federal consistency respectively.

Air Quality: Responsibility for establishing and enforcing air quality standards for major industry rests with the Air Pollution Control Board through its permit process.

SUMMARY AND CONCLUSIONS OF ENVIRONMENTAL IMPACT REPORT

The Environmental Quality Division has determined that the selected Plan concept minimizes all adverse impacts with the exception of those related to the residential/industrial land use mix. In terms of the basic inherent conflicts between the two uses, these conflicts were better and more effectively minimized in the totally industrial and totally residential alternatives reviewed as part of the Plan and EIR evaluation studies. However, the proposed Plan is more feasible because of social, economic, and planning policy considerations particularly with respect to the compliance with the policies of the California Coastal Act of 1976. Implementation feasibility was also found simpler in the chosen Plan than in the other alternatives evaluated.

Continued Residential/Industrial Mix Use: The Plan proposes continued residential and industrial use in a portion of the area. The Plan would continue these uses and allow their further development and growth, of one use to the expense of another, based on future economics. The Plan would result in major rehabilitation of the total community, and a general reduction of allowable individual residential development density over that possible at the present time.

Mitigation: The major mitigation measures available to reduce the industry's impact on residential development quality relate to the establishment of property development controls on industrial development designed to produce a better quality environment, not only relative to adjoining areas but relative to its own internal development, and its environmental effects on employees. Development standards should stress controls on external effects, air pollution, noise, dust, fumes, etc. Proper development separation buffers, such as walls, landscaping and enclosures where necessary, and controls designed to provide employee parking, are also proposed.

These development standards affect new development, and would not immediately affect present untenable environmental conditions in this community. Therefore, as an additional mitigation the Plan should include development-standard compliance for existing uses and be pursued in a manner which is efficient and will not create a sudden economic strain on the businesses. This should be resolved in terms of "time" allowed for full compliance and economic incentives and funding availability for these uses based on investment, and ability to pay, and obtain a proper return on the investment.

ALTERNATIVE PROJECTS

No Project

This alternative would involve the retention of existing zoning in the area, resulting in significant adverse environmental effects in the areas of air pollution, noise, floodplain development, heritage resources, energy conservation, visual quality, traffic congestion, parking conflicts, odors, and other safety hazards, because existing zoning regulations do not provide development controls to resolve most of the problems.

Industrial Redevelopment

This alternative envisions the full redevelopment of the area for water-oriented uses, resulting in significant adverse impacts in the areas of heritage resources. The major problem area in relation to this alternative's development resulted more from other urban development considerations than the Environmental Impact one.

Community Improvement Study

The Community Improvement Study envisioned some residential and some industrial and commercial development, with some mix use areas. The residential development proposed was of medium-high density and resulted in adverse impacts in the areas of floodplain development, and heritage resources.

Residents Association Plan

This plan was developed by the Residents Association Group and proposed major residential rehabilitation and new development together with new cultural facilities and bay access. There were no major adverse environmental impacts found in relation to this plan. Major problems to this alternative development resulted from urban development considerations other than environmental.

Residential/Industrial

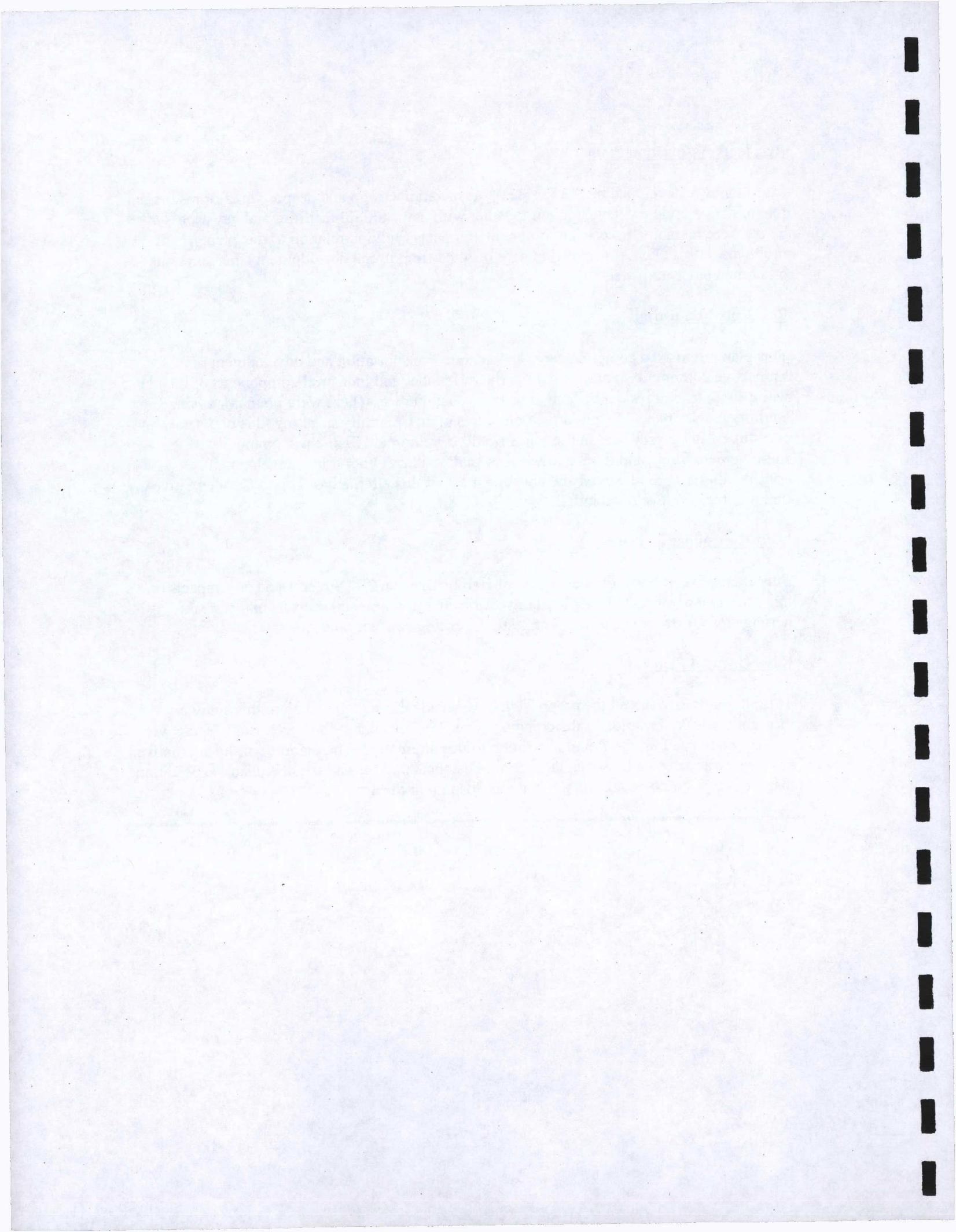
This plan proposed a comprehensive approach to transportation and development of supportive community facilities to both the residential and industrial components of the plan while emphasizing residential and industrial rehabilitation. There were no major adverse environmental impacts found in relation to this plan. Generally speaking, this plan takes into account elements proposed in the Industrial Redevelopment Plan, the Community Improvement Study and the Residents Association Plan. Other urban development considerations were reviewed and are supportive of this alternative. This is the alternative that was further developed into the proposed Plan.

Navy Consolidation Plan

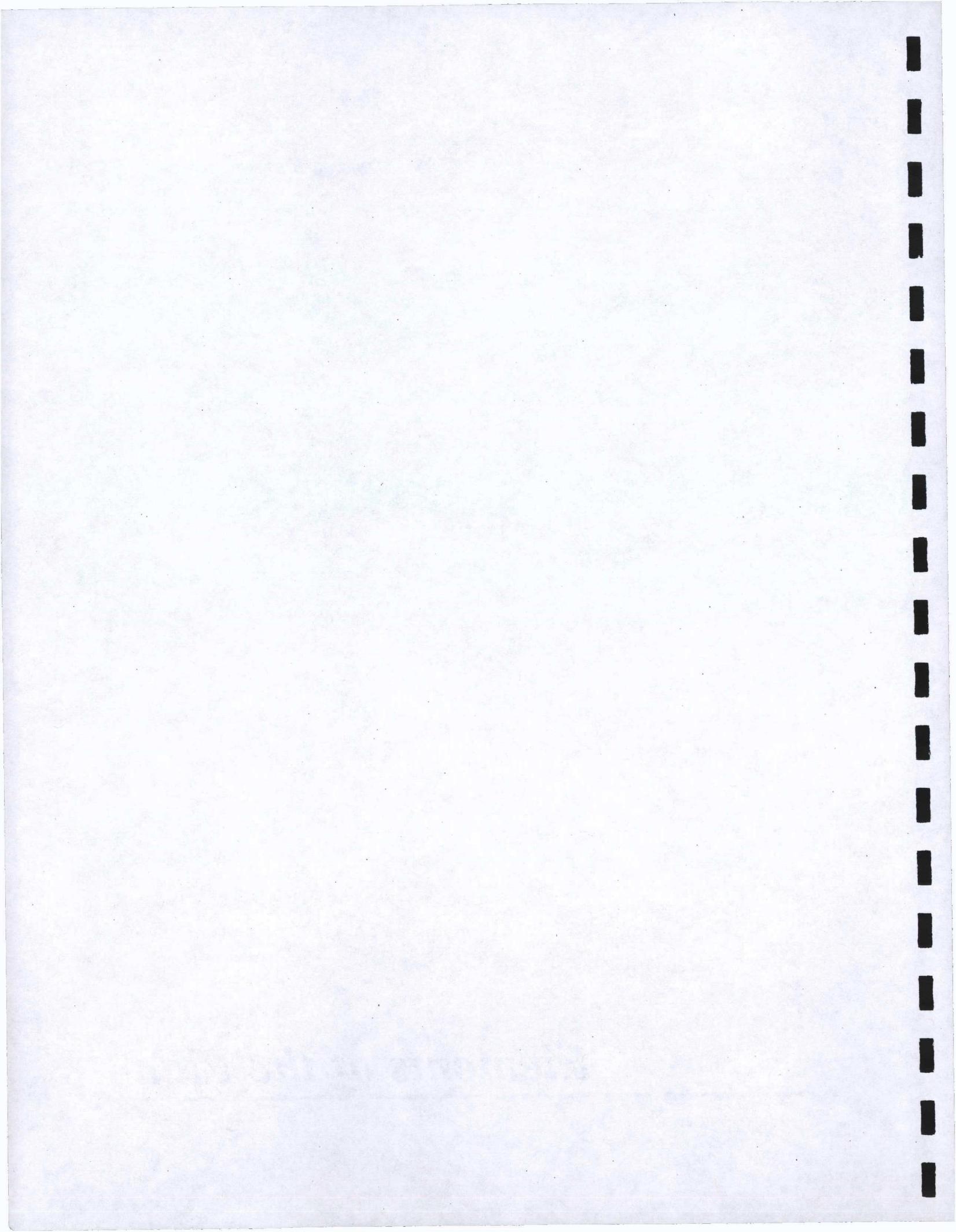
This alternative is based on the closure of Harbor Drive at 28th Street. Land use impacts of this action were evaluated, resulting in significant environmental impacts in the area's heritage resources, noise, traffic, congestion, parking conflicts and safety.

Navy Hospital Plan

This alternative evaluated the proposal that was made during the course of this study on locating the Navy Hospital in the community readily adjacent to the Naval Base. There were no major adverse impacts found in relation to this alternative. The viability of the alternative, however, was affected by social and economic considerations and the unrealistic expectation that the Navy would be willing to locate its hospital in the area.



Elements of the Plan



PLAN ELEMENTS

The following Plan Elements establish specific Land Use, Transportation, and Environmental Quality proposals, together with an evaluation of the social and economic impacts resulting from those proposals.

The Elements of the Plan also include a **Coastal Zone Element**, which discusses the Plan's relationship to the policies of Chapter 3 of the California Coastal Act of 1976. As a result of the Coastal Act analysis, the need for interagency coordination, access to the coast, and policies of general environment enhancement proposals for Port District and Navy improvements have been considered as a part of this Plan. The recommendations affecting these two jurisdictions are specifically highlighted in the **Special Areas Element** of this Plan.

The Plan Elements are individually divided into an Existing Conditions Section, a Recommendations Section, and an Implementation Recommendations Section.

The elements of the Plan include the following:

SOCIO-ECONOMIC ELEMENT

- Community Structure
- Education
- Employment
- Property Ownership

LAND USE ELEMENT

- Residential
- Industrial
- Commercial
- Community Facilities
- Open Space

TRANSPORTATION ELEMENT

- Automobile
- Parking
- Public Transit
- Bikeways
- Pedestrian Areas
- Commercial Transportation
- Recreational Transportation

SAFETY ELEMENT

ENVIRONMENTAL ELEMENT

- Environmental Quality
- Heritage Resources
- Urban Design

COASTAL ZONE ELEMENT

Public Access

Recreation and Visitor Serving Facilities

Housing

Water and Marine Resources

Diking, Dredging, Filling, Shoreline Structures

Hazard Areas

Location and Planning of New Development

Visual Resources and Special Communities

PUBLIC WORKS

Industrial and Energy Facilities

Summary of Key Issues and Recommendations

SPECIAL AREAS ELEMENT

San Diego Unified Port District

United States Navy

SOCIO-ECONOMIC ELEMENT

The Barrio Logan community can be characterized as an older community in transition, with a total residential population of 6,000 people, 2,400 people mostly of Mexican ethnic origin, and 3,600 people living in the bachelor's quarters at the Naval Base. Of the Naval Base population, 200 are officers and 3,489 are enlisted personnel, making this population transient and young, while the population living outside of the Naval Base is a more heterogeneous age group, including people who lived in the community for many years, as well as people recently moved in. Educational attainment for the community's population for the most part, stops at the elementary school level but improves with the younger sector of the community. Income as a whole is in the low to medium economic ranges, although within the 50,000 jobs, mostly along the Port District's area, high technology and administrative jobs raise that median income. Many of the jobs, however, are in the blue collar and unskilled worker category with most of the Barrio Logan residents falling within this group.

This element is divided into four sub-elements made up of community structure, education, employment and property ownership. The socio-economic inventory was tabulated based on information from census tracts 36, 38, 39, 50, 51 for the portions within the study area.

COMMUNITY STRUCTURE

The community's structure and related social issues can have a direct relationship to physical-economic considerations in specific urban development conditions. The county of San Diego, through the Human Services Department, worked on a "Social Deterioration Research Project." As part of that project, specific physical and economic indicators were identified which, when combined, can establish a cause and effect relationship with social deteriorating trends in the community. Although the Barrio Logan community has some identifiable socio-economic problems, other indicators of social deterioration no longer exist or have been reversed.

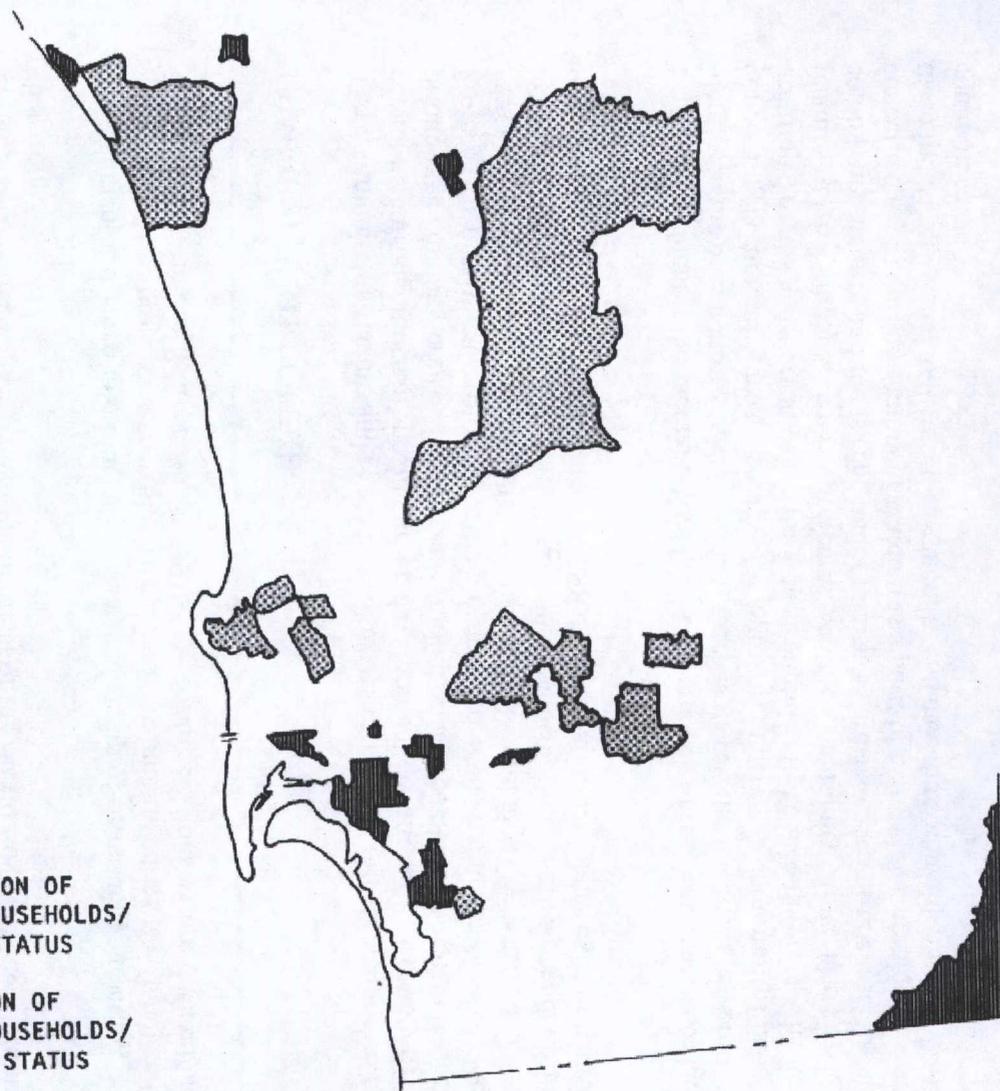
Especially evident is the fact that there is no longer a lack of resident concern or lack of identity in the community. On the contrary, there is increasing resident interaction concerning community ideas. There is also a growing interest in community history and traditions, myths and stories, which provide strong identity in a community. The developing features of Chicano Park, the Youth Center, and the Community Clinic, also provide community identity and focus. The major industries are also becoming conscious and concerned about the community of which it is a part. In many cases, opinions are voided by these industries related to the need to generally enhance the community and to work toward a common cause.

SOCIAL AREA ANALYSIS

HIGHEST & LOWEST TRACTS
BY 1970 CENSUS TRACT

 HIGHEST CONCENTRATION OF
MINORITIES/SMALL HOUSEHOLDS/
LOW SOCIOECONOMIC STATUS

 LOWEST CONCENTRATION OF
MINORITIES/LARGE HOUSEHOLDS/
HIGH SOCIOECONOMIC STATUS



SOURCE: WESTERN BEHAVIORAL SCIENCES INSTITUTE

Barrio Logan
Harbor 101

EXISTING CONDITIONS

According to the "Social Deterioration Research Project," the physical and economic indicators predominant in the Barrio Logan/Harbor 101 community, as they affect the residents in particular, can be described under the following categories: Environmental and Land Use Indicators, Transportation-Related Issues, Economic Viability, Community Cohesion, Public Safety, and Public Investments.

Environmental and Land Use Indicators

Issues specifically relate to matters of land use updating, nonconforming uses, and the fact that land use decisions have not always kept up with the economics of the private market. Although Barrio Logan was in the past planned for industrial development, the economic viability was not there to implement such land use action. Other issues relate to general maintenance and upkeep of the community such as vacant lots, buildings in poor maintenance, abandoned commercial and industrial structures, slight pollution, misuse of vistas, poor development standards, lack of landscaping, sidewalks and lighting, and insensitivity towards historical and archaeological resources. These are all problems resulting from the same lack of economic viability of planned development in the face of highly competitive areas in other parts of the City, together with the fact that Barrio Logan is an older community, developed under outdated development standards. The community is also in the process of transition to other uses and not maintained to the best possible standards.

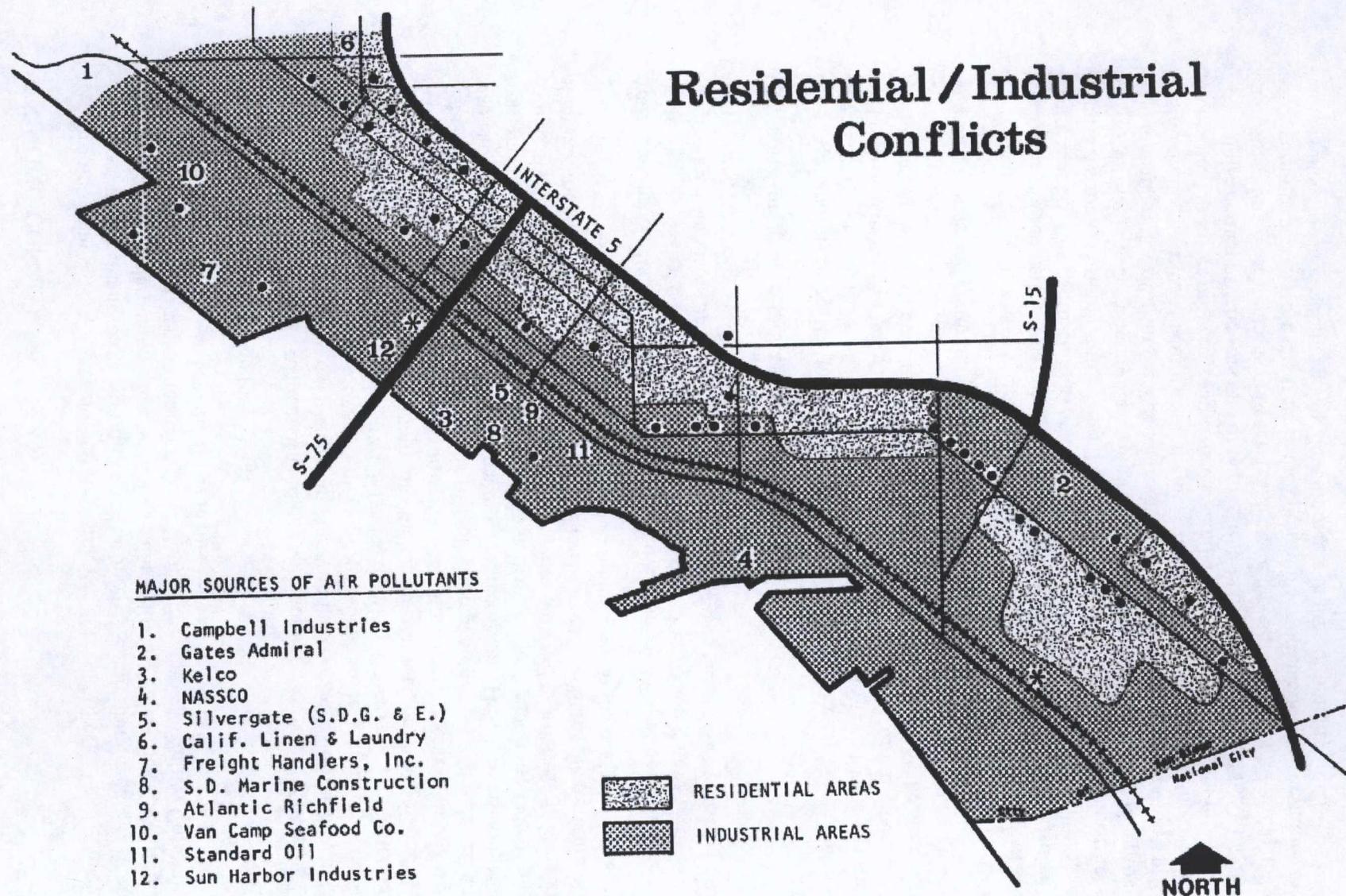
Additional problems identified relate solely to environmental pollution issues such as poor air quality, excessive noise, unpleasant odors, and water pollution - all reflective of newer development standards and expectations which were non-existent when the M-1 and M-2 Zones were originally applied in the community.

Transportation-Related Indicators

The issues once again reflect the unrealized land use problem already covered in the previous statement; the lack of maintenance and poor judgment in the past relative to transportation and land use actions that were not realized by the economic trends of the times. As a result, the existing problems of poor maintenance, poor design and overuse of the streets, parking and traffic congestion, abandoned autos in public streets, limited access to public recreation, cultural facilities and community resources, and freeway development, prevail.

The freeway development was a major action that, under different economic and social development circumstances, would have been a major element towards the positive development of this community as an industrial center. It had, however, a different effect. Without a strong economic force behind the development of industry, the construction of the freeway through the community had an immediate impact on the removal of approximately 1,200 housing units, resulting in a decrease in the residential area. The freeways also isolated the community's center of activity and major commercial area along Logan Avenue, which then resulted in lower property maintenance standards, and the subsequent urban decay. The effect on the human psyche was one of depression, fear, resentment and unhappiness. This is demonstrated by poor relations between residents and businesses, as well as the quantifiable loss of commercially viable business in the community, and the deep reservations the residents have towards public agency developments in the community.

Residential / Industrial Conflicts



MAJOR SOURCES OF AIR POLLUTANTS

1. Campbell Industries
2. Gates Admiral
3. Kelco
4. NASSCO
5. Silvergate (S.D.G. & E.)
6. Calif. Linen & Laundry
7. Freight Handlers, Inc.
8. S.D. Marine Construction
9. Atlantic Richfield
10. Van Camp Seafood Co.
11. Standard Oil
12. Sun Harbor Industries

MINOR SOURCES •

City Pump Stations *

RESIDENTIAL AREAS
INDUSTRIAL AREAS

NORTH

Barrio Logan
Harbor 101

Economic Viability

Some economic actions, many of a speculative nature, are at times counter to the goals of a community, particularly the residents. The county's report identifies the following:

There was undue pressure on the community by outside interests to develop business and industry not desired by the community or detrimental to the community's stability and identity. These are uses that do not provide jobs in the community, provide inadequate goods and services, and do not maintain their properties adequately and in a manner considerate of the residents around them.

There are poor commercial business practices, involving such things as overcharging and selling lower quality products than stores in other areas. Speculative private investments in the area providing little improvement and expecting large profits at the expense of community residents, is another strong feature.

Erosion of the community tax base and reclining practices by lending institutions follows, which discourage rehabilitation and general community improvement, further affecting the overall poor maintenance in the community.

Misuse and uncoordinated use of public funds with self-defeating, isolated economic development programs result in misguided attempts by government agencies and community groups to "bandage" community problems, and are not the strong economic development force they should be. In addition to these, there is an economic impact related to the general underuse of properties, particularly when compared with the present land values in the community, which average five to eight dollars per square foot and increase with every sale. The property values by themselves reflect much higher and intensive uses than those that exist in the Barrio. At their lowest range, the community property values indicate that development should be labor intensive and high technology-related industry, rather than the existing low-intensity industry in the areas outside the Port.

Community Cohesion

According to the same study, the lack of community cohesion is often caused by the lack of a community center, poor community environmental image, and the absence of major physical features providing identifiable boundaries and focal points. All of these conditions produce a community environment not conducive to close social interactions; this is particularly evident in poor resident/business relations.

Public Safety

Problems of vandalism and fear of crime are reflected in physical features like watch dogs and fences. Other indicators are lack of sidewalks, unpaved alleys, unmarked street crossings and lack of traffic lights in dangerous areas, which provide an additional "social threat" in the community.

Public Investments

In recent years, in recognition of the continuing residential uses in the community, there have been major public investments made in the community in the form of public works and programs. Both Chicano Park and the Senior Citizen Center were built, and social programs such as the Chicano Federation, the Youth Center, and the Community Clinic were started. Although highly effective, these programs are not reinforced with other necessary programs such as public maintenance of the area, beautification works, low-interest loans for property improvement, code enforcement, and jobs in numbers and type that produce upward mobility.

RECOMMENDATIONS

The Plan has a twofold purpose:

Strengthen and stabilize the community's present socio-economic makeup as a residential community and as an industrial center for water-oriented industry.

Improve the overall community character and economic resources by increasing both the residential population and the industrial resources.

These recommendations translate into maintaining existing activities that are a major social and/or economic resource, where the human investment translates into an economic force for both industry and residents. The removal of either would cause great hardships to human lives and economic investment. As a result, this Plan is a hybrid which strives to allow land uses and urban activities which are typically considered conflictive, to remain side by side. This would be accomplished by land use controls and organization designed to allow the existing activities to remain, and leave resettlement and relocation, for the most part, up to individual decision.

Expand the Barrio population.

Encourage the development of new housing in the area for low- and moderate-income families, both through private rehabilitation and through various housing assistance programs. An increase in residential population is needed to increase the economic viability of the community in terms of its ability to support a minimum level of commercial services.

Improve business-economic status.

Facilitate the improvement of the economic status of local business and encourage new businesses by increasing the market demand through construction of additional new housing in the community. A survey of employees also indicated that a large number of nonresidents would also patronize such establishments. New business and industry, together with an expanded residential population will reinforce and create a substantial increase in commercial business opportunities in the community. The resulting higher and more intensive use will be more compatible economically with existing community property values.

Reinforce existing community identification.

Strengthen existing community commercial and social service nodes through environmental beautification, infilling and improved access. Develop additional uses to complement the existing structure. Freeways and major industrial activity should be recognized as barriers, and be treated to give the community a defined shape. The development of buffers should properly minimize existing hard edges. The Plan also recognizes existing and potential links and proposes the proper development of these links in relation to surrounding communities and the waterfront, through development type, intensity, view corridors and landscaping.

Encourage the further development of local community services not only for the community's benefit but for the larger metropolitan area as well.

Existing public facilities and services are to be maintained with the development of service nodes through design and development relationships. One service node would be the development of a major community educational-cultural center. Other service nodes are proposed at Chicano Park relating to the park, the Senior Citizen Center, the Chicano Federation Service Center and the Logan Avenue community commercial area. Another node would be established around the proposed new youth center facility.

Make a more efficient use of public expenditures.

As of 1978, the City of San Diego primarily, invested approximately 6.0 million dollars in community facilities for the Barrio Logan/Harbor 101 area that include parks, services, the community clinic, etc. These facilities serve not only the 2,400 people residing in the Barrio, but also 6,000 people that live east of I-5. This Plan proposes that community services be expanded, linked and enhanced in order to serve not only the additional projected population growth of approximately 1,200 people, but also the industrial and Navy populations. Additional public investments recommended include, the Chicano Park extension, Educational-Cultural Center, Bay Access, and Chollas Creek, with other participating agencies.

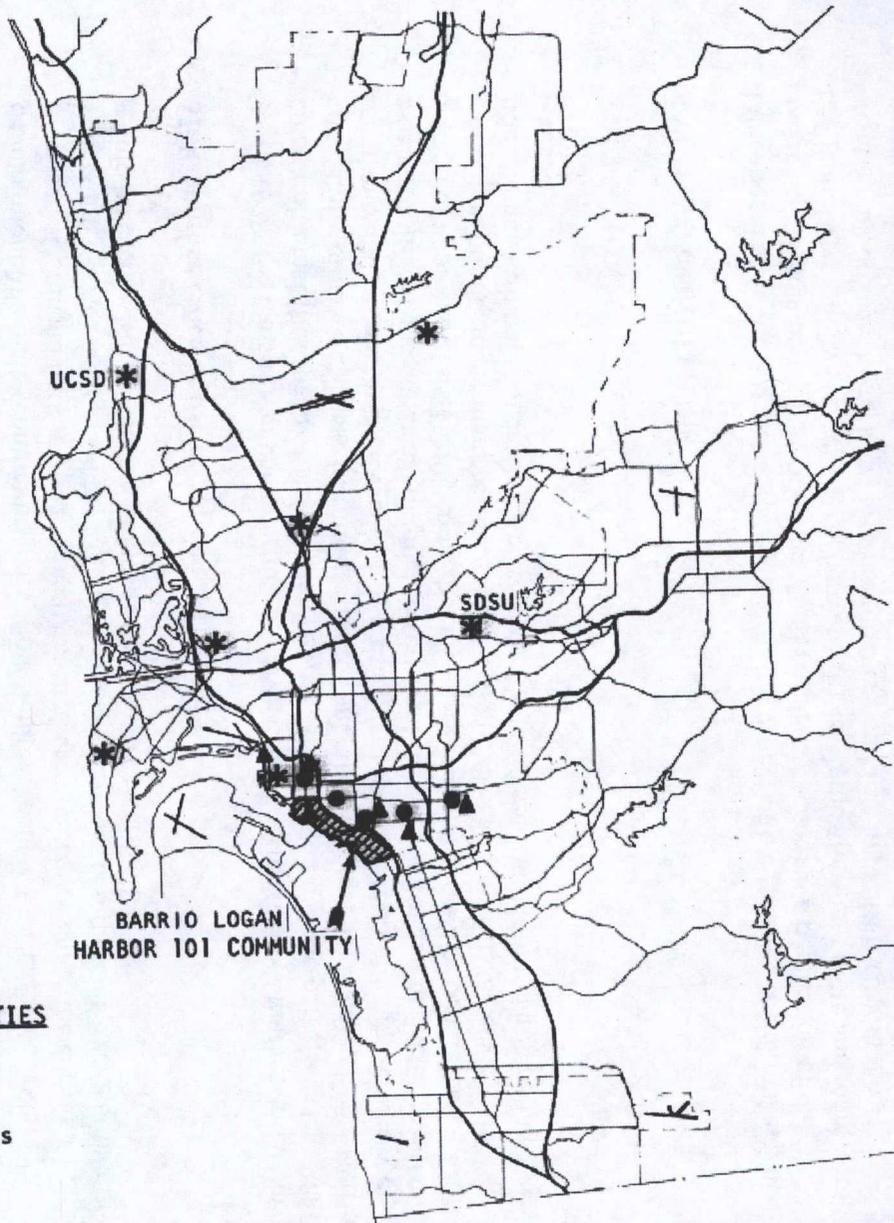
EDUCATION

EXISTING CONDITIONS

Educational attainment is an especially interesting aspect of the Barrio's social makeup due mainly to the high percentage of primary and secondary school age population of the residential community (41 percent). There are already indications that more and more youth are attaining college degrees and returning to work and live in the Barrio, with the expectations of improving the quality of life in which they were raised.

Elementary Education

The Barrio Logan community is within the San Diego Unified School District. Lowell Elementary School located within the study area provides elementary level education. Other



MAJOR EDUCATIONAL FACILITIES

- ▲ Elementary School
- Secondary School
- * Universities & Colleges

**Barrio Logan
Harbor 101**

elementary schools close to the Barrio are Balboa, Burbank, Crocket and Logan. All these schools are presently experiencing a slow decline in enrollment but a rise in the percentage of students with Spanish surnames and/or language. The School District's desegregation policies will couple these schools with others of white majority students.

Secondary Education

The secondary school age population (nine to 19 years old) of Barrio Logan is served by Memorial Junior High School and San Diego High School. Enrollment at Memorial is just above 1,000 students. The school site is 11.2 net acres.

San Diego High School is located at 12th and Russ Boulevard. The school has approximately 1,500 students on a site of 18.7 net acres.

Both schools have been reconstructed according to state and local policy that require earthquake-resistant buildings and minimum window area opening. The resulting designs have caused wide distress in the Barrio community's attitude towards educational spaces.

Higher Education

San Diego City College serves the Barrio Logan community as an undergraduate college and provides a wide variety of courses. The Southeast San Diego Educational-Cultural Complex, which is also part of the City College District, provides specialized courses near this community. Community colleges have a rented temporary skills center facility on Marcy Street near Barrio Logan that serves predominantly the Mexican-American community. Within the current year, the Community Colleges District has expressed a desire to relocate in new quarters, perhaps within the Barrio Logan Educational-Cultural Center.

The San Diego community at large has two major publicly supported universities, the University of California at San Diego, and San Diego State University. Their location is somewhat removed from this community but good freeway accessibility is available.

Educational Attainment and Enrollment

General statistic figures indicate that the Barrio population, when compared to the citywide figures, have an attainment level of one to eight years of schooling (elementary school level 69 percent). Thirteen percent of the population have had nine to eleven years of schooling (junior high school level). Twenty-five percent of that population are high school graduates, and persons having a college education make up four percent of the population. This statistic, however, is presently increasing.

Comparative studies, made of 12th grade students, were conducted by the San Diego City Schools Evaluation Services Department. Based on a 1972 study, the conclusions illustrate the attainment level that school enrollment has on the school's ranking citywide. San Diego High School was tested; with 63.8 percent ethnic minority, compared with 24 percent citywide. The pupils ranked 11th in a range of one to 12 in subjects tested, which included

science, English, math and social science. The study shows the important role that educational preparedness plays in reaching higher educational attainment levels. This study seems to conclude that San Diego High School students do not seem to have been adequately prepared to compete in the educational system, nor to attain a college level education, as demonstrated by the test performance and results.

The potential relationship between students belonging to an ethnic group and their inability to attain a higher educational level is partially reflected on other peripheral considerations relative to language, community environment, previous educational experience, cultural differences, inadequate advisors in the school system, misplaced curriculum emphasis, and poor school environmental conditions. In the Barrio Logan area the elementary school is surrounded by junkyards, subject to noise and poor building construction due to the nature of its temporary buildings. Other social and physical conditions are: a lack of libraries, isolation, poor transportation and access to the major cultural and recreational centers in the community; all important factors related to educational deficiencies of the community.

RECOMMENDATION

Expand the educational opportunities by creating a multi-purpose and enlightened environment for education that integrates efforts of educators, students, residents and local industries.

The Plan proposes the rehabilitation and reconstruction of the existing educational facilities at the Lowell Elementary school site. In addition, the Plan proposes the development and relocation of community college facilities that serve this community and its immediate surroundings into a multi-purpose education-cultural center facility. Cultural activities could also be undertaken under the sponsorship of local museums and universities, particularly in relation to the archaeological heritage preservation and cultural-ethnic activities in the community. It is expected that these actions will become a focus for expanded educational opportunities in the community with more of the youth being able to continue to higher education and professional and technical career opportunities. The location, and further definition of this concept is included in the **Land Use/Public Facilities Section** of this Plan.

EMPLOYMENT

EXISTING CONDITIONS

The Barrio Logan/Harbor 101 area is one of the largest employment centers in San Diego with 50,000 jobs concentrated mostly along the Port District tidelands on the waterfront. The Navy industrial complex should also be taken into consideration, employing 12,000 permanent workers. At times this number increases to 40,900 people of which 36,000 are military and 4,900 are civilian jobs. The makeup of the work force is six percent white collar and 87 percent blue collar with seven percent unskilled workers.

One of the more significant socio-economic factors in Barrio Logan is the large population of non-skilled and semi-skilled workers. White collar workers, which include professional, technical, managers and sales people, make up 17 percent of the job force in the area, contrasted with a high citywide 43 percent. Blue collar workers, which include craftsmen, operators, and service workers, account for 70 percent of the jobs compared with 24 percent on a citywide basis. Unskilled workers, farm workers, and private household service represent 13 percent of the work force while the City's average is four percent. Jobs held by Barrio Logan residents are predominantly in the unskilled and semi-skilled categories. The relationship between educational attainment and job attainment in the Barrio Logan/Harbor 101 community is a determining factor in the community's median income, which is considerably below that of the City of San Diego.

Community Employment Centers

Centers of employment in Barrio Logan are scattered throughout the community employing from one to two persons to 1,000 and over. There are two centers of very high employment concentrated between Main Street and San Diego Bay, and 32nd Street Naval Station and U.S. Steel and Ship Building. North of these two centers and located on the tidelands are marine-oriented and transportation activities which provide high to medium-high employment. These activities are fish canneries, marine research, the railroad companies and the 10th Avenue Terminal. The industrial activities located along the waterfront are representative of regional employment centers and are heavily oriented towards the commuting employee.

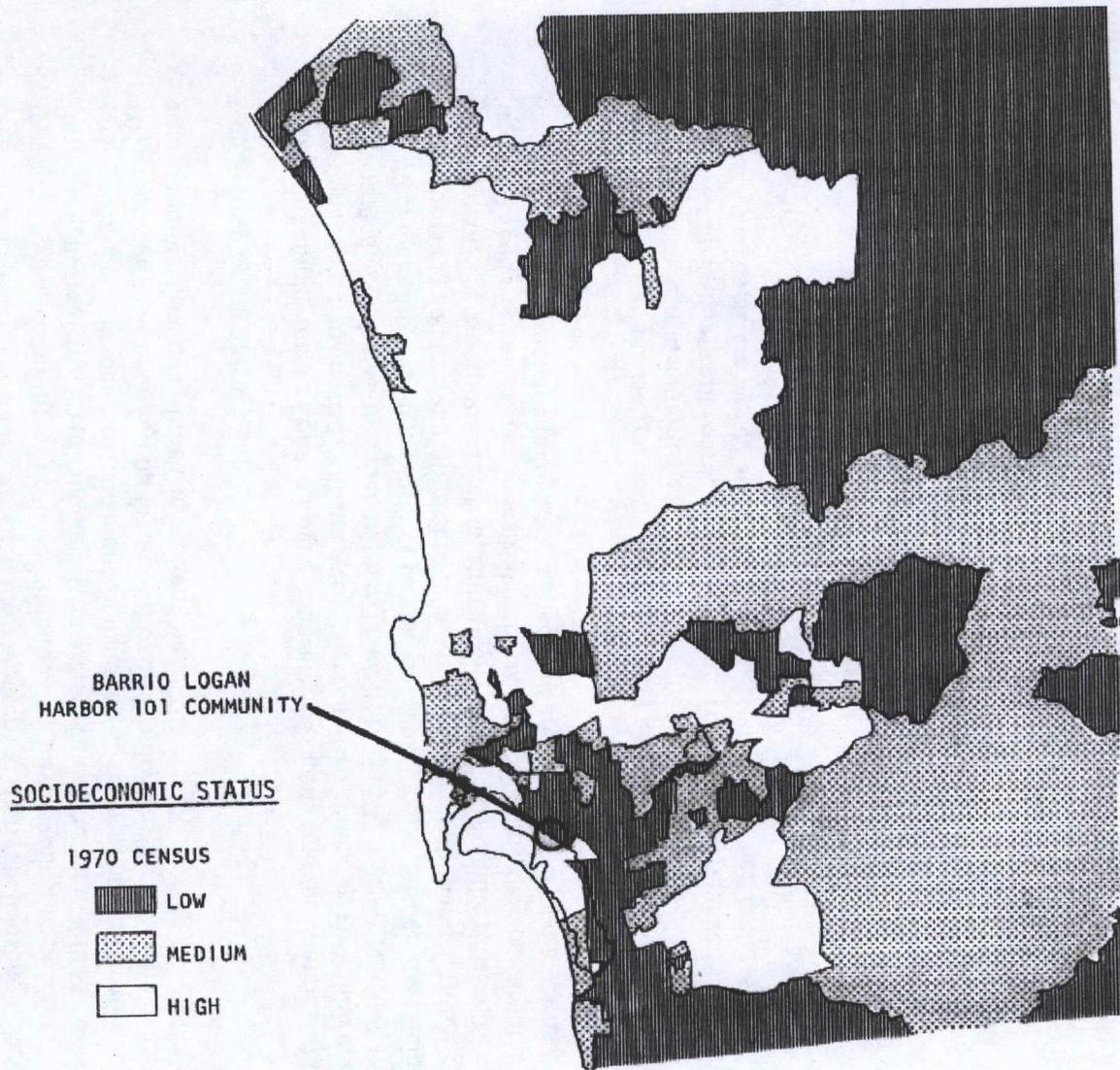
In the remainder of the Barrio, between Main Street and the I-5, there are a number of commercial/industrial activities which represent low employment, but when taken together they make up a significant source of employment. These commercial activities employ local residents, and some are owned and operated by persons who reside in the Barrio.

A relatively high percentage (25 percent) of the Barrio labor force walks to work even though the community is not pedestrian-oriented. This indicates that many of these employees work near their homes. Further studies and community interviews undertaken as part of the Consultant Improvement Study showed a high percentage of home-work occupations in the community which could be classified as handicraft activities.

Income Distribution

The income level of families is an important factor in the description of the population characteristics of a community. Changes in the income levels of families within an area serve as indicators of mobility, as well as changing forces, in the general makeup of the community.

Income level figures in the census indicate that Barrio Logan is a low-income community when compared with the rest of the City. Census data show that 38 percent of the families have an annual income of \$5,000 to \$10,000. Of these, 23 percent are below the poverty level. There are also an exceptionally high percentage of families (52 percent) in the low/middle-income.



SOURCE: WESTERN BEHAVIORAL SCIENCES INSTITUTE

Barrio Logan
Harbor 101

RECOMMENDATIONS

Provide expanded job opportunities in the community.

Provide additional land area for industrial expansion. This expansion, together with potential new industry development, should provide new jobs and new job categories and training possibilities in the community. The maintenance of the rather substantial existing industry should be encouraged under improved physical development conditions, with proposals for mix uses in the residential portions of the community, as well as the clustering of industrial development outside of the designated residential areas. It is the intent of this Plan to maintain the existing productive industries, particularly the waterfront industry. More specific industrial development proposals are included in the **Land Use/Industrial Element** of this Plan.

The industrial development proposals included in this Plan would have the effect of establishing more jobs, and therefore more job opportunities. The jobs should be of a high technology nature, providing opportunities for higher paid employment and job upward mobility. These proposals could imply a substantial job expansion opportunity by as much as a ten to 20 percent increase over present employment.

Establish a coordinated job-training center.

This Plan recommends that as part of the Educational-Cultural Center development and in conjunction with both community colleges and local industry, job-training programs be developed in the community. This can be accomplished through the development of a community colleges facility and a new industrial center complex. The community colleges have expressed interest in this concept, and it is presently attempting to secure land for all educational facilities within the general area of the proposed Educational-Cultural Center.

Maintain and expand the local owner-industrial development potential.

Taking advantage of some conditions already existing in the community, it should be possible to provide development incentives for small industrial crafts, especially for water-oriented industry, in small parcels, and as part of the development near the waterfront.

Establish more efficient economic units of industrial development.

Rehabilitation and expansion of industry as described in the **Land Use/Industrial Element** of this Plan are recommended. The resulting industrial development will be more efficient and intensive. With a projected expansion equal to one third of the present capacity, or 3,000,000 square feet, the regional benefit from other related business would result in 3,659,040 square feet. This would generate an additional \$6,525,288 into the region's economy and an increased tax base in the Barrio Logan community of \$609,840 per annum. The new Industrial Park alone would result in 1,568,160 square feet and \$31,363,200 additional industrial building development value. (Construction costs are valued at \$20.00 per square foot, resulting in an increase of \$313,632 annually to the tax base.)

Reinforce and expand community business.

Additional development resulting from commercial services that serve protected residential and industrial expansions would be equivalent to a one third increase over the present development, an additional 130,680 square feet. New development would include up to an additional 100,000 square feet of development area. These figures, if realized, would bring the total new community business development to 230,680 square feet with a total construction value of approximately \$4,613,600 (1977 dollars).

Expand the tax base and community purchasing power.

The residential and commercial and industrial development will translate itself into a \$1,152,280 annual expanded tax base in the Barrio Logan community. The combination of these land use actions will result in a potential community purchasing power increase to \$18,000,000, a result of adding 1,200 residents and 4,000 new employees, with an overall regional effect of \$38,500,000. This accounts for the fact that the new Industrial Park could generate 2,000 jobs at an average annual salary per person of \$12,000. An additional 2,000 jobs could result from the other industrial/commercial development recommendations generating an equal amount of money in salaries. Totally, these figures translate into a \$115,000,000 infusion into the region's economy, and \$53,000,000 into the Barrio Logan/Harbor 101 community.

PROPERTY OWNERSHIP

EXISTING CONDITIONS

A study was made of ownerships in general in the Barrio Logan area. Of the total 914 net acres (not including public rights-of-way), 15 percent are owned by private individuals (134), 17 percent are owned by corporations (160 acres including the lands owned by the railroad), 34 percent are owned by the various governments (approximately 308 acres), mainly the U.S. Navy, and 34 percent are owned by the Unified Port District (312 acres).

The private and corporate ownerships can be further broken down by owners living within the study area and living outside. Of the 134 acres owned by private individuals, 40 percent (53 acres) are owned by Barrio residents while the remaining 60 percent (81 acres) are owned by non residents. Incorporated ownership accounts for 160 acres, six percent (ten acres) are commercial establishments, while 94 percent (150 acres) are non-commercial, industrial establishments.

Excluding the Unified Port District which owns 312 acres, 308 additional acres are owned by different government agencies in the Barrio Logan (34 percent of the land area), and which includes 13 acres (four percent) owned by the City of San Diego and 0.4 acres (0.1 percent) owned by the state of California. San Diego Unified School District owns nine acres (2.9 percent) and the U.S. Government owns approximately 286 acres (93 percent).

The residential community has 978 housing units, a drop of 867 since 1960, and a consequent loss of population of almost 2,000 people. This loss was primarily the result of freeway development. Presently, for the whole area, 45 percent of the housing units are owner occupied, 54 percent are rented and one percent of the units are not used for housing but for commercial and industrial uses. The housing is totally low income.

Generally, the property values in the Barrio community are low. Average property values (land plus improvements) run at an average of \$7.00/square foot. These property values are generally low to average for residential and commercial development which has generally higher average values in the remainder of the City of San Diego (\$15.0/square foot average). These values, however, are considered too high for industrial development, which should economically not exceed \$3.0 to \$4.0 per square foot.

This has been one of the major reasons why substantial industrial development has not taken place in the community. Instead, residential development has continued and most new development has been commercial warehousing and miscellaneous storage. These uses require little capital investment and do not require the consolidation of large sites which are difficult to obtain privately in an already developed community with high property values such as this one.

RECOMMENDATIONS

Expand home ownership opportunities.

The Plan includes proposals designated to protect, rehabilitate and develop low- and moderate-income housing. This would be possible because of the present property values and the existing small lot subdivision pattern which, together with low-interest loans made available through the various city, state and federal programs, will make this development a real possibility. In addition, this type of housing need exists citywide. As a result, it is expected that present home ownership of residential units in the Barrio will be increased, due to rehabilitation proposals, by 15.1 percent. It is also expected that the new housing will be 60 percent owner resident, following closer to citywide averages. This will result in a new increase in home ownership in the community of approximately 60 percent.

Provide development opportunities for low- and moderate-income housing.

Projected values of residential development could maintain their present low- and moderate-income levels even if rehabilitation and new building development takes place. The community's land and improvement costs are still relatively moderate for marketable residential development, putting the projected values of existing rehabilitated and new housing in the 30,000 to 40,000 dollar value, which at today's prices qualify for low- and moderate-income housing. The projections indicate that this type of development would, for the most part, be able to be privately financed.

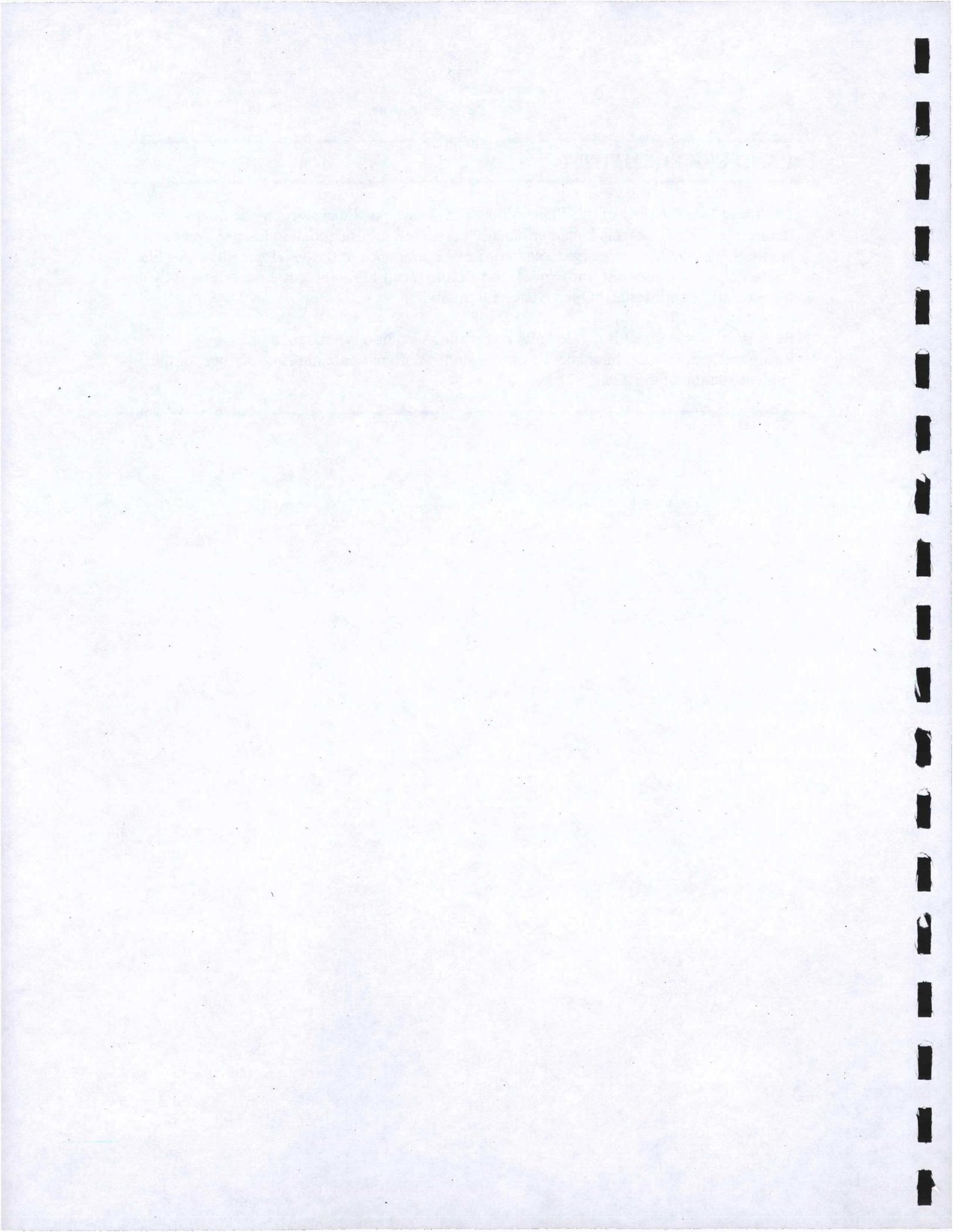
Maximize economic opportunities for the development of high employment industries.

Based on present property values, low-employment industries, when required to make some site improvements will not be able to develop efficiently. With careful consideration of industrial area siting, types of industries, accessibility qualities, and resolution of parking needs in an efficient fashion, high-employment industries can thus locate in land areas costing up to \$4.0 or \$5.0 per square foot. Commercial development can locate in land values of \$8.0/square foot or higher, depending on the specific activity and sales volume. The land use portion of this Plan has taken into consideration these values in the location proposals for the different land uses, as well as in the specific proposals relative to the types of activities envisioned.

LAND USE ELEMENT

The **Land Use Element** of this Plan will provide some specific answers to the **Socio-Economic Element** of this Plan, particularly in relation to residential, industrial, and public facilities. The elements are organized in order of importance to the development of this Plan. Therefore, the **Residential, Industrial, and Commercial Elements** are first, followed by the **Community Facilities and Open Space Elements**.

Each Land Use element is divided into an Existing Conditions Section, Plan Recommendations, and Implementation Recommendations containing key actions for the implementation of this Plan.



RESIDENTIAL

EXISTING CONDITIONS

With the exception of a small area along Boston Avenue between 28th and 32nd Avenues, there is no exclusively residential zoning in the study area. In the 1930s, this bayfront residential community was zoned for industrial uses, the reasons for which are now uncertain. The M-1 and M-2 Zones applied to the community since that time allow residential, commercial and industrial development, but very few residential units have been constructed since the zoning was applied.

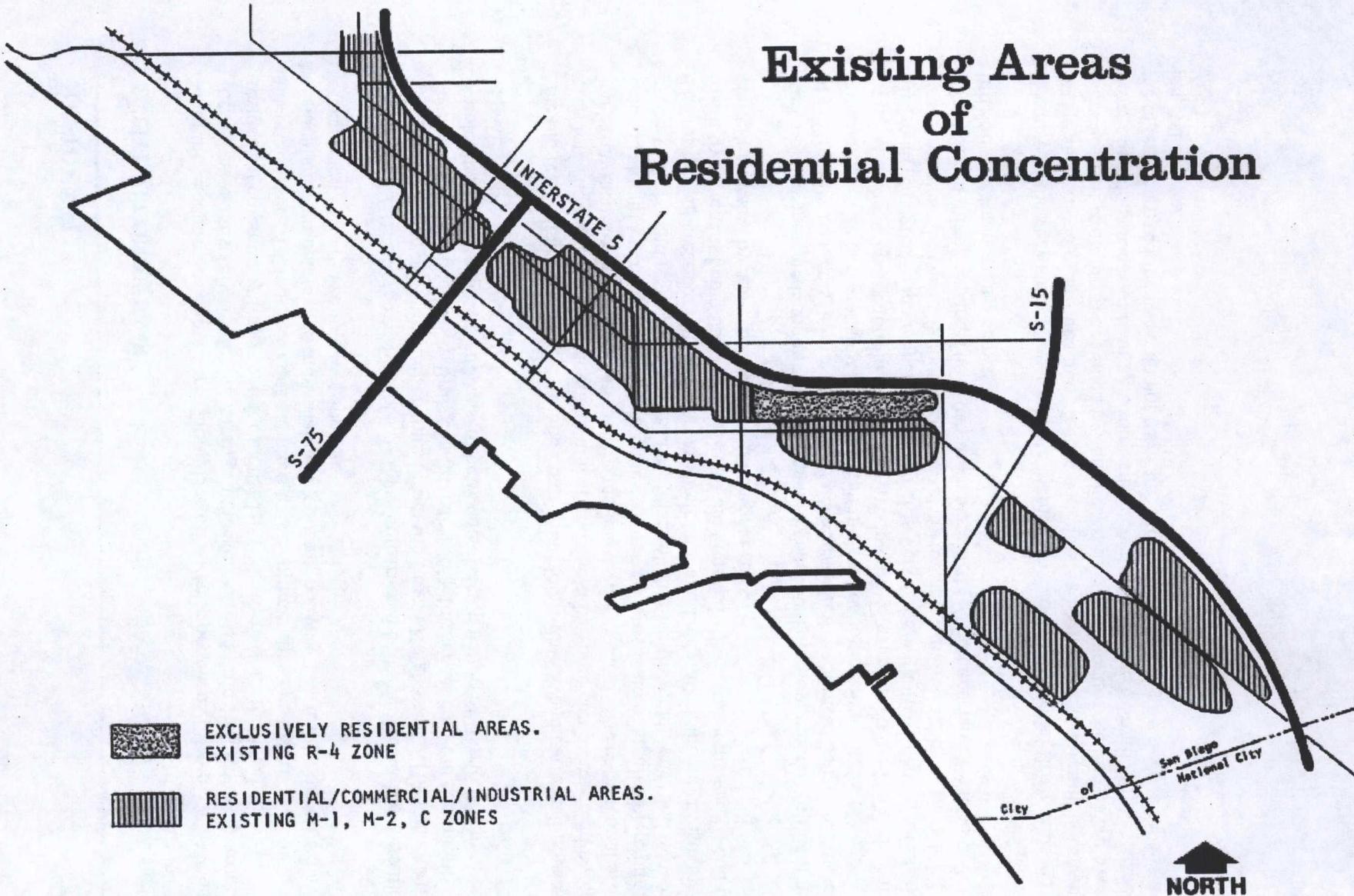
In the late 1950s and the early 1960s, I-5 was constructed and many residents were displaced. The Barrio Logan area became separated from the Logan Heights area. The construction of the San Diego-Coronado Bay Bridge in the late 1960s further severed the community. This, coupled with the impact of I-5, caused the residential population of Barrio Logan to be halved.

The old residential community is made up of small lots with one and two small houses in each lot. The residential development at this time includes some commercial and home industrial facilities in the same lots where the houses are situated. The commercial area extends along Logan and National Avenues, is presently made up of small stores, family grocery stores, and restaurants. The scale of the development is small, one- and two-story. The residential areas for the most part are well kept and landscaped, the most visually disruptive element being the poor quality of the unpaved alleys, unkempt streets, and the clutter generated by some surrounding industrial uses.

Research has indicated, contrary to the generally accepted opinion, that a significant number of community residents (approximately 50 percent) own their homes. Length of residency is inordinately high and probably higher than in most other communities in San Diego. Approximately 40 percent of all residents have lived in Barrio Logan for 15 years or more. The relative degree of maintenance and repair is very good with 40 percent of all residential structures classified as in "good condition" by a Housing Condition Survey; an additional 45 percent need minor repairs. Those that are maintained (40 percent) have done so with very little outside financial assistance.

Because of the very slow acquisition rate by industrial and commercial firms, caused in part by the subdivision of the area into 25-foot wide lots, most of the deteriorating houses have remained and continue to be rented by families in the area. Most of the houses are over 50 years old, and because of their age, some maintenance is required. Some families, especially the elderly on fixed incomes, do not have sufficient income to pay for needed repairs and general upkeep.

Existing Areas of Residential Concentration



-  EXCLUSIVELY RESIDENTIAL AREAS.
EXISTING R-4 ZONE
-  RESIDENTIAL/COMMERCIAL/INDUSTRIAL AREAS.
EXISTING M-1, M-2, C ZONES


NORTH

Barrio Logan
Harbor 101

This combination of factors has made it practically impossible for owners to obtain financing for improvements or new construction. It is unclear whether this is a result of unofficial "red-lining" for the lack of exclusively residential zoning. Governmental housing rehabilitation loan programs are not available in Barrio Logan because of the lack of exclusively residential zoning. Many residents interviewed and surveyed expressed a desire to build a new home on their property, but lack of financing practically prohibits new construction.

RECOMMENDATIONS

Retain and enhance the residential environment of the community.

The Plan proposes to establish a housing development area designed to complement the existing housing areas by providing identifiable residential units. Together with the development of land use controls, the existing low- and moderate-income housing will be protected. Also, additional investments in new housing in the area will be encouraged. The Plan proposes the rehabilitation of existing housing with infilling housing developments undertaken on an individual parcel-by-parcel basis as feasible, as well as potential new housing projects with residential densities ranging from 14 to 29 dwelling units per acre.

The total residential populations expected to result from these proposals would include approximately 400 new housing units with a probable population of 1,200 people, which would be in addition to the existing 2,400 residents and 4,000 Navy lodgers.

Establish a housing rehabilitation program in the community.

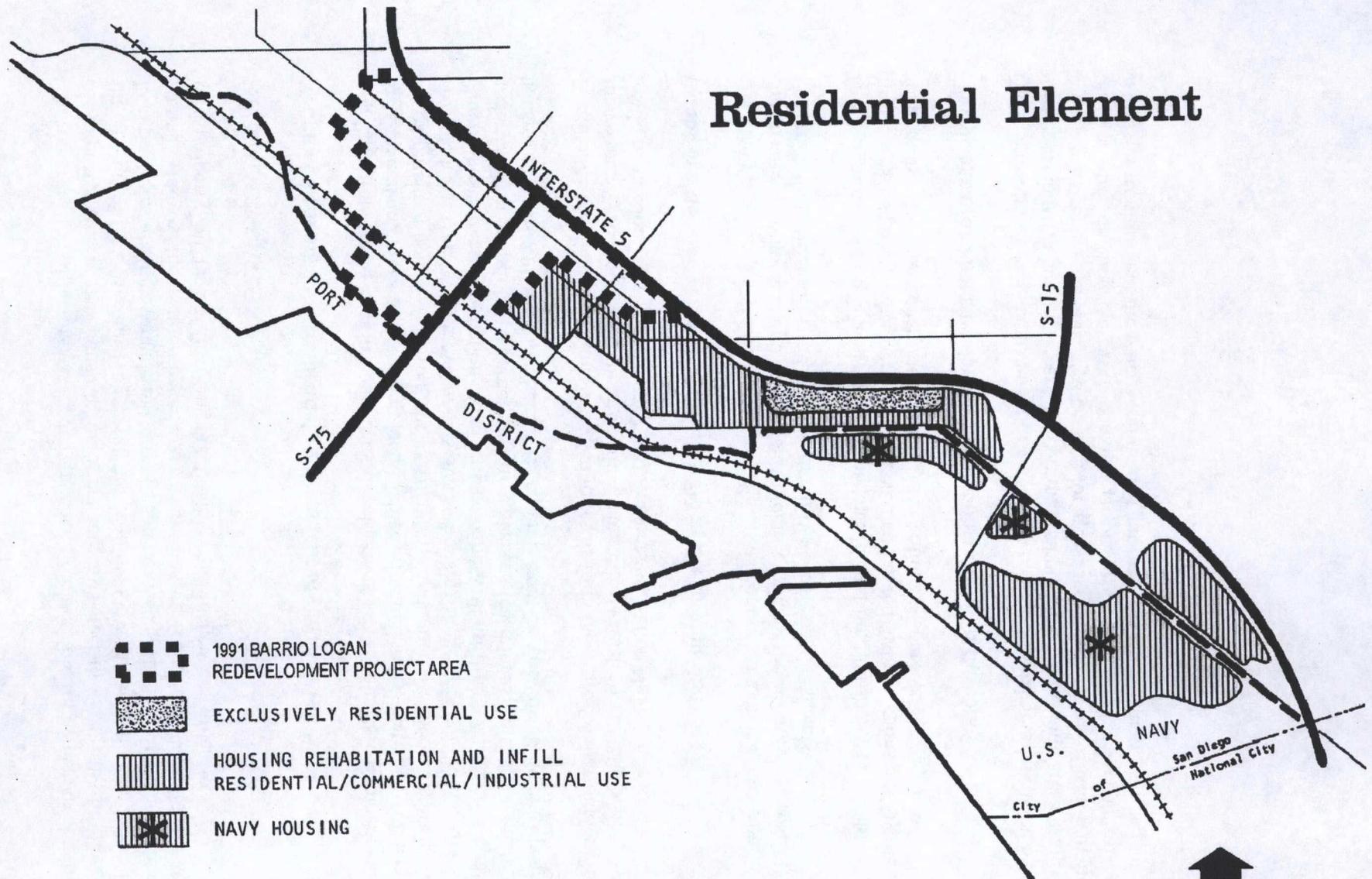
The Plan proposes that a paint up/fix up program be conducted to make minor but immediate improvements to housing and commercial structures within the community, possibly through a program that utilizes Barrio Logan community agencies and residents.

This program could be funded through state and federal funding sources available for those purposes. This program has been undertaken, in a limited fashion, sponsored by the Chicano Federation with some government funding and voluntary sources.

Provide expanded housing development opportunities in the community.

The Plan proposes the establishment of ways by which new housing units can be built in already established housing areas. It recommends housing infill in some areas using vacant lots, excess street areas, unneeded parking lot areas, and housing intensification in the rear lots of existing developed areas. Much of these proposed actions are dependent on the successful resolution of the transportation and parking recommendations of this Plan.

Residential Element



-  1991 BARRIO LOGAN REDEVELOPMENT PROJECT AREA
-  EXCLUSIVELY RESIDENTIAL USE
-  HOUSING REHABILITATION AND INFILL RESIDENTIAL/COMMERCIAL/INDUSTRIAL USE
-  NAVY HOUSING


NORTH

Barrio Logan
Harbor 101

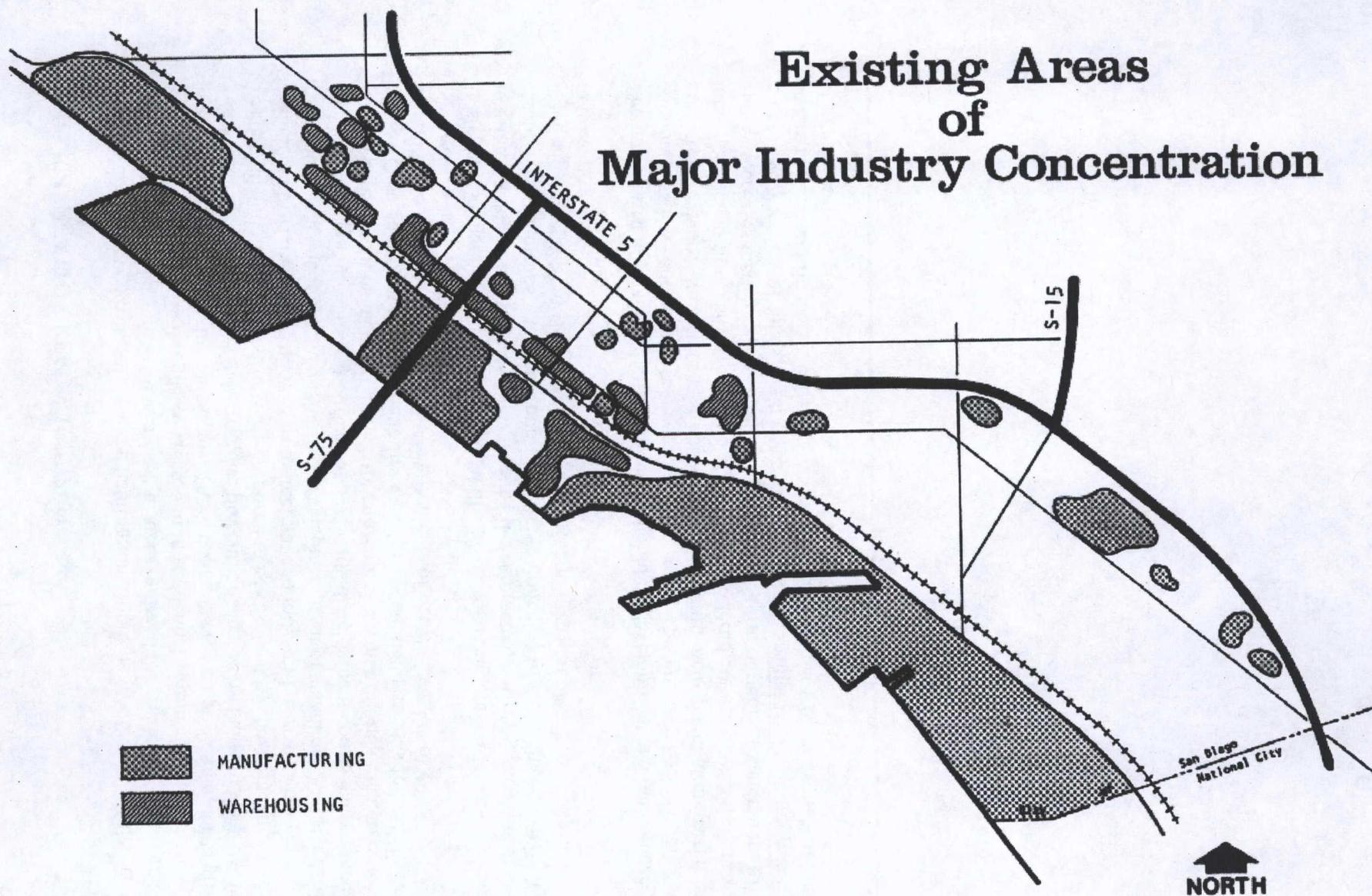
IMPLEMENTATION RECOMMENDATIONS

The residential new development and rehabilitation proposals would require that rezonings to the R-2 and R-2A densities be undertaken in areas outlined for residential use, both in exclusively residentially designated areas, and in residential/commercial/industrial designated areas for density allocations. These rezonings are proposed in order to protect the residential uses. Some areas, however, are presently occupied by industrial users as well. The residential and industrial conflicts are proposed to be resolved by the application of new zoning controls that would allow the commercial and industrial uses to remain in the residential area under special qualitative development control standards. The standards would include landscaping, walls and buffers, and building development consistent with the Urban Design considerations included in the **Environmental Element** of this Plan, to ensure physical and environmental compatibility with the residential uses. It is felt that this approach should be designed to implement the requirements of the Coastal Act of 1976.

It is expected that housing rehabilitation will take place through private financing and some low-interest loans, as available. New housing developments, however, should take place through private means with some public incentive financing in the form of availability of front-end moneys. Some local banks and savings and loan companies have expressed interest in these projects.

The main thrust of this **Residential Element** should be development and maintenance of the community's low- and moderate-income housing stock. This goal is possible at this time due to the relatively low land values for housing, together with the residential/industrial land use mix. These conditions, however, could change as the overall community environmental quality increases markedly. It is at this time that some form of public financing may become necessary. A variety of funds could be used, block grants, special HUD funding, state housing grants and financing, coastal conservancy funds, and any other available at the time of implementation.

Existing Areas of Major Industry Concentration



Barrio Logan
Harbor 101

INDUSTRIAL

EXISTING CONDITIONS

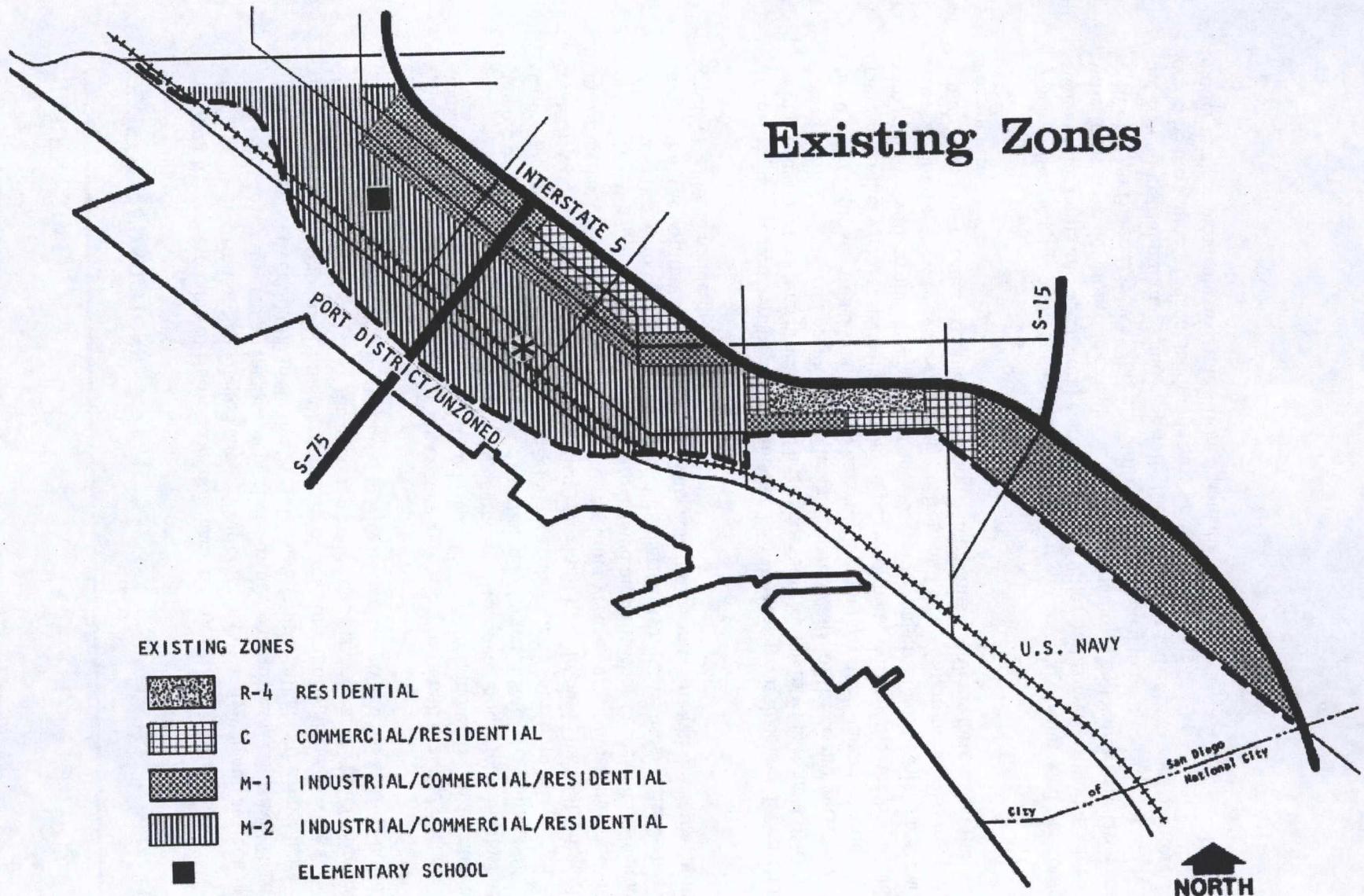
Among the most notable of Barrio Logan's characteristics is the industrial complex situated along the waterfront of San Diego Harbor. This complex of activities and structures represents many diverse privately and publicly-owned enterprises (U.S. Naval Base), employing well over 50,000 individuals, and making this small area the most labor intensive in the San Diego region. The major industries in this community alone provide for approximately 50 percent of all the exported goods and services in the San Diego area and fall under two controlling jurisdictions, the City of San Diego and the Unified Port District.

With the exception of a two block area zoned R-4 and some small C zoned pockets, the remainder of the Barrio is zoned M-1 and M-2, which allows industrial, residential and commercial uses. Due to this mixed-use character of the area, industrial uses have been unable economically to assemble land in sufficiently large sizes for their operation. Consequently, industrial activity is parceled throughout the community in a very inefficient pattern. Conflicts exist because homes that were built prior to the industrialization of the area may now have a boat building yard, metal recycling yard, or metal fabrication business next door. In addition, heavy industrial uses are located along Harbor Drive and the waterfront, which together with other warehousing and industrial distributive uses, generate heavy truck traffic that use community local streets. This constitutes an additional disruptive point of conflict with the residential uses.

Industries are located here because of the need for the waterfront location, for shipbuilding, kelp processing, and tuna processing. These activities, for the most part, take place in land leased from the Unified Port District. The geographic shape of the community, in addition to the City/Port jurisdictional boundaries, have resulted in the establishment of a development pattern parallel to the waterfront, instead of perpendicular, limiting the number of industrial opportunities with available waterfront access. Additional problems in this context are poor access from the freeway system to the waterfront and lack of appropriate parking standards, which have thus created extreme circulation and parking problems throughout the community.

Much of the area just north and east of Harbor Drive is currently being used for storage uses such as tank farms and open storage areas. The activities in this area, as well as along the waterfront, have developed in a haphazard cluttered nature. The facilities are large and block views to San Diego Bay, which is psychologically expected to be pleasant, but in reality is not. The industrial buildings and especially the machinery and activity, are of interest and could be the source of visual landmarks and orientation points for the community. But, the clutter that surrounds them detracts from a potentially positive image.

Existing Zones



EXISTING ZONES

-  R-4 RESIDENTIAL
-  C COMMERCIAL/RESIDENTIAL
-  M-1 INDUSTRIAL/COMMERCIAL/RESIDENTIAL
-  M-2 INDUSTRIAL/COMMERCIAL/RESIDENTIAL
-  ELEMENTARY SCHOOL
-  S. D. G. & E.



Barrio Logan
Harbor 101

The general environment in the areas further east and north of Harbor Drive assumes a different form. Industrial activities are more prominently warehousing, distribution, storage, vehicle salvage and metal recyclers. These land consuming uses give few economic or environmental returns to the community and constitute unfortunate visual eyesores devoid of proper fencing and landscaping.

There is no protection for uses from each other and this has led to the "salvage yard problem." Both residents and business people agree that the junkyards, auto salvage yards and metal recycling yards are a severe problem in the Barrio Logan/Harbor 101 community. Their location, together with residential and commercial activities, results in noise and visual pollution, as well as traffic hazards with parked and junked cars left on the streets. In addition, dust and metal parts fall on surrounding properties. Yet salvage firms have located in the area in the same manner as other business, on a parcel-by-parcel basis as land became available. In some cases, the firms were able to buyout the residents on adjacent parcels in order to expand their business. In other cases they found it more economical to purchase land in the immediate vicinity, rather than try to accumulate contiguous parcels. In this fashion, 19 different yards are located in the community occupying approximately 23 acres of land. The resulting pollution and visual impact on the area has been just one additional issue of conflict between industry and residents.

RECOMMENDATIONS

Improve the environmental and visual quality of industrial development within residential/commercial/industrial designated areas.

Industrial development located within otherwise outlined residential areas should be rehabilitated with development controls more consistent with present industrial development patterns, such as exterior control of noise, air pollution and dust. Also, stricter controls on fencing, walls, landscaping and parking should be enforced. Controls of this nature exist under the more modern industrial zones, such as the M-IB Zone.

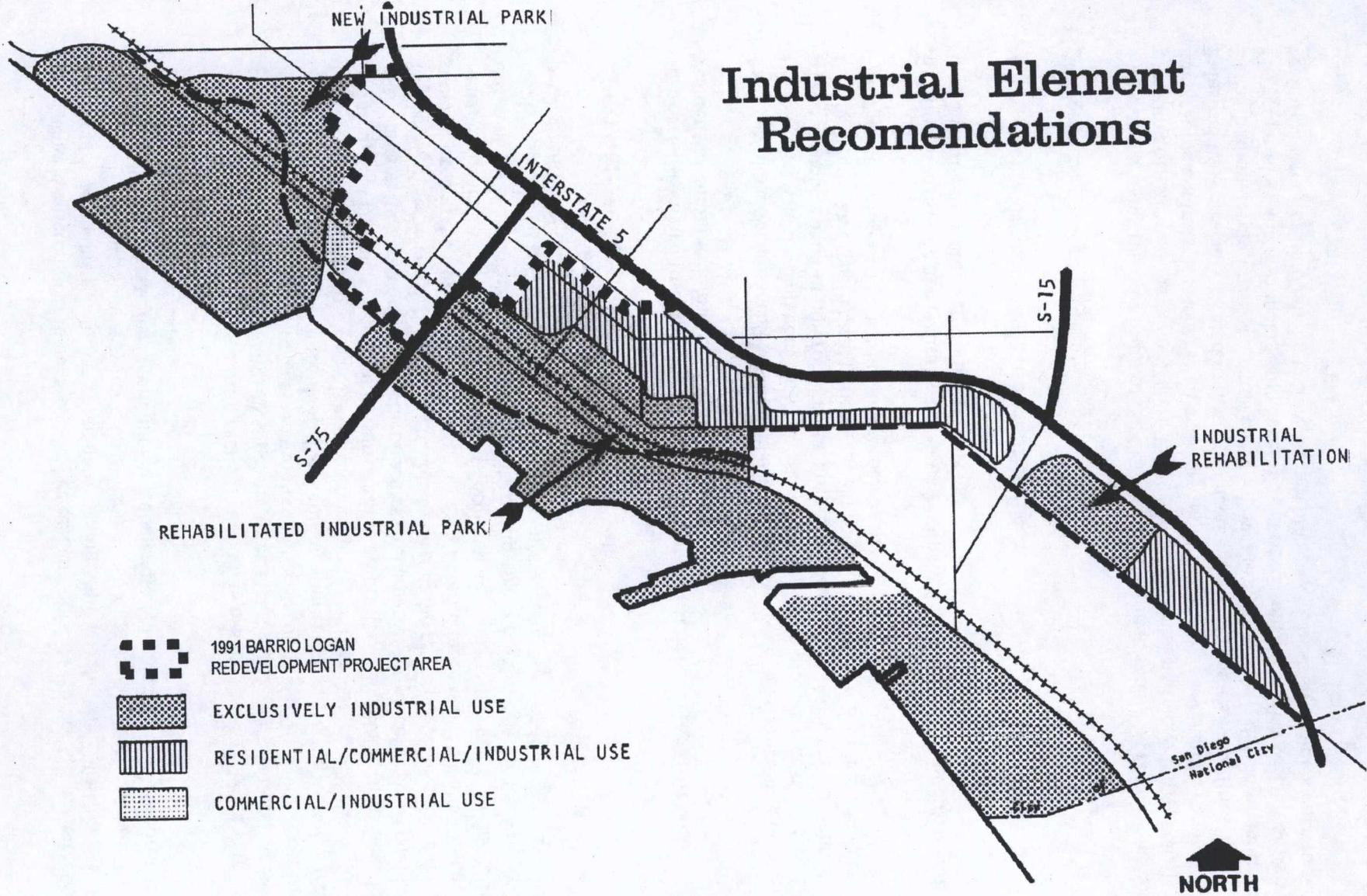
Existing identifiable areas totally developed industrially, should be upgraded and rehabilitated as exclusively industrial areas.

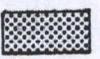
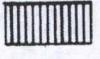
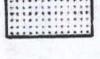
This recommendation involved two specific actions:

South and East of the Bay Bridge

The existing industrial area south of the Coronado Bay Bridge should be rehabilitated by providing off-site parking along Harbor Drive and establishing perimeter buffers, walls, and landscaping controls. Reasonable air and noise pollution standards should be developed and industrial uses presently located in this area encouraged to expand their facilities. Rehabilitation development standards could follow the existing M-IB development standards. The proposal should also include the development of reasonable buffers on Harbor Drive as a beautification effort through the U.S. Navy and NASSCO industrial complexes, to the Centre

Industrial Element Recommendations



-  1991 BARRIO LOGAN REDEVELOPMENT PROJECT AREA
-  EXCLUSIVELY INDUSTRIAL USE
-  RESIDENTIAL/COMMERCIAL/INDUSTRIAL USE
-  COMMERCIAL/INDUSTRIAL USE


NORTH

Barrio Logan
Harbor 101

City community's Embarcadero areas, north and west of the Barrio Logan/Harbor 101 community.

Rigel Street Industrial Site

This is another area totally developed industrially and in need of major rehabilitation. The M-IB Zone could also be applied satisfactorily here with exterior effect control fences, walls and landscaped buffers. A special consideration should be made of the Chollas Creek flood control and open space proposal in terms of the fencing and landscaping proposals related to this site.

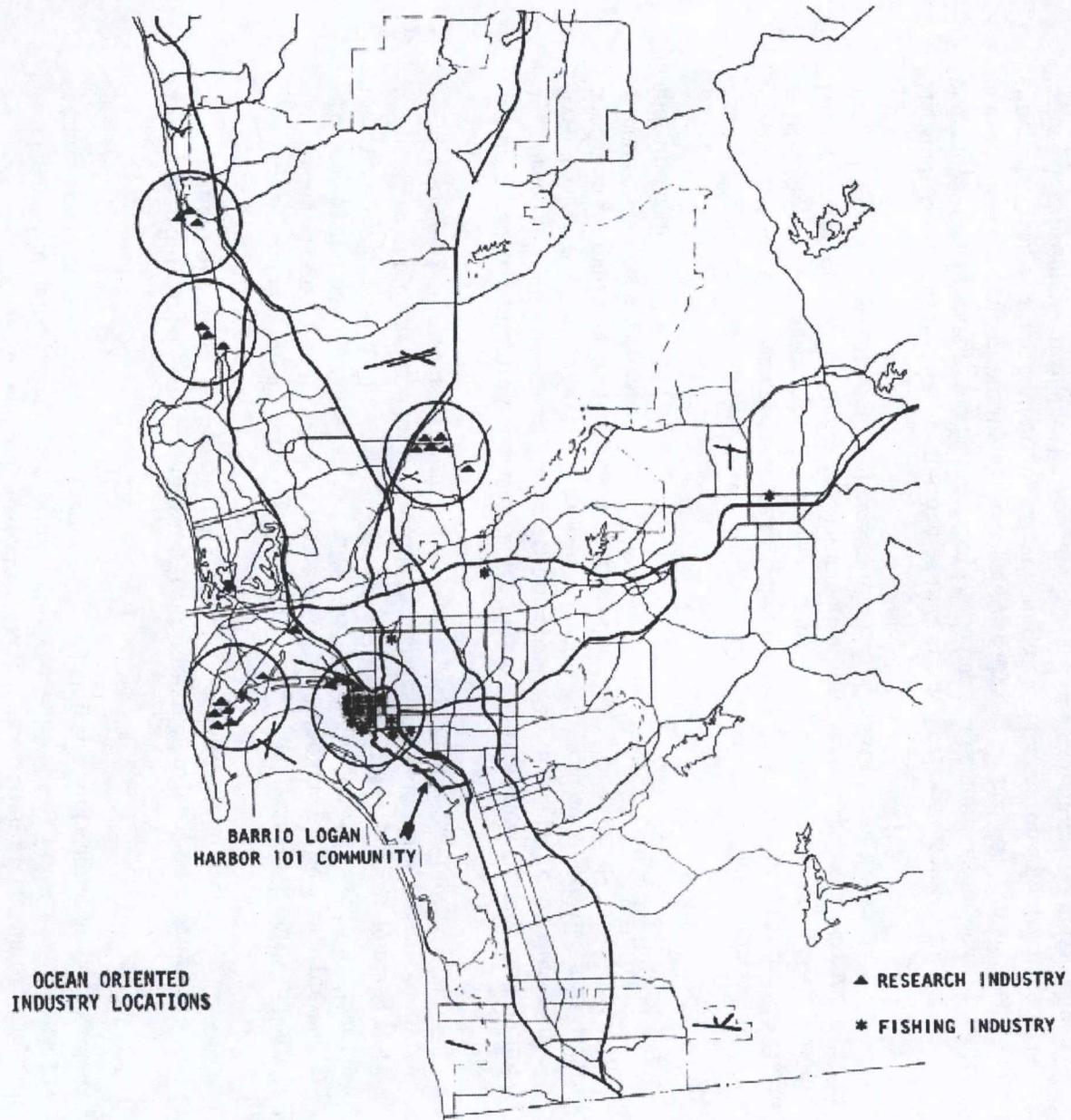
Encourage industrial growth and waterfront industrial expansion through the development of a major industrial park for exclusive industrial use.

The recommendation involves the development of a new industrial park north and east of the 10th Avenue Terminal in the northwestern area of the community. The area is presently occupied by railroad yards that are not fully used. The railroads expressed a willingness to relocate some of their facilities, pending Centre City area redevelopment, to make more efficient use of their areas. This may not be the case at this time, since present conditions seem to indicate railroad use growth rather than any potential reductions.

The proposed new industrial park would incorporate approximately 55 acres and should be developed with activities closely dependent on coastal access such as extensions to the 10th Avenue Marine terminal, development and extension of the seafood processing industries, relocation for marine manufacturing activities (shipyards), and possibly scientific, technological oceanic research centers. The center's development controls should be strict and similar to the City's M-IP Zone.

The California Coastal Act establishes that industrially-designated coastal areas should provide development space for water-dependent industry. A study was made for San Diego in 1970, titled "A Plan for the Growth of Oceanic Oriented Industries in San Diego County." The plan was prepared by Copley International Corporation as a technical assistance project for the Economic Development Administration, U.S. Department of Commerce.

The study concludes that the ocean-oriented industry in San Diego is presently underdeveloped in spite of the fact that San Diego has ideal conditions for ocean-oriented industry development; proximity to the ocean, already established research and development, climate for year-round operations, high level cultural and recreational facilities, and has technical labor supply available. Reasons for the lack of ocean industries in San Diego is attributed to local financing, incentives, taxes, lease rates, as well as unavailability of sites large enough and with proper transportation and communication lines. The study proposes that San Diego has growth potential in the following fields, specifically:



OCEAN ORIENTED
INDUSTRY LOCATIONS

BARRIO LOGAN
HARBOR 101 COMMUNITY

- ▲ RESEARCH INDUSTRY
- * FISHING INDUSTRY

Barrio Logan
Harbor 101

Kelp Extraction and Processing

Some facilities already exist, Kelco (algae extraction) presently located in the Barrio Logan area and San Diego Agar Company (for agar processing). Research firms and related facilities for plant recolonization and kelp industry management could ideally develop in San Diego.

Commercial Fisheries

Requires the development of a coordinated local fishing fleet, and local product distribution to be improved with a centralized localization of fish wholesalers. Practically all fish eaten in San Diego is imported from other cities in spite of the fact that oceanic waters near San Diego are bountiful. Fish commodities that have potential development are: lobster, abalone, crab, bait fishes, squid and other fishes readily caught off-shore. In relation to this industry, it is important to develop other related activities such as research and aquaculture (oysters, clams, mussels, lobster, abalone and crab are primary candidates).

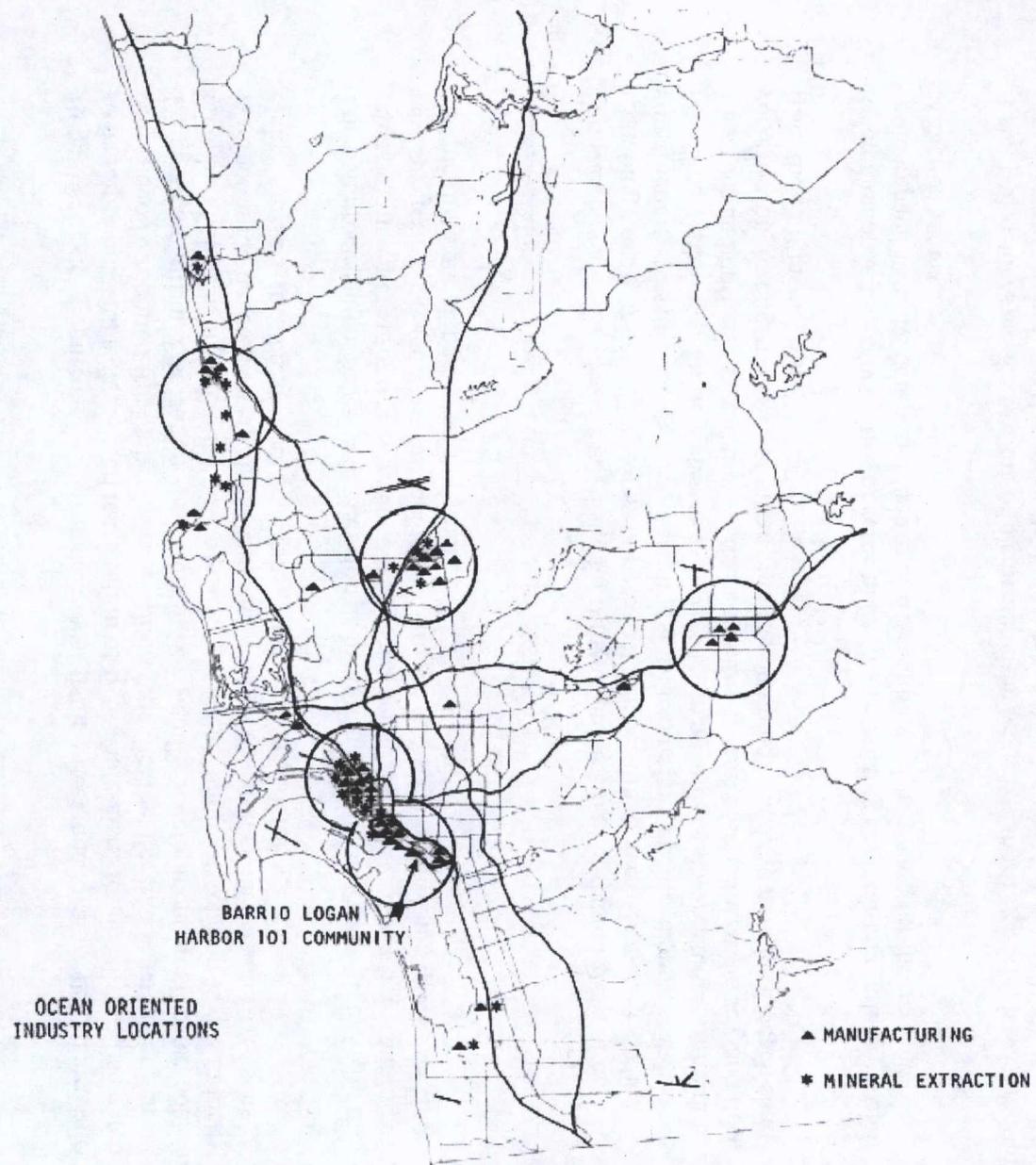
The fish processing industry could develop as local fisheries become more stable with the most promising area for development being packaging and gourmet foods. The canning of new species of fish and alternate methods of processing, such as smoking, quick-freezing, and pickling, are all part of a future industry.

Mineral Extraction

San Diego is not considered a good site for mineral processing but related areas of high technology ocean mineral development potential are: desalination experimental studies, construction and sales of small desalination plants, technology and development industry related to exploration for phosphorite and manganese nodules, software studies of marine resources and design, construction, testing and sales of marine mineral resources, and design, construction, testing and sales of marine mining equipment, and the mining of beach sand from the Continental Shelf.

Related manufacturing activities of some note are the existing shipbuilding industry which could expand with the additional industrial development of hardware for the oceanic extraction industries.

A study also surveyed the two major elements of the required labor force which exist in San Diego. In one spectrum is the highly technical labor force of the Navy, the university and other scientific laboratories. Professional personnel are another important labor pool. The other, and a lightly used labor resource for highly skilled manufacturing, are the Naval personnel discharged in the San Diego area. That number is close to 10,000 people annually. The Navy through its "project transition" releases these people three months early to train in private business; during this period the Navy continues to pay their salary. A survey made in 1970 shows that 75 percent of those questioned would want to remain in San Diego and



Barrio Logan
Harbor 101

possibly be incorporated in the oceanic industry-related labor force. According to the study, this source of labor is available on a continuing basis if industry desires to make use of it.

The same study reviewed a San Diego condition related to community acceptability of industrial uses, which have traditionally had negative environmental impacts associated with them. The study concludes that development of zoning performance standards in terms of employment density, building density, parking, traffic, landscape, architectural vocabulary, noise levels, water, air pollution, odors, vibration, sewage treatment and safety hazards, will result in less community concern with the specific goods produced. This means that the San Diego community should be in a position to accept and welcome industrial enterprises that can meet the performance standards designed to protect social and environmental values.

The study also identified different oceanic industries in San Diego. Their locations conclusively show that within the City of San Diego there are several areas where these industries already exist. The Barrio Logan/Harbor 101 area is one of these.

Designate buffer zones to serve as transitional land use areas between residential areas and larger industrial uses.

It is recommended that industrial accessory uses to the waterfront industry that are also compatible with residential uses, such as industrial offices, commercial and small warehousing, be located in this buffer area. The mentioned development is proposed to locate along the Harbor Drive/Main Street corridor.

Recycling industries should be especially considered in relation to both location and physical and economic development.

The most difficult problem in dealing with the industrial uses in the community relates to the consideration of the recycling and salvage industries already well established in the Barrio. The present nature, dust, noise, storage and access needs of these industries make them incompatible with the existing, and potentially expanding low- and moderate-income housing and other uses. The community's coastal location requires that coastal-dependent industries be given priority in the use of this prime waterfront land; the recycling yards do not qualify in this category. Yet the yards have for the past few years gained a strong foothold in the community due to small lot availability and the minimal development standards of the existing zone which do not require major capital investments; and the fact that location-wise, these industries are well located in relation to their primary service population, which up to now, has included low- and moderate-income communities, and some larger industries for the scrap metal. This situation will probably change in the near future as the recycling activities become more important to the nation's economy, and their market population and services expand to the middle- and upper-income groups, and to serve major industry on a larger scale. In conjunction with the development of this Plan recommendation, three alternatives have been reviewed. As a result of an initial study of these alternatives, the first alternative and the third alternative, relocation to other areas, and major improvement and beautification within the community respectively, are the most viable.

Alternative 1

Preparation of a citywide study for the relocation of recycling industries and study of development standards for recycling centers:

Possible relocation sites could include the Miramar area where City-owned properties exist under limited development possibilities. Relocation could also take place on privately-owned industrial parcels. A major functional requirement is that the sites have accessibility to freeways and the railroad to comply with the activity's transportation needs. Such sites are available, but it would be necessary to study further, and in detail, the cost/benefit qualities of such alternatives, as the study of the critical mass and size that would be required to make these centers workable economic entities in the new locations. An initial staff study of this option indicated that this alternative is the most viable from the standpoint of regional and community-wide cost/benefit.

Alternative 2

Reservation and development of a special section of the new industrial park plan proposal in the northwestern section of the community for relocation of the yards within the community.

This proposal has some definite limitations. One is the questionable effect that this location would have on the Centre City community housing redevelopment proposals, in the Marina area particularly. Another drawback is that the location in this area would displace potential labor intensive and high technology industrial activities sorely needed in the Barrio Logan and surrounding communities (Southeast) that are now underemployed. Finally, to properly minimize the physical impact of the recycling centers' location on this area, it would require strict development controls, which on top of the other mentioned issues, would probably be too costly to make this use economically feasible in this area. The initial study of this option indicated that this alternative is less viable economically than alternative 1.

Alternative 3

Maintain the recycling uses at their present locations scattered within the Barrio Logan/Harbor 101 community.

This alternative would require the development of very strict development standards with controls on pollution, noise, dust and other exterior effects, as well as establishment of buffer areas and enclosures which would greatly limit the land area available. Those needed development standards together with the high cost of properties for industrial development would impose a critical economic limitation on the viability of this alternative. The initial review of the alternative highlighted these economic conditions, making it less economically viable than the other alternatives, although on a regional basis it would rate higher than alternative 2 which would displace needed regional industrial growth.

Establish and organize industrial service circulation and employee parking areas.

An upshot of the industrial proposals is the need for developing parking areas for industrial employee parking, together with the redesign of Harbor Drive, which will be discussed in the **Circulation Element** of this Plan. The concept of concentrating employee parking areas will allow, among other things, the possibility of reusing the land presently preempted by parking with additional industrial expansion areas. This concept is particularly critical in relation to the planning area's ability to develop more waterfront related industry.

IMPLEMENTATION RECOMMENDATIONS

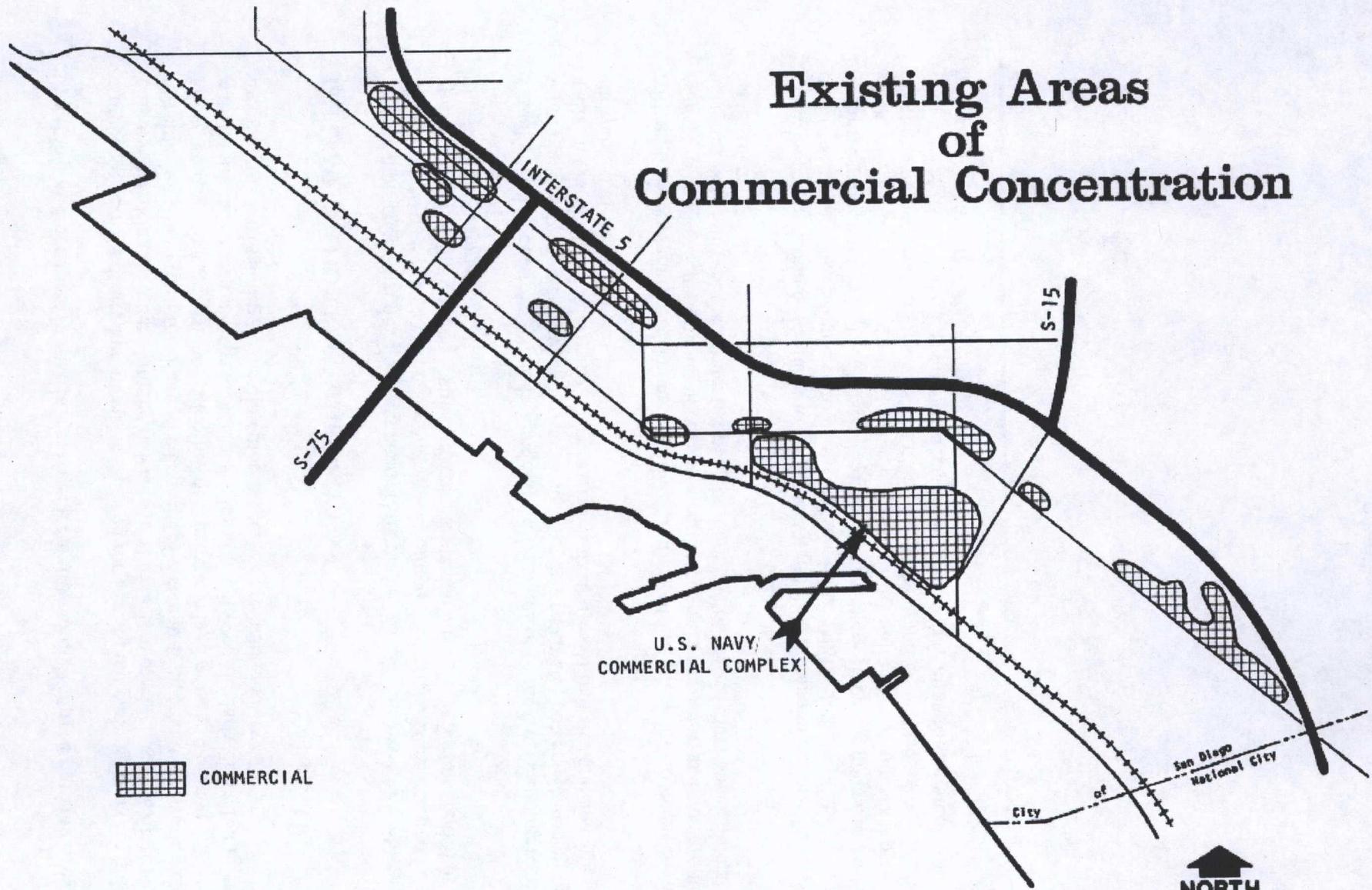
This Plan proposes that development controls be drafted to mitigate existing problems of visual pollution, as well as air, noise and water pollution. The latter is expected to be rectified by federal and state pollution regulation agencies which have direct permit control over these industrial developments.

Visual pollution controls, which fall under the direct control of the City's zoning regulations, should be designed to control external effects, property perimeter buffers, landscaping, and walls and fences, particularly in the areas where mixed uses of industry and housing are allowable under this Plan.

Although covered under the **Transportation Element** of this Plan, development controls relative to employee parking, numbers and locations, as well as access, and truck routes designed not to disrupt the residential neighborhood as outlined in this Plan, should also be established.

Redevelopment action is desirable to implement these Plan recommendations. Private enterprises should be encouraged to invest and rehabilitate through the availability of tax incentives, low-interest loans, and state/federal economic development grants, as necessary. Close coordination with the Port District is necessary in relation to the industrial park development proposal and the rehabilitation of waterfront industry. Also, close coordination with the Port/Navy and transportation agencies is needed in relation to the circulation and parking portion of this Plan's proposals.

Existing Areas of Commercial Concentration



NORTH

Barrio Logan
Harbor 101

COMMERCIAL

EXISTING CONDITIONS

There is a general lack of commercial facilities and services in the community. Residents, especially, are forced to travel outside their community for food, drugs and other necessities. This has created hardships, particularly for the residents, who must travel up to five miles outside their community to a major grocery store. This situation is compared by the residents to quite a different one during the 1950s when Logan Avenue and Main Street were viable commercial centers with grocery stores and movie theaters. The development of freeways in the community, together with the already mentioned industrial zoning, and the resulting loss of population, has made it uneconomical for commercial enterprises to locate or even remain in the community. The lack of economic conditions under which a viable commercial development could exist, has resulted in a general dispersal and disappearance of neighborhood business. Most of the very few commercial business remaining could be characterized as "mom and pop" businesses, which must of necessity charge more to overcome low volume sales. Operating on a slim margin, the business cannot afford to spend much money in major upkeep and maintenance.

An additional consideration, in relation to the commercial uses in the community, is that of the 32nd Street Naval Base where regional commercial activities totaling approximately 200,000 square feet exist. The facility will probably grow in the future as the services at the base grow and the Naval regional population increases. The present facilities serve an estimated regional population of more than 400,000 people.

RECOMMENDATIONS

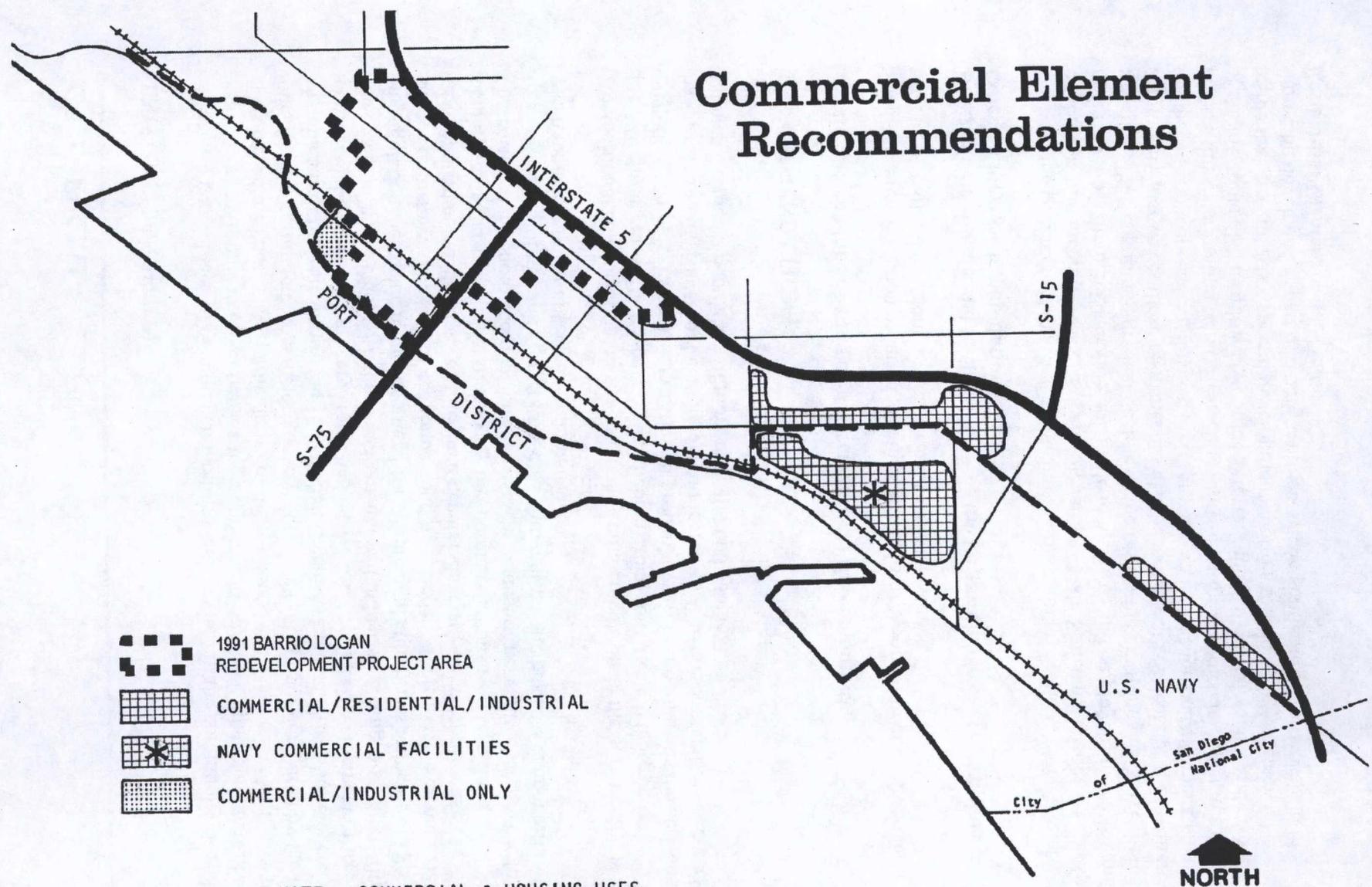
Retain and enhance existing commercial uses in the community.

Establish a rehabilitation program to improve the physical condition of commercial structures, particularly along Logan Avenue and Main Street.

Develop new commercial facilities to serve the large number of area employees and the expected increase in population.

Enhance the condition of the existing business community by infilling along already established commercial areas of Logan Avenue and Main Street and encourage an expansion in the level of commercial services available to residents and employees in the community. Because of the continuing gradual decline of the residential environment, the retail business community that serves those residents has also been in a state of decline. A growth in the number of residents and employees, together with environmental enhancement, should reverse this deteriorating trend. Residential units over the commercial structures or in the rear of the lot, could also be allowed in order to further intensify development and provide residential growth. Also, special development controls for industrial/commercial coexistence should be developed as part of a new zoning concept, similar to the proposals in the **Residential Element** of this Plan.

Commercial Element Recommendations



-  1991 BARRIO LOGAN REDEVELOPMENT PROJECT AREA
-  COMMERCIAL/RESIDENTIAL/INDUSTRIAL
-  NAVY COMMERCIAL FACILITIES
-  COMMERCIAL/INDUSTRIAL ONLY

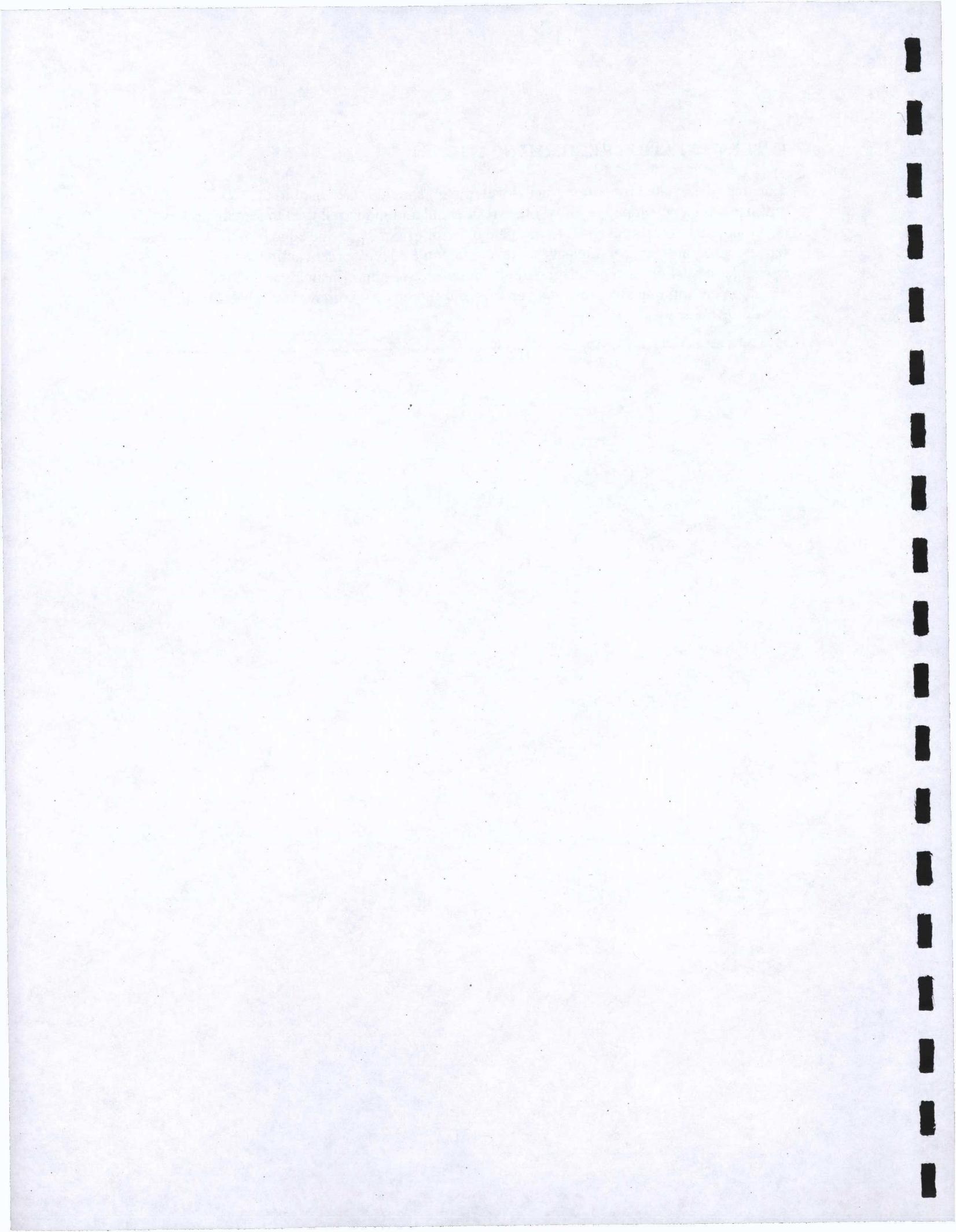
NOTE: COMMERCIAL & HOUSING USES,
WITH INDUSTRIAL DEVELOPMENT
UNDER SPECIAL CONTROLS



Barrio Logan
Harbor 101

IMPLEMENTATION RECOMMENDATIONS

The areas designated for commercial development should be rezoned to the CC Zone. A zone will have to be developed to allow other residential and industrial uses to remain under development controls designed to mitigate exterior effects, provide edge buffers, walls and fences, scale, and control intensity of development. Redevelopment action would be desirable in relation to coordinating development actions and financing. Economic development funding and other state and federal funding for commercial rehabilitation should be made available.



COMMUNITY FACILITIES

EXISTING CONDITIONS

This section is multifaceted in that it involves several types of public services and semi-public (privately owned) facilities. For that reason, this element has been divided into semi-public utilities such as SDG&E; public utilities, such as sewer, water and trash collecting; public facilities such as schools, libraries, firehouses, police, and community social services, such as the Neighborhood Clinic, Youth Center, Senior Citizen Center and the Chicano Federation. Much of the evaluation and many of the specific proposals relative to this element are included in the **Environmental Impact Report** and the **Socio-Economic Element** of this Plan.

Semi-public Utilities

San Diego Gas & Electric has substantial investment in the Barrio Logan/Harbor 101 community. Several parcels of land are owned by the utility and one of the utility's major power stations in the San Diego region is located in the Barrio, the Silvergate Station. The specific details of the station's operation and impacts on the community planning area are covered in detail in the **Environmental Impact Report** portion of this Plan.

Public Utilities

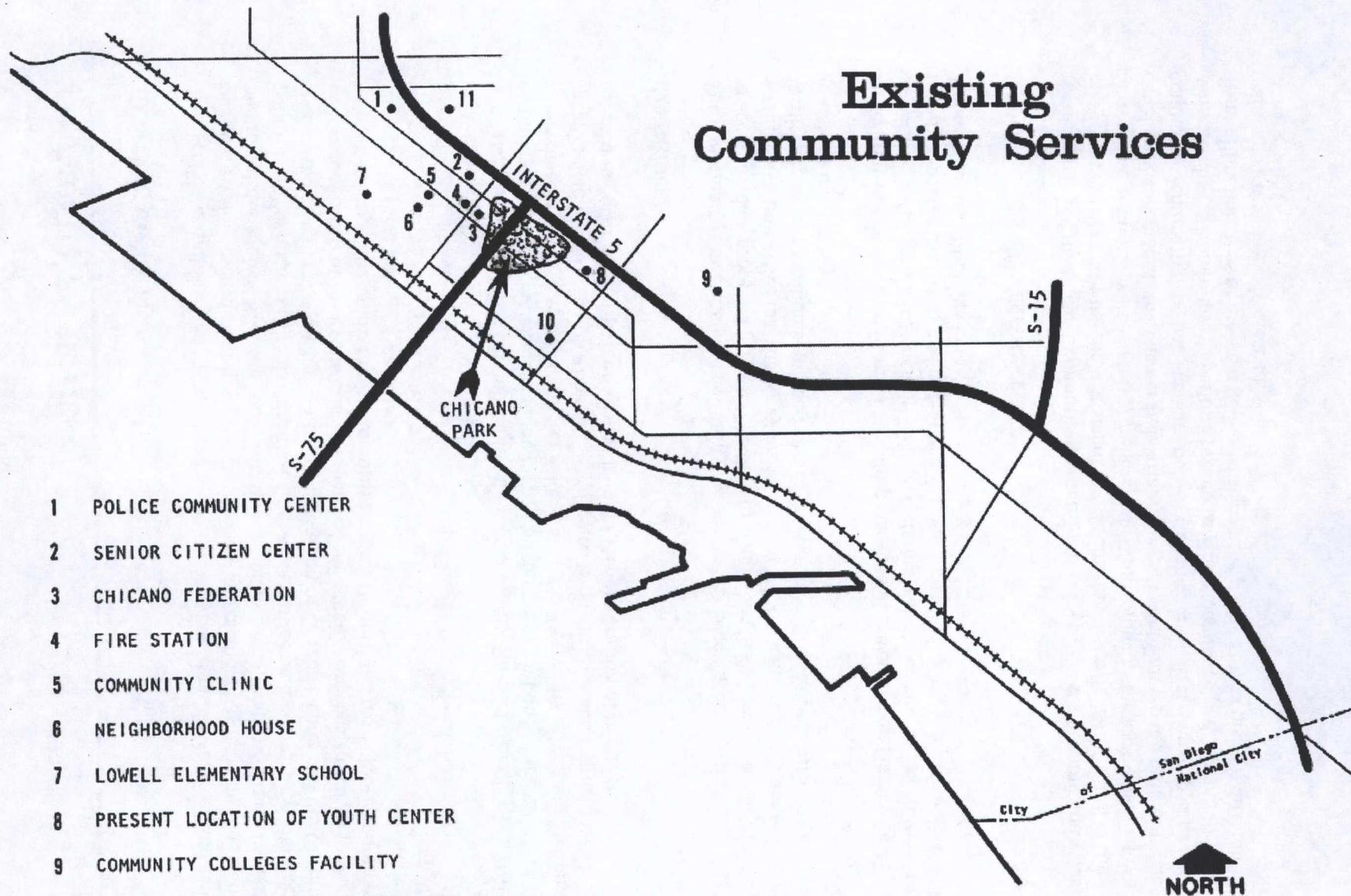
The community's sewer and water utility system seems adequate at this time and will be able to accommodate proposed growth. The City of San Diego has a sewage facility in the Barrio within Navy properties that the Navy wants to relocate. Present proposals are to improve the facility at another location south and east of its present site. Odor problems occur from time to time at this facility.

Other foul smells emanate from a City pump station and sewer line on Harbor Drive. The sewer line is due for replacement in 1979, which then should ensure an improvement in air quality. Specific problems and potential solutions are included in the **Environmental Impact Report** section of this Plan.

Community Maintenance Services

As mentioned in the **Socio-Economic Element** of this Plan, street sweeping and refuse pick up service are not up to the highest standards. The main reason being the old facilities, narrow and at times unpaved alleys, and the industrial zoning in the area which allows lower development standards than newer industrial zones; all contribute to the problem. These conditions require higher than standard public area maintenance and upkeep. The situation is worsened by the community's parking problems where employee parking and the car dismantling practices of the salvage industries on the public streets make it difficult to maintain streets properly cleaned.

Existing Community Services



- 1 POLICE COMMUNITY CENTER
- 2 SENIOR CITIZEN CENTER
- 3 CHICANO FEDERATION
- 4 FIRE STATION
- 5 COMMUNITY CLINIC
- 6 NEIGHBORHOOD HOUSE
- 7 LOWELL ELEMENTARY SCHOOL
- 8 PRESENT LOCATION OF YOUTH CENTER
- 9 COMMUNITY COLLEGES FACILITY
- 10 PROPOSED YOUTH CENTER RELOCATION
- 11 CATHOLIC CHURCH



Barrio Logan
Harbor 101

Community Facilities

These facilities are covered in more detail, relative to their socio-economic characteristics in the **Socio-Economic Element** of this Plan.

Schools

Lowell Elementary is the only school located in the Barrio Logan/Harbor 101 community. Children attending junior and senior high school must travel outside the community's boundaries. In the past, Lowell School was scheduled for removal due to the expected decline in population of the M-1 and M-2 zoned community planning area. This decline, however, did not materialize and after an initial low enrollment, attendance has subsequently increased. School facilities have always been temporary, devoid of landscaping, surrounded by salvage yards, and on the main truck route that services the industrial areas along the waterfront. Due to the recent increase in enrollment and the upsurge of community resident activism, the community wants a permanent facility. As a result, the City has bought the two salvage yards adjacent to the elementary school for the school's future expansion.

Libraries

No libraries exist in the community. Nearby public libraries are sited at the Memorial Park and school center across from Freeway I-5 along 28th Street. Other services are available at the Central Library in Centre City San Diego.

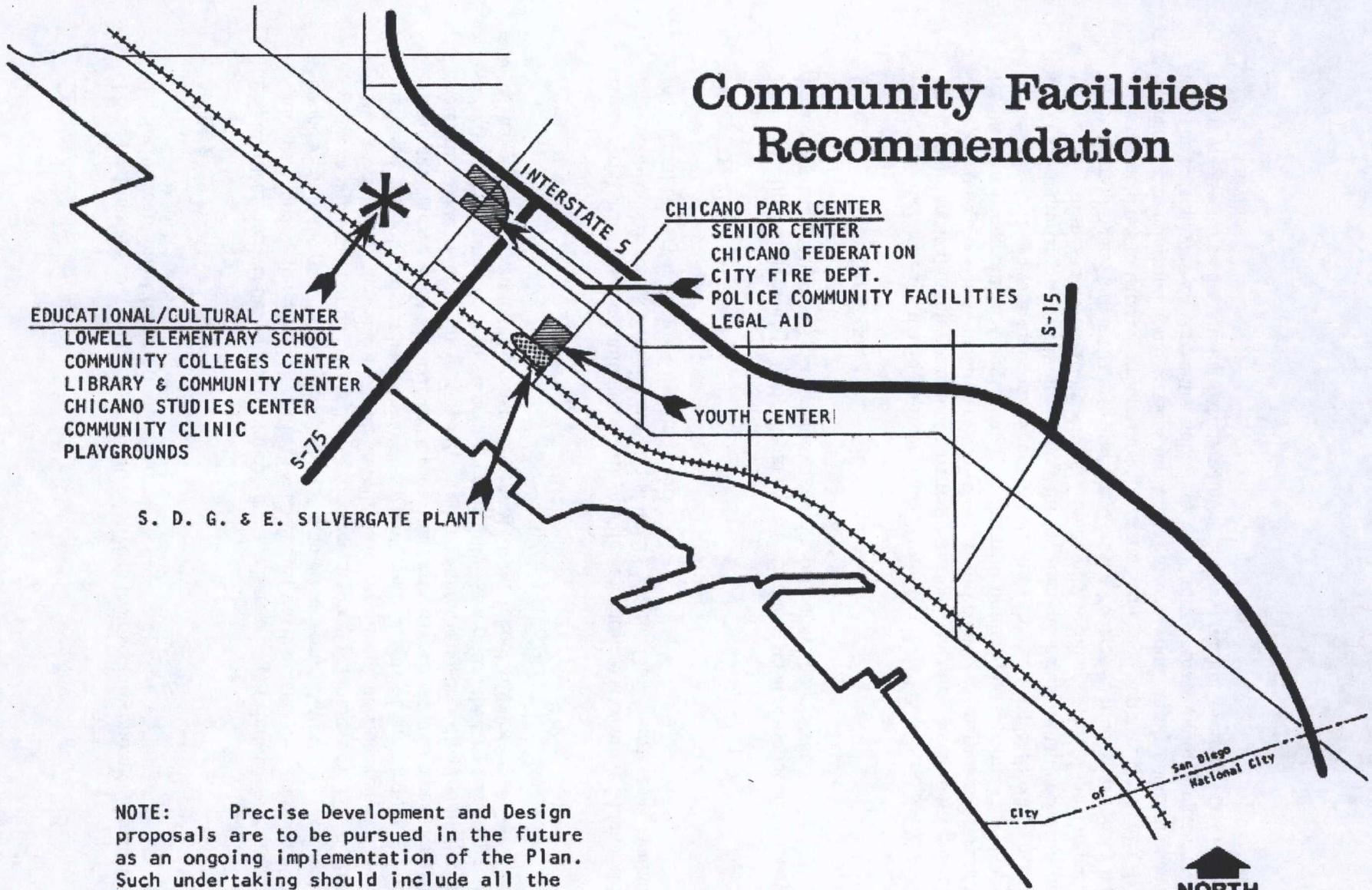
Police and Fire

Fire protection services are provided from a fire station located at National and Crosby. The Police Department operates a community relations office on Logan Avenue.

Community Social Services

As already mentioned in the **Socio-Economic Element** of this Plan, several social services agencies are located in this community, partially funded by public grants. In the past there has been some obvious duplication of efforts. This worked at cross-purposes, often times resulting in a competitive struggle with each other for funding and support. This phenomena creates a lack of cohesion and comprehensiveness in the services rendered which becomes extremely important in communities where the low-income status of many residents make the delivery of these services so important. Community social agencies of great importance in the Barrio Logan/Harbor 101 area are: The Chicano Federation is a social agency with wide regional ties to Chicano groups throughout the San Diego region and provides counseling, training and home services for senior citizens, youth family counseling and legal aid. The federation is also presently embarking on a limited rehabilitation program by providing assistance for housing fix up, maintenance, and training programs and jobs related to these activities.

Community Facilities Recommendation



NOTE: Precise Development and Design proposals are to be pursued in the future as an ongoing implementation of the Plan. Such undertaking should include all the existing and future interests in this portion of the community.



Barrio Logan
Harbor 101

The Barrio Youth Center is another agency that provides educational, art classes and athletic activities for the youth of the Barrio. The services also include general counseling and sponsoring of community activities. The center has been in need of expanded facilities for some time and a new facility is presently in the process of being acquired by the City for the center.

The Chicano Community Clinic provides medical care and preventive health education for the residents. Services also include family counseling, senior citizen counseling, youth athletic activities, etc.

The Senior Citizen Center provides recreation, meeting space, general activities and counseling for the senior citizens of the community. A new center has recently been built by the City Park and Recreation Department to house the group's activities.

These different agencies often come together and organize joint activities around a common goal. The development of Chicano Park and its mural painting activities are a good example.

RECOMMENDATIONS

Improve the visual character of semi-public utilities such as SDG&E's facilities.

The Plan proposes that air pollution controls and noise controls be developed to mitigate the facilities' present impacts on the community's environment. The controls will be enforced by the adequate environmental agencies as outlined in the **Environmental Impact Report** of this Plan.

Wiring systems should be underground whenever possible and especially on all new developments. Development controls and beautification measures should be established for SDG&E's properties and perimeters. The company has outstanding examples of qualitative development in numerous transformer structures throughout the City and they should be encouraged to continue that high development standard and apply it to development in the Barrio Logan/Harbor 101 community.

Improve street sweeping and maintenance efforts to ensure that the facilities are maintained to the standard citywide level of service.

Trash collecting and street sweeping needs to be improved. This can be achieved by organizing the community's land uses, enforcing zoning regulations and resolving the parking problem on community streets.

Establish public and private programs to upgrade substandard unpaved streets and alleys.

Establish a community circulation system and improve facilities to implement that system. Secondly, improve all other necessary local access facilities to citywide standards.

Provide adequate standard school facilities for the children of the community by constructing a new school facility and extending the school site.

In order to provide an adequate school site and facilities in a centralized location and create an opportunity for total environment enhancement, construction of a new school facility and expansion of the present site, in conjunction with other educational and cultural facilities, is recommended.

It is recommended that the City and the community support the construction of a new facility that can serve as a cultural and community center, as well as a school, in the community.

The residents have for some time expressed the desire to create a cultural center and community center as part of the Lowell School expansion. This proposal could be not only feasible but also desirable, and result in an efficient use of the presently diminishing public resources. The school site expansion could include a small community library, exhibit area, meeting room and a sports field to be developed as part of the complex. This facility could not only be an asset to the residents, but also to the industries' employees, considering the fact that this employee population spends half of their active life in the Barrio Logan/Harbor 101 community.

The Education-Cultural Center project should include a Community Colleges facility.

Community Colleges has a temporary vocational facility that serves the Barrio Logan community at Marcy and Julian Streets just outside the Barrio Logan planning area. Their present facility is under lease from the unified school district and in critical need of additional building area, recreational areas and parking. Both community colleges and the community leaders are considering sites for a campus-like development within the Barrio Logan community. This Plan recommends that community colleges facilities be developed in the Educational-Cultural Center project area in conjunction with the Lowell School development. The assets of this site are the development of a complete and coordinated community center where joint development and use of facilities can be established. The economic efficiency and savings resulting from the multiple use concept can be budgeted to additional community facilities and services related to this project. The siting of this facility within the Educational-Cultural Center project area would also complement the recommendation of providing public access to the Bay and relating closely the vocational job-training facility to the recommended new industrial park.

Continue to support, coordinate and expand the services delivered by the community social agencies.

It is desirable to locate complementary community social agency services within one general location. The Plan proposes that these services be located on an axis from Chicano Park (the present location of the Chicano Federation and Senior Citizen Center), to the proposed Lowell School expansion area (on the Newton/Main Street area) and the proposed Youth Center relocation area, also linking the present location of the Community Clinic, Neighborhood House, and Fire Station facilities.

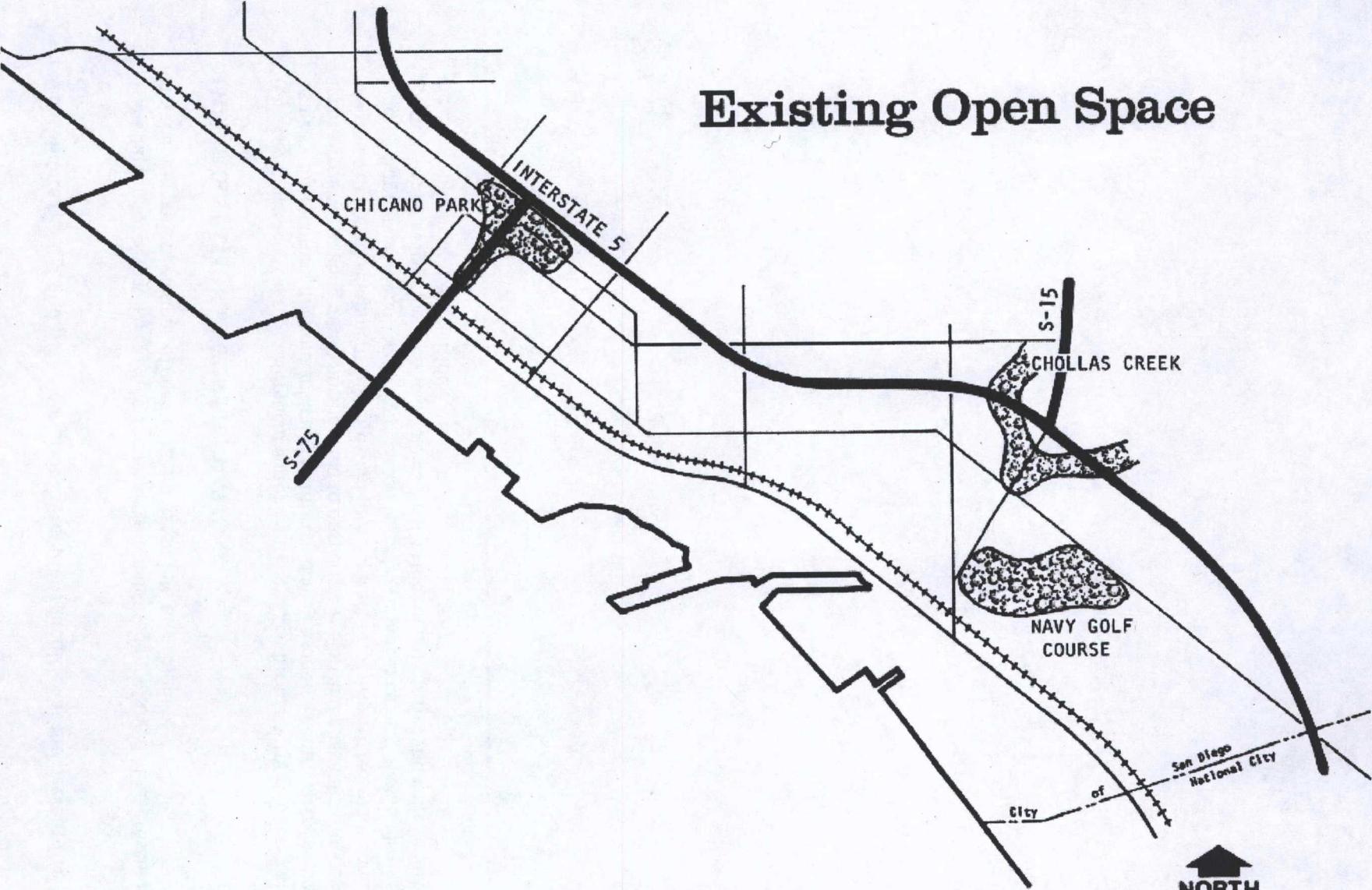
Consolidate the fire and police community relations facilities at the present fire house site.

The Plan proposes that the existing fire protection facility be improved at its present location, and that the police relations office be incorporated into this complex.

IMPLEMENTATION RECOMMENDATIONS

It is recommended that redevelopment action be undertaken for the purpose of coordinating properly the recommendations included in this element. Through a centralized development agency review, funding could be allocated to properly develop and phase the proposed projects. Also, redevelopment action would provide a sense of priority to obtain some of the funding through state and federal agencies. The redevelopment agency should also coordinate and assist other public agencies such as the school district and college district with the development of their facilities.

Existing Open Space



Barrio Logan
Harbor 101

OPEN SPACE

EXISTING CONDITIONS

Barrio Logan, located adjacent to San Diego Bay, has no public access to the bay for residents, employees or visitors. Prior to World War II there was public access and use of the bay with a small beach (Caquita Bay) and fishing pier. Such times are very much in the minds of residents when they describe their community. Presently, all land fronting the bay is either used industrially or vacant. However, the latest Unified Port District plan discusses access for this area in the form of "...a public viewing area located between the boundaries of the marine terminal and the proposed boatyard is to provide a new access point to the industrial waterfront area." (Port District Draft Master Plan 1979)

The only open space in the community is Chicano Park, which was established six years ago and is slowly expanding under the Bay Bridge. The park functions as an open space/park and playground; and it is also a focus of community activities including an ongoing effort by the community to continue the mural paintings on the piers of the San Diego-Coronado Bay Bridge.

An additional potential site for open space development in the community is the Chollas Creek and floodplain, which for the most part, is occupied by parking lots or vacant land.

RECOMMENDATIONS

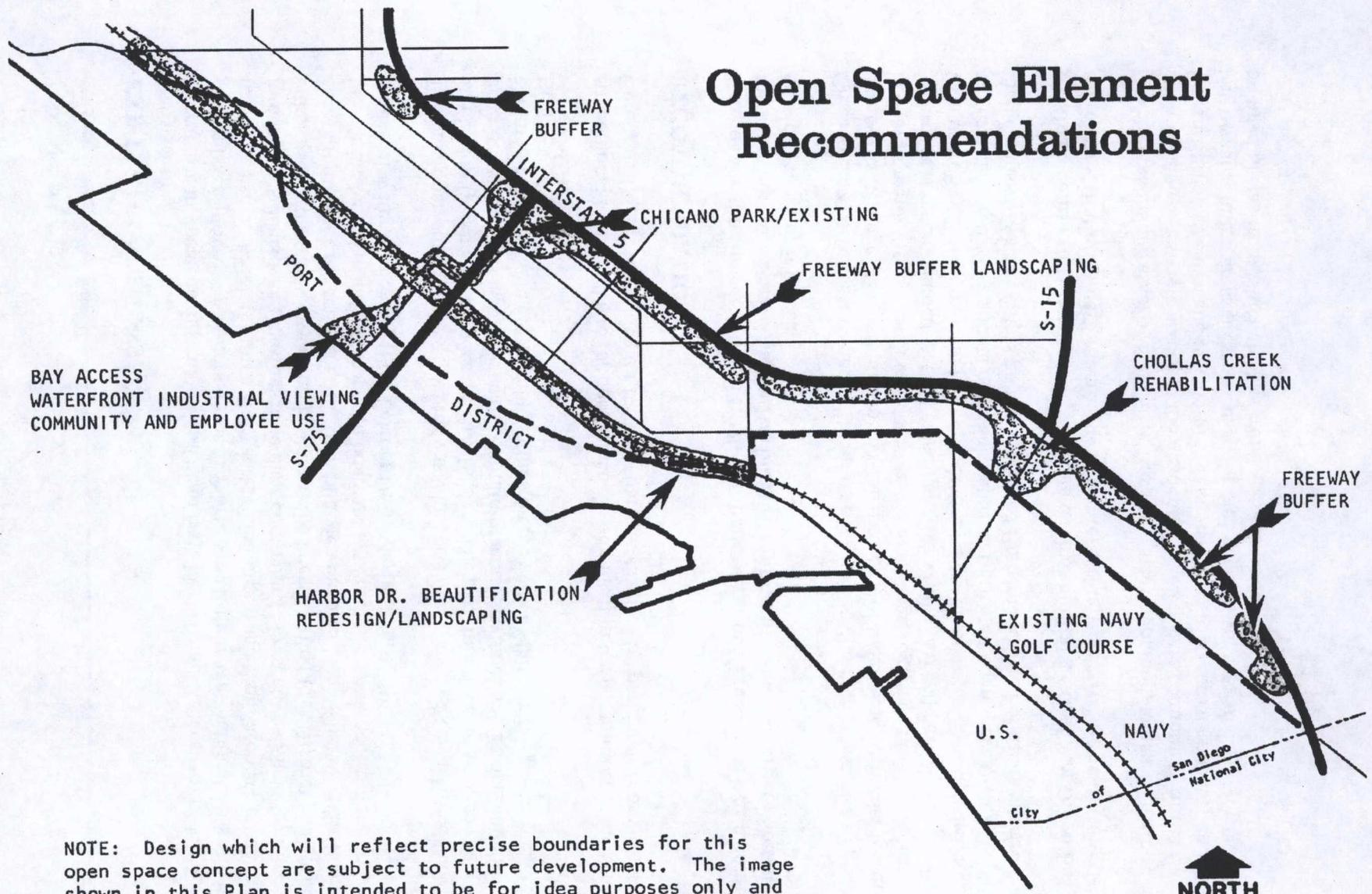
Provide for the completion and further enhancement of Chicano Park as a community focus for both the Barrio Logan/Harbor 101 community and the larger community outside the planning area.

Chicano Park serves as a symbol of the Barrio's Chicano community's desire to preserve and express its heritage. The completion and enhancement of the park is desirable. It will also become a major visitor center of interest in the San Diego region due to its uniqueness and history. It is recommended that the existing park be expanded and developed under the Coronado Bay Bridge to Main Street. Pedestrian areas should also be established to link this cultural park to the bay and its potential waterfront-oriented open spaces. This should also include links to Centre City's greatly enhanced Embarcadero and Marina waterfront areas.

Establish community access to the unique environmental asset of San Diego Bay and establish visual links with the unique and interesting waterfront industry.

Open up the unique asset of San Diego Bay, its water orientation, industrial activity, visual qualities, and other view assets, to the residential and working community of the Barrio Logan/Harbor 101 area and its environs. Establish pedestrian activity pockets on and near the bay by substituting areas presently used for parking, and vacant parcels with waterfront-oriented plazas from which the bay can be perceived and enjoyed.

Open Space Element Recommendations



NOTE: Design which will reflect precise boundaries for this open space concept are subject to future development. The image shown in this Plan is intended to be for idea purposes only and does not represent the final solution to this Bay Access Concept.



Barrio Logan
Harbor 101

Bay Access

An urban plaza should be developed north of the Sun Harbor Cannery and extending to the waterfront area partially within the Port District lands. The plaza would have a different waterfront character from other areas in San Diego by its exposure and emphasis to the dynamic waterfront-oriented industrial and commercial activities; a view of the port's economy in action. It would be desirable to encourage the Port District's cooperation in looking at the unique sites on the bay and vacant properties by developing these properties in a commercial/industrial complex which accommodates public access, and open space towards the bayfront as the Port District has done in other areas of the waterfront such as Point Loma. It should be noted that the San Diego Unified Port District has been successful in achieving this type of environment in other parts of the City, such as Point Loma/Shelter Island, and the north Embarcadero Area (G Street Mole, Tuna Fleet landing).

A natural linear park should be developed taking advantage of the Chollas Creek regional open space development potential.

This linear park potential development has been studied in relation to the Southeast San Diego Development Plan Studies. The linear park development concept would connect to other communities through its numerous branches in Southeast San Diego, Mid-City and Lemon Grove communities.

Additional studies should be made as part of a redevelopment plan of the creek regarding potential uses in the creek. Some questions need to be answered. Is the area east of Harbor Drive, which is in the tidal area, suitable for some type of aquaculture or marine-oriented scientific research on habitat rehabilitation, or as a potential wildlife rehabilitated area for sea birds? Could potential industries develop based on these creek activities and is the area valuable for commercial development, for recreation? Questions like these should be the subject of a study undertaken jointly with the Coastal Commission Coastal Conservancy, local universities and scientific groups, with some conclusive answers reached within a reasonable period of time. Questions should also be posed and answered, relative to the wider recreational value of the creek. (Such as, whether the area is adequate for swimming, and if so, how can it be rehabilitated for such purposes, considering the present water runoff conditions as expressed in the Environmental Impact Report Section of this Plan?)

Concentrate open space and beautification efforts on public lands.

Existing government lands should be evaluated in terms of their economic development potential, as well as open space development characteristics. Land easements could be purchased from large agencies and landholders in the community to provide open space areas.

Sport Fields

Sport fields are an open space asset and part of the Lowell School/Educational-Cultural Center site development. The school playground should be designed for 24-hour use as a multi-purpose facility that can be used for community sports and school playground area. The design should be parklike, and edges and buffers are a special and important design consideration.

Major Beautification

This Plan proposes that a major beautification and tree planting campaign be made in several areas. Specifically, along I-5, landscaping and mounding is needed to complete the freeway landscape development and mitigate environmental impacts on the community. Harbor Drive and all major streets linking the Barrio to surrounding communities should also be landscaped with drought-resistant plant materials.

IMPLEMENTATION RECOMMENDATIONS

It is recommended that redevelopment action be undertaken to provide administrative coordination and state/federal funding capabilities to these projects.

Coordination with the School District, Community Colleges, the Port District, and the U.S. Navy and Army Corps of Engineers (Chollas Creek) will be necessary. Also close coordination with the Coastal Commission Coastal Conservancy, state agencies, and educational institutions for environmental rehabilitation studies will be necessary to successfully implement one of the major projects.

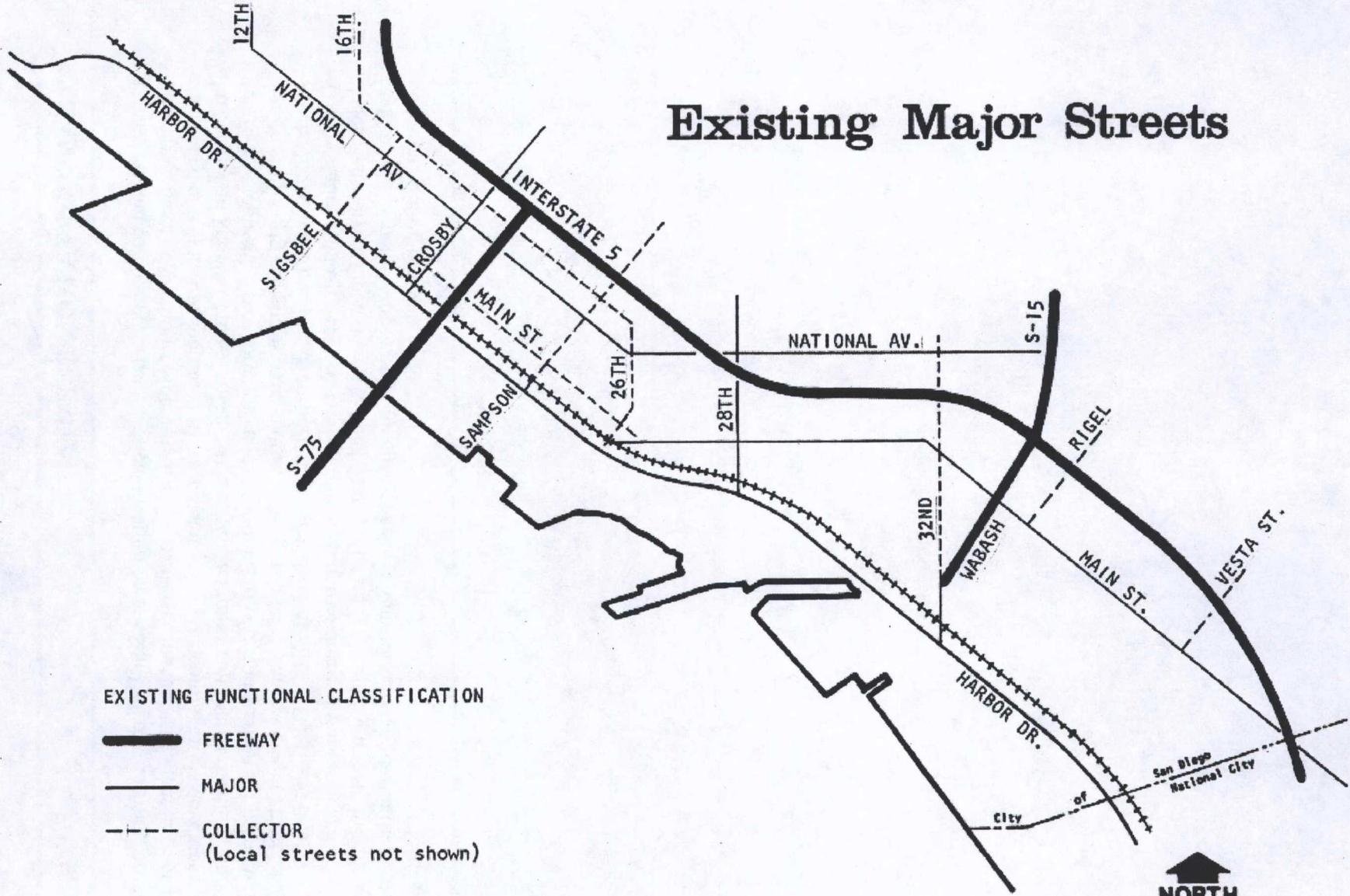
Joint power agreements, or establishment of open space easements from two major government agencies (Port and U.S. Navy) could also be a possible implementation technique. Tax incentives, low-interest loans, and other similar means could also be used to provide landscaped easements in the heavy industrial areas, and provide separation and buffers from the rest of the community.

Some street improvements and landscaping may require state and federal grants and/or easement districts, pursuing a concept of "facility rehabilitation." The State Conservancy should play an active role in this open space rehabilitation concept.

TRANSPORTATION ELEMENT

Because of the community's geographical location on the San Diego waterfront, proximity to downtown San Diego, and its older urban and mixed-use characteristics that have been mentioned at length, transportation plays a major role in the community's development. Practically all known forms of transportation have an important role in the community and its future development. Transportation modes for the Barrio Logan/Harbor 101 community fall into the following categories: Automobile Transportation (freeways, major streets, collector streets, local streets), Public Transportation in the form of rail (MTDB) and Bus Transportation, Industry-related Transportation (rail, trucking and shipping) and Pedestrian/Bicycle Open Space-Related Transportation (recreational transit, bicycle and pedestrian). Generally, because of the many existing transportation modes in the community, major circulation conflicts exist.

Existing Major Streets



EXISTING FUNCTIONAL CLASSIFICATION

- FREEWAY
- MAJOR
- - -** COLLECTOR
(Local streets not shown)



Barrio Logan
Harbor 101

AUTOMOBILE TRANSPORTATION

EXISTING CONDITIONS

Automobile transportation plays a critical role in the Barrio Logan area, as evidenced by the fact that there are three existing freeways in this community, I-5, State Route 75 (SR-75) and State Route 15 (SR-15). In addition, the area includes several major streets that serve the region, including National Avenue, Harbor Drive and Main Street. Although Barrio Logan is one of the smallest community planning areas, it has a large amount of land area devoted to transportation. Of particular significance are the limited number of access and exit ramps to I-5 and SR-75, and the 45-degree rotation of the grid street pattern, which create unique traffic operation problems. This entire area was bisected in the 1960s when I-5 was constructed and, despite several vehicular and pedestrian overpasses, is heavily influenced by this physical and psychic barrier and this means of mobility.

Street Systems

The street system in the Barrio Logan community has been classified according to the standards of continuity, volume and purposes, and divided into five categories: freeways, prime arterials, major streets, collector streets and local streets. The existing functional classification of streets is shown in the figure and is defined as follows:

- A freeway, usually under the jurisdiction of the State of California Department of Transportation (Caltrans), is designed to carry high volumes of traffic at higher speeds over longer distances, and is usually a divided highway with four to eight more lanes. A freeway has full access control and grade separation at all intersections. Examples of freeways in Barrio Logan are I-5 and SR-15.
- A prime arterial is intended to carry large volumes of through traffic and is usually a divided highway of four to six lanes. There are no prime arterials now in this community.
- A major street, which may be divided, is usually four to six lanes with all street crossings at grade. It is designed primarily for through traffic but may provide access to adjacent property as necessary. State Route 15 (Coronado Bridge), National Avenue, Harbor Drive, 28th Street, Main Street (between 26th and Division), Crosby and 32nd Streets are all major streets.
- A collector street functions as a feeder of traffic to the major street and provides continuity with local streets. It is also designed to provide access to abutting property and is typically two to four lanes wide. In the Barrio Logan community, Sigsbee, Sampson, Logan, Rigel, Vesta and Main (between Sigsbee and 26th) are existing collector streets.
- A local street primarily serves abutting property, with the movement of traffic given a secondary role. It may be a two-lane minor street or a one-lane alley.

**TABLE 1
CITY OF SAN DIEGO
STREET DESIGN STANDARDS (1977)**

Appendix I (to Council Policy 600-4)

Functional Street Classification	Number Of Lanes	Approximate Max. ADT	R.O.W. Widths	Curb (or other width)	Median Width	Shoulder Width	Minimum Radius of Curve	Maximum Grade
Primary Arterial	6	47,000	122' (1)	102'	14'	8'	1,000'	6%
	4	28,000	98' (1)	78'	14'	8-10' (4)	1,000'	6%
Major Street	6 (2)	32,000	122' (3)	102'	14'	8-10' (4)	1,000'	7%
	4	25,000	98' (3)	102'	14'	8-10' (4)	1,000'	7%
	4	18,000	88-98' (5)	68-78'	4'	8-10' (4)	1,000'	7%
Collector Street	4	10,000	84-98' (5)	64-78'	0-14'	8-10' (4)	500'	12% (6)
	2	5,000	60-70' (7)	40-50' (7)	0'	8-13'	300'	12% (6)
Local Street								
Industrial	2	5,000	70'	50'	0'	13'	200'	8%
Commercial	4	10,000	84'	64'	0'	8'	200'	8%
	2	5,000	60'	40'	0'	8'	200'	8%
Residential	2	5,000	60'	40'	0'	8'	100'	15%
	2	1,500	56'	36'	0'	8'	100'	15%
	2	700	52' (9)	32' (9)	0'	8'	100'	15%
	2	200	50' (9)	30' (9)	0'	8'	100'	15%
Bikeways					0'			
Separated Facility	2	-	12'	8-10' (10)	0'	-	15'	7%
Within Street R/W (11)	2	-	10-16' (12)	10' (13)	0'	-	15'	Grade of Street
Within Roadway	2	-	-	5-8'	0'	-	15'	Grade of Street
Alley	2	-	20'	20'	0'	-	100'	7%
Sidewalk	2 (15)	-	-	4-5' (16)	0'	-	-	Grade of Street

1. Full control of access from abutting property.
2. Used only where property owners elect and are authorized to construct additional lanes to convert a four-lane primary arterial to a major street in order to gain access.
3. Access and parking control at critical locations. Additional width required for double left-turn lanes.
4. 10' where state or federal design standards apply.
5. 98' required where left turn lanes are needed.
6. 8% in commercial areas.
7. 70' R.O.W. and 50' curb width in industrial areas.
8. Frontage roads or other single loaded streets: R.O.W. and curb widths may be reduced in residential areas to provide streets of 47/32' (5,000 ADT), 43/28' (1,500 ADT) and 41/26' (700 & 200 ADT). R.O.W. may be reduced to 5' in commercial or industrial areas with no decrease in curb width.
9. Where no parking will be allowed, curb-to-curb width may be reduced to 24' with right-of-way width of 44' (R.O.W. 34' where sidewalks are provided separately from streets.)
10. 10' facility where substantial amount of traffic volume is anticipated (e.g., near schools).
11. Located in curb to property line area.
12. 16' provides for 6' landscaped separation between bikeway and roadway along major/primary arterials.
13. Street lights, hydrants, etc., accommodated within 10' paved area.
14. One-way traffic on each shoulder, no parking. Separation from traffic lane varies from 6' white line to 2' island.
15. Sidewalk on each side except single loaded streets.
16. Minimum clear unobstructed width - 4' residential areas, 5' in commercial and industrial areas (excludes curb top width, fire hydrants, light poles, transformers, etc).

*NOTE: These are standards applicable primarily to newly developing areas without unusual terrain problems. In difficult terrain and in older developed areas where flexibility is lost, they may represent only desirable goals that the designer attempts to achieve.

Street Capacity

The City of San Diego (in Council Policy 600-4) has established guidelines for street widths in newly developed areas as a function of anticipated traffic volumes. These standards (**Table 1**) list the maximum desirable average daily traffic (ADT) for different street curb and right-of-way widths. A comparison of existing traffic volumes with the City street standards reveals a number of streets that are carrying more than the standard recommendations.

Thirty-second Street, between Wabash and I-5, is a two-lane roadway that exceeds the desirable ADT by 100 percent. Crosby Street, between National Avenue and I-5, is presently carrying 60 percent more than the desirable ADT, while the segment of Crosby, between Harbor and National, is carrying ten percent over the desirable ADT. Main Street, between 32nd Street and Division, has an ADT that exceeds the desirable amount by 30 percent. Other streets exceeding desirable ADT by ten percent are National Avenue between Sampson and 28th Street between Main Street and National Avenue.

There are several unique traffic generators that cause congestion for short periods of time. National Steel and Ship Building Company causes congestion on 28th Street immediately after the end of work shifts and the U.S. Naval Station overloads 32nd Street and Wabash Boulevard at certain times of the day as well. Major problem spots are usually concentrated around entrances to exits from the freeway which pass through Barrio Logan, illustrating well the major role freeways play in the transportation system of the community and the critical nature of adequate means of access and egress from these roadways.

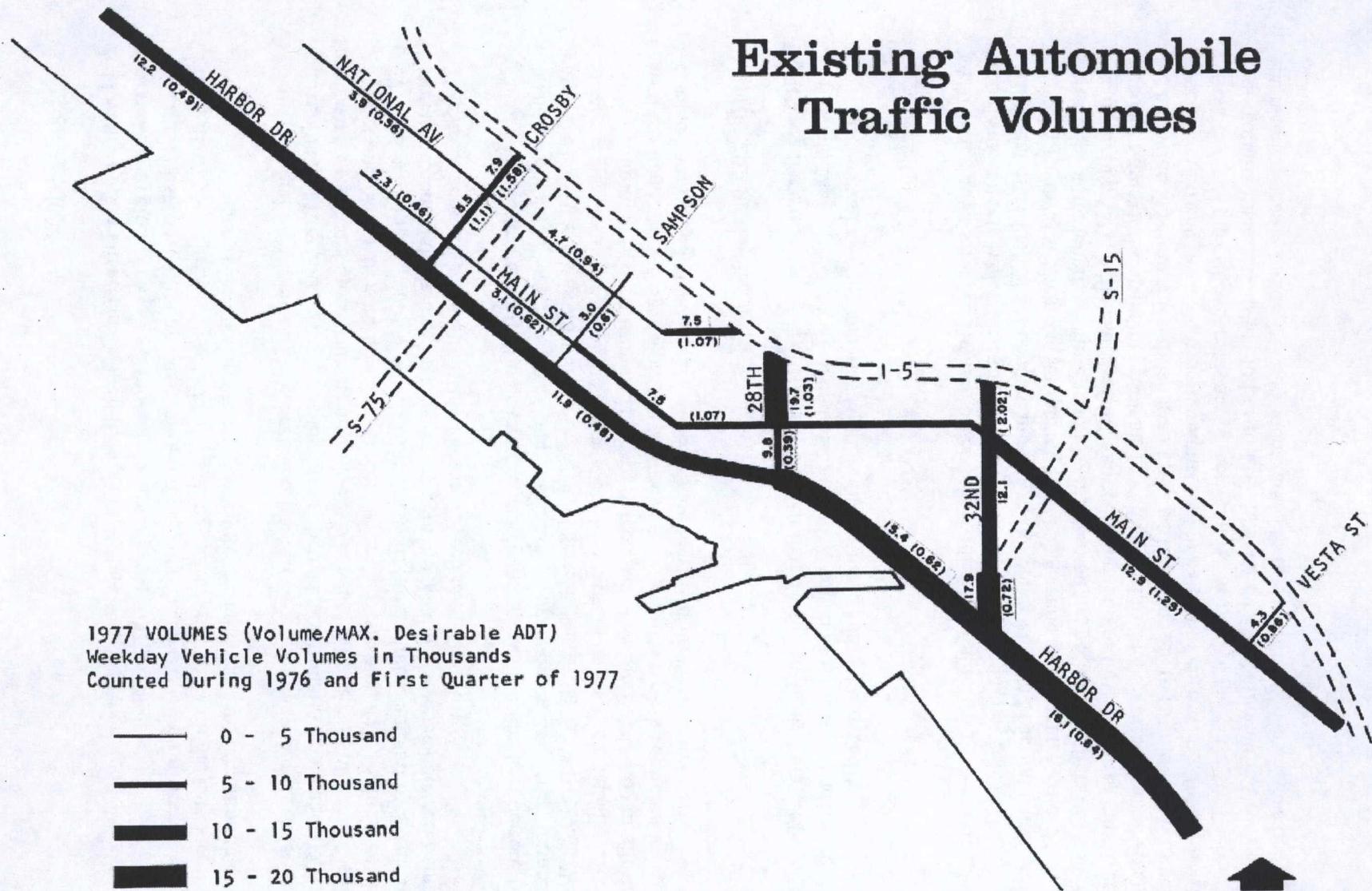
Traffic Volume Trends

Viewing the entire area as a corridor, it is clear that traffic has been diverted from Harbor Drive and Main Street onto I-5, and that all streets which provide direct access to this and other freeways have become more important and more heavily traveled.

Accident Rates

All of the streets with ADT which exceed the desirable volume are also experiencing accidents at a rate which far exceeds the average accident rate for streets of that classification, which is not unusual in view of the congestion and friction common in over-capacity roadways. The accident rate on National Avenue significantly exceeds the average rate on its entire length within Barrio Logan, even on the portions with traffic volumes below the desirable ADT, which suggests that street design and/or traffic control improvements are needed. Some of the accident problems may be traced to the fact that National Avenue, only 52 feet wide, has four through lanes and two parking lanes in the section from Imperial Avenue to Crosby, which normally requires 64 to 68 feet of curb width. In addition, Sampson Street exceeds the critical accident rate between Harbor Drive and Kearny. There are three high volume intersections in the Barrio Logan that are ranked among the City's top 51 intersections based on the 1977 accident rate. Thirty-second and Wabash has had 1.7 to 1.8

Existing Automobile Traffic Volumes



Barrio Logan
Harbor 101

accidents per million vehicles entering the intersection in each of the past three years, ranking number 38 in 1977; and the intersection of Crosby and Harbor has had 1.6 to 2.5 accidents per million vehicles in 1975 to 1977, ranking number 51 in 1977.

Traffic Control

There are 15 signalized intersections in Barrio Logan, all of which are traffic actuated and therefore able to detect and respond to varying intersection traffic volumes. The two signals at 32nd and Wabash and 32nd and Harbor are interconnected and operate a system to optimize traffic flow through both intersections. In addition, eight of the traffic signals have protected left-turn phases for one or more directions. All but five of the intersections in the Barrio Logan area have some form of existing traffic control, either a traffic signal, stop signs or yield signs. Three of those intersections have four-way stops presently in operation: Beardsley and National; Crosby and National; and Logan and Sampson.

The intersections of Beardsley and National, Beardsley and Logan, Main and Sampson and Crosby and National have been studied to see how they rank compared to other intersections awaiting possible signalization. Crosby and National has 180 intersections ahead of it on the priority specified traffic characteristics and criteria, and the other three have over 210 intersections ahead of them on the priority list. The City, however, is only able to install about five to ten signals per year because of financial limitations.

Parking

There is a serious parking shortage directly related to some of the major industrial employers, particularly National Steel and Ship Building Company, where most employees park on City streets and walk a number of blocks to their place of employment. There is, in fact, a high demand for on-street parking in most of Barrio Logan. There are no parking meters or parking restrictions on the street in this area and on-street parking spaces have a high occupancy rate. Recent studies made by NASSCO and the U. S. Navy specifically point out the need to develop a comprehensive parking program for this area.

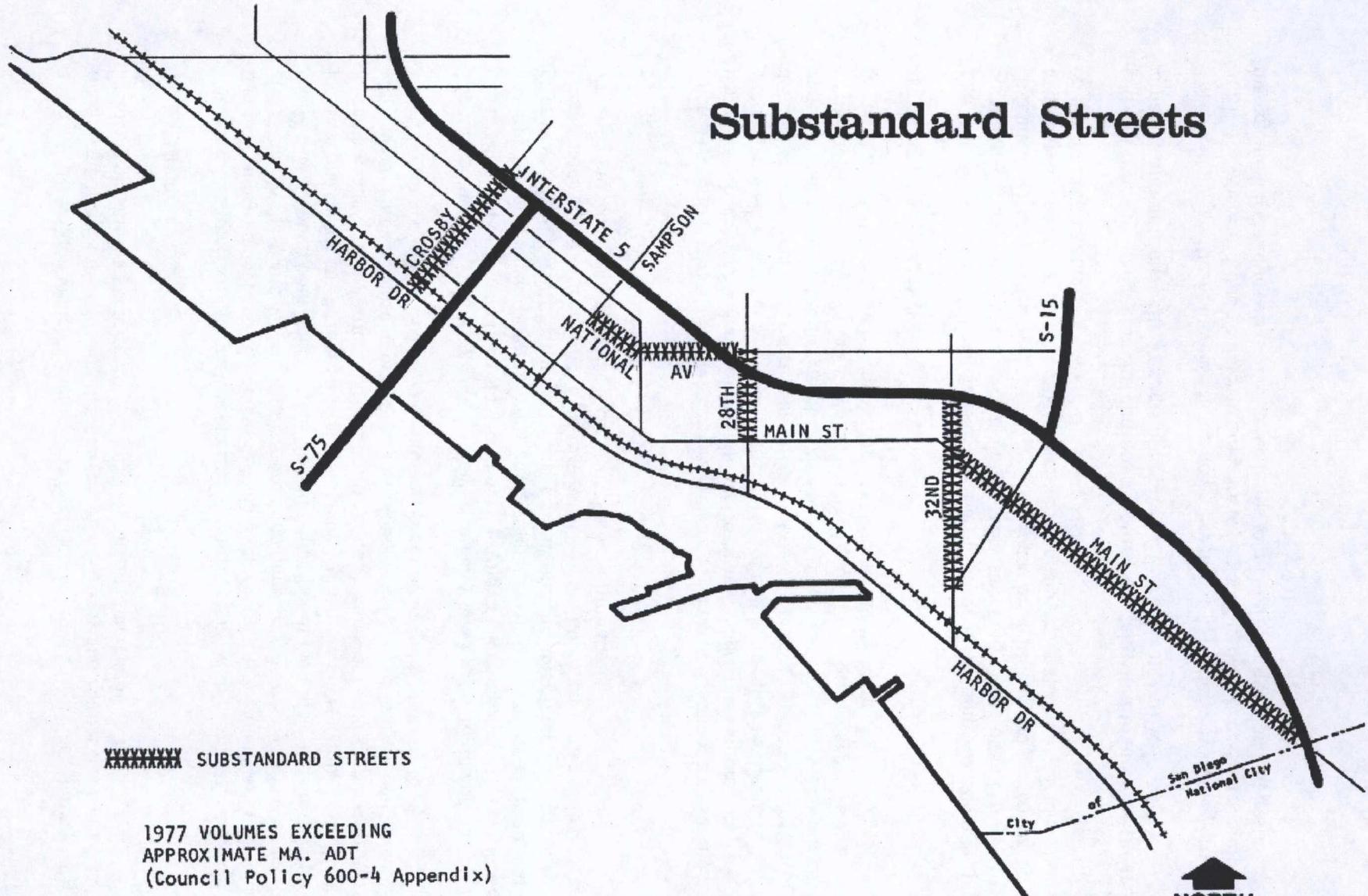
RECOMMENDATIONS

The 1995 forecast of traffic volumes for the Barrio Logan community, based on the proposed community plan, show an increase on almost every street in Barrio Logan/Harbor 101 community. This increase over the 1977 volumes can be as little as ten percent or, on some major streets, over 100 percent. Specific recommendations for streets and intersections based on these forecast volumes follow.

Careful freeway management techniques should be established to increase the freeway capacity and minimize the impacts of projected increases in traffic.

There will be significant increase in traffic on Freeway I-5, particularly in the portion south of SR-15, where 175,000 vehicles per day are expected. This will necessitate careful freeway management techniques on the part of Caltrans to minimize congestion and traffic

Substandard Streets



XXXXXXXXX SUBSTANDARD STREETS

1977 VOLUMES EXCEEDING
APPROXIMATE MA. ADT
(Council Policy 600-4 Appendix)



Barrio Logan
Harbor 101

stoppages, including the possibility of ramp metering, additional travel lanes or other measures. It will also be necessary that parallel major streets, such as Main Street and Harbor Drive, be monitored carefully by the City to enhance the capacity and safety of this entire traffic corridor. The anticipated operation by the Metropolitan Transit Development Board (MTDB) of a light rail transit system in this corridor will be an additional asset and should further enhance mobility.

Harbor Drive should be redesigned and reconstructed to accommodate more efficiently the expected traffic, as well as other modes of transportation that will be utilizing the alignment under the proposals of this Plan.

Harbor Drive, a vital link with downtown San Diego, will be at capacity by 1995, carrying 25 to 28 thousand vehicles as congestion increases on I-5. To carry these anticipated volumes, it is imperative that any modifications or improvements to Harbor Drive, including bikeway and truck routes, either preserve or increase the number of through lanes. The redesign of on-street parking and the planned development of parking reservoir areas, as well as minimizing driveways and intersections with other streets as part of the Plan effort, are two strategies that may be necessary under this Plan's timeframe.

Measures to increase street capacity should avoid costly street widenings and land purchases. Actions for primary consideration should include on-street parking limitations during peak traffic hours, striping turn lanes, and interconnecting traffic signals.

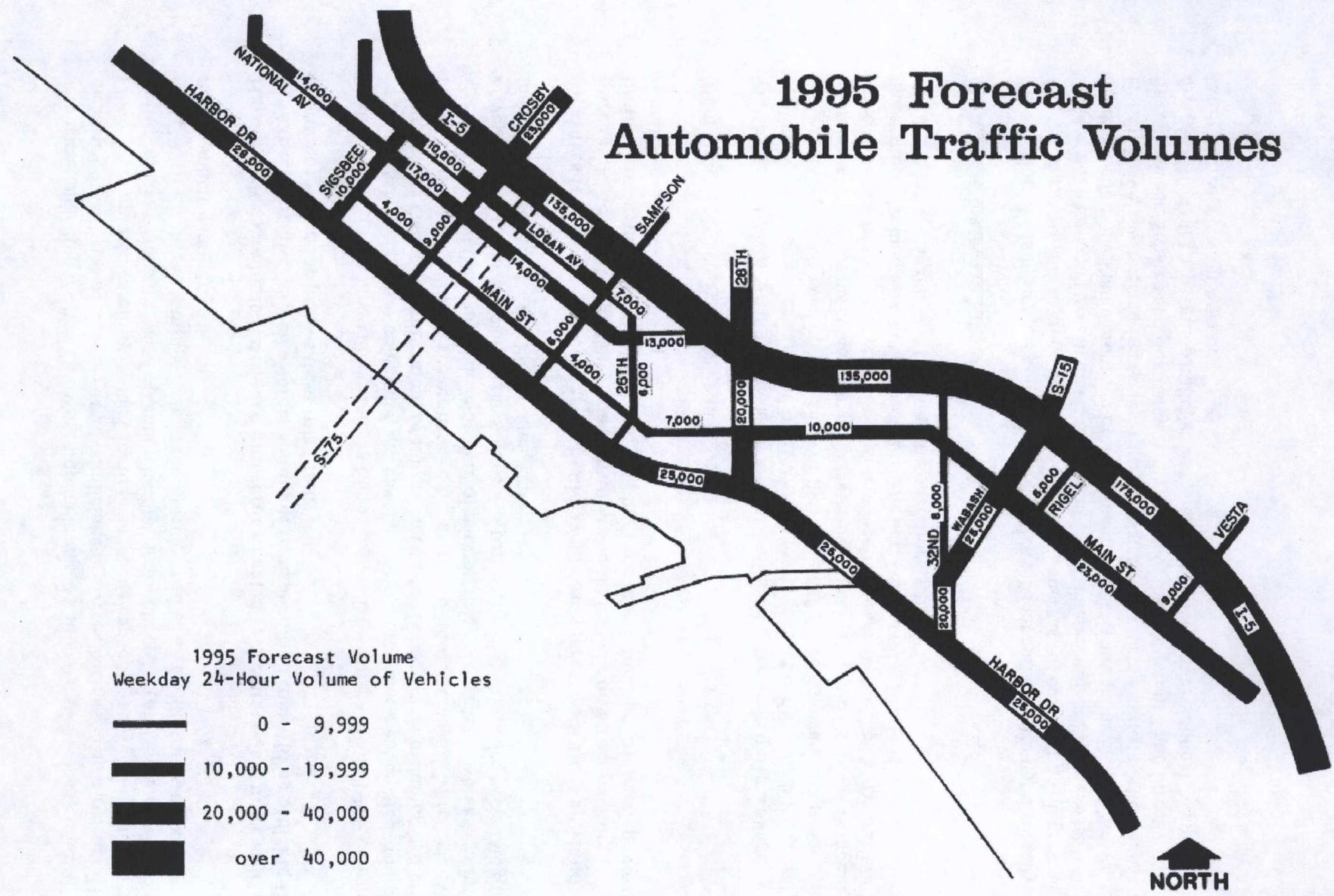
Main Street, between 32nd Street and Division

This section of Main Street is forecast to have a significant increase in traffic volumes with 23,000 average daily trips expected by 1995. The existing street width, which is generally 52 feet, with parking allowed on both sides of the street, will prove inadequate to handle these volumes without serious congestion and delay. Measures to increase the capacity including some widening of the street on the west side which is owned by the U.S. Navy, traffic management techniques and the striping of left turn lanes and/or additional through lanes should be investigated by the City's traffic operations section.

Main Street, Sigsbee to Sampson

This portion of Main Street, a collector street with a 52-foot curb-to-curb width, is only forecast to carry 4,000 average daily trips, a minimal increase over existing volumes. The street is not a through street in that it terminates in a T-intersection at Sigsbee. The development of the Plan's proposed Educational/Cultural Center in the area of Newton, Harbor Drive, Sigsbee and Beardsley, may necessitate the closing of that portion of Main Street between Sigsbee and Beardsley. The closing of this portion of Main Street would divert 3,000-4,000 trips onto parallel streets, mainly Harbor Drive, National Avenue and to a lesser degree, Newton Avenue.

1995 Forecast Automobile Traffic Volumes



Barrio Logan
Harbor 101

National Avenue

National Avenue is forecast to have 14,000 vehicles per day, which is almost twice the existing volume. The 52-foot curb-to-curb street width on National Avenue can probably accommodate this volume if it is managed and operated so as to maximize capacity. An investigation of measures to increase capacity should be conducted by the City's Traffic Operations Section examining alternatives for restriping the portion of National Avenue that is only striped for two through lanes and the select prohibition of parking at peak periods and in certain locations on one or both sides as necessary.

The following intersections are recommended for investigation for traffic operations based on the travel forecast:

Crosby and Logan

Because both Crosby and Logan Avenues are forecast to experience increases in volume and in view of the existing congestion at this intersection, an investigation should be conducted to determine how intersection capacity and efficiency should be increased. A modification of the phasing, the addition of through lanes, or the construction of right turn slots and temporary parking prohibition, are possibilities that warrant consideration.

Crosby and National

Because of the same reasons as listed above and the anticipated increase in National's traffic volumes, this intersection, presently a four-way stop, will need to be improved with regard to capacity during this Plan's time-span.

28th and Harbor

Because both Harbor Drive and 28th Street will have higher volumes than they do presently, and because of the congestion that exists now during certain times of the day, an investigation into the efficiency of this traffic signal should be conducted. Considerations of transportation management tools such as those previously mentioned should be considered.

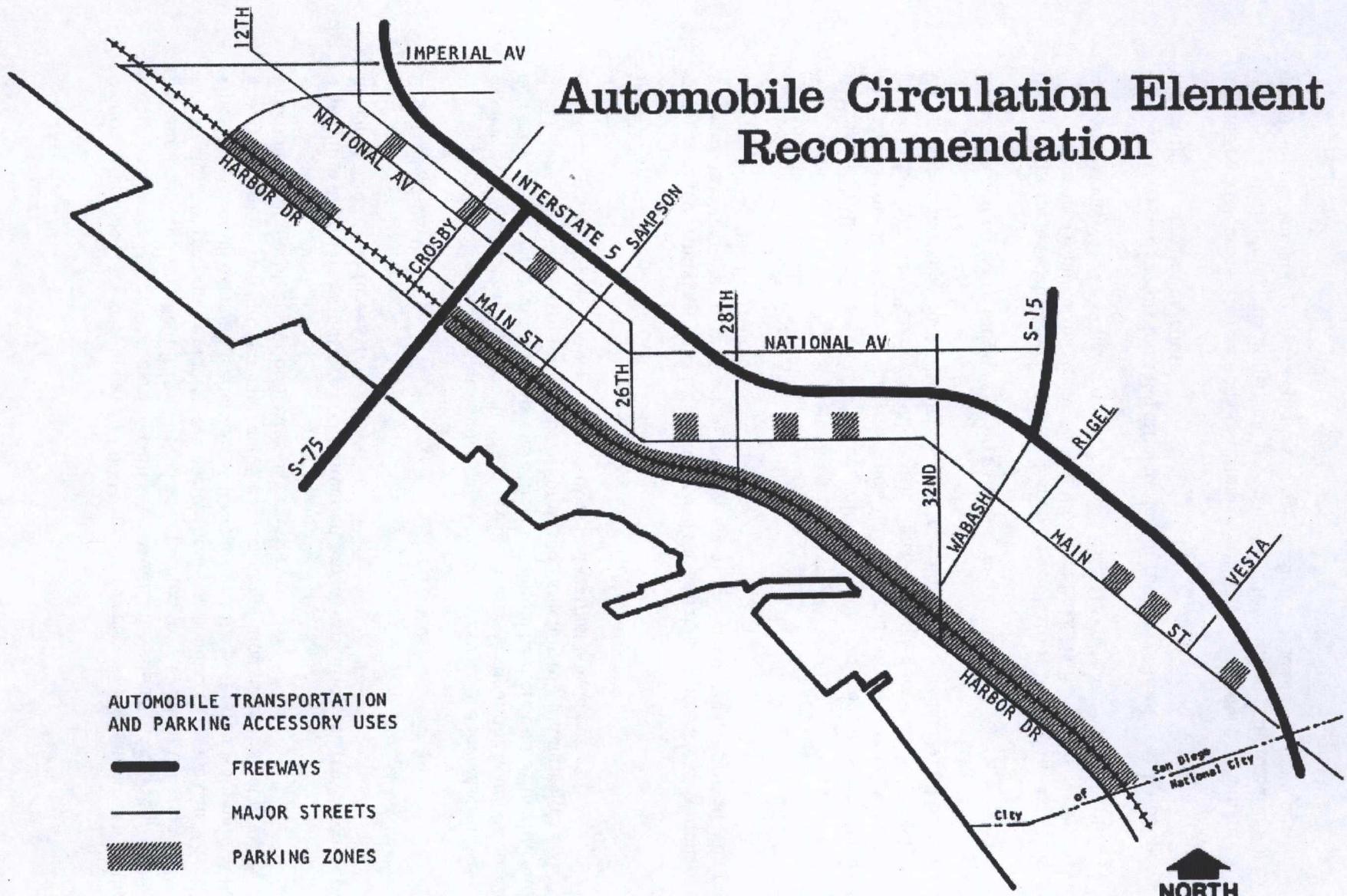
Reinforce and enhance linkages to surrounding communities.

Beautify the major access points into the Barrio Logan/Harbor 101 community, particularly the regional access points, the freeways and the street links Harbor Drive, National Avenue, Imperial Avenue, Commercial, Crosby, 28th, 32nd, Rigel, Vesta and Main Street.

Provide ways and means to make efficient use of the scarce land area by proper utilization of circulation routes.

Provide parking areas where automobile storage, parking and related uses can be concentrated. By doing this, some land presently used for parking can be reused for expanded industrial, residential and other activities as may be found necessary without need

Automobile Circulation Element Recommendation



**Barrio Logan
Harbor 101**

to undertake major improvements and land clearing. By organizing major access routes and establishing parking areas, parking conflicts on residential streets may be reduced. The railroad right-of-way should be consolidated and excess lands put to other use in those areas not needed by the MTDB transit system for trackage and stations.

Streets that are not major or collector streets should be designed for access to the individual properties. Possibilities exist in these areas after further study for narrowing and cul-de-sacing. Those street areas not necessary for automobile use could be reused as small plazas, pocket parks, and even new building and development areas.

Parking activities should be envisioned as accessory uses to the automobile transportation system. This Plan recommends the delineation of parking areas along Harbor Drive primarily and other areas as necessary to accommodate other commercial and community facilities' parking needs.

The Plan recommends the development of a parking system delineating the most desirable locations for such a system. The size and number of cars to be accommodated in each area should be the subject of a subsequent survey and proposal resulting from specific redevelopment studies.

Industry employee-related parking should be developed in a linear fashion along Harbor Drive and the extension of Commercial Street into the proposed new industrial park. It is important to consider that the height and scale of the parking should not overshadow surrounding development. Parking structures should be preferably removable temporary parking structures that can be added onto or removed as demand warrants; or with permanent but reusable structures which can be converted to other building use. The ground floors could be used for employee-related commercial services, eating establishments, gasoline stations, auto repair shops and other service uses.

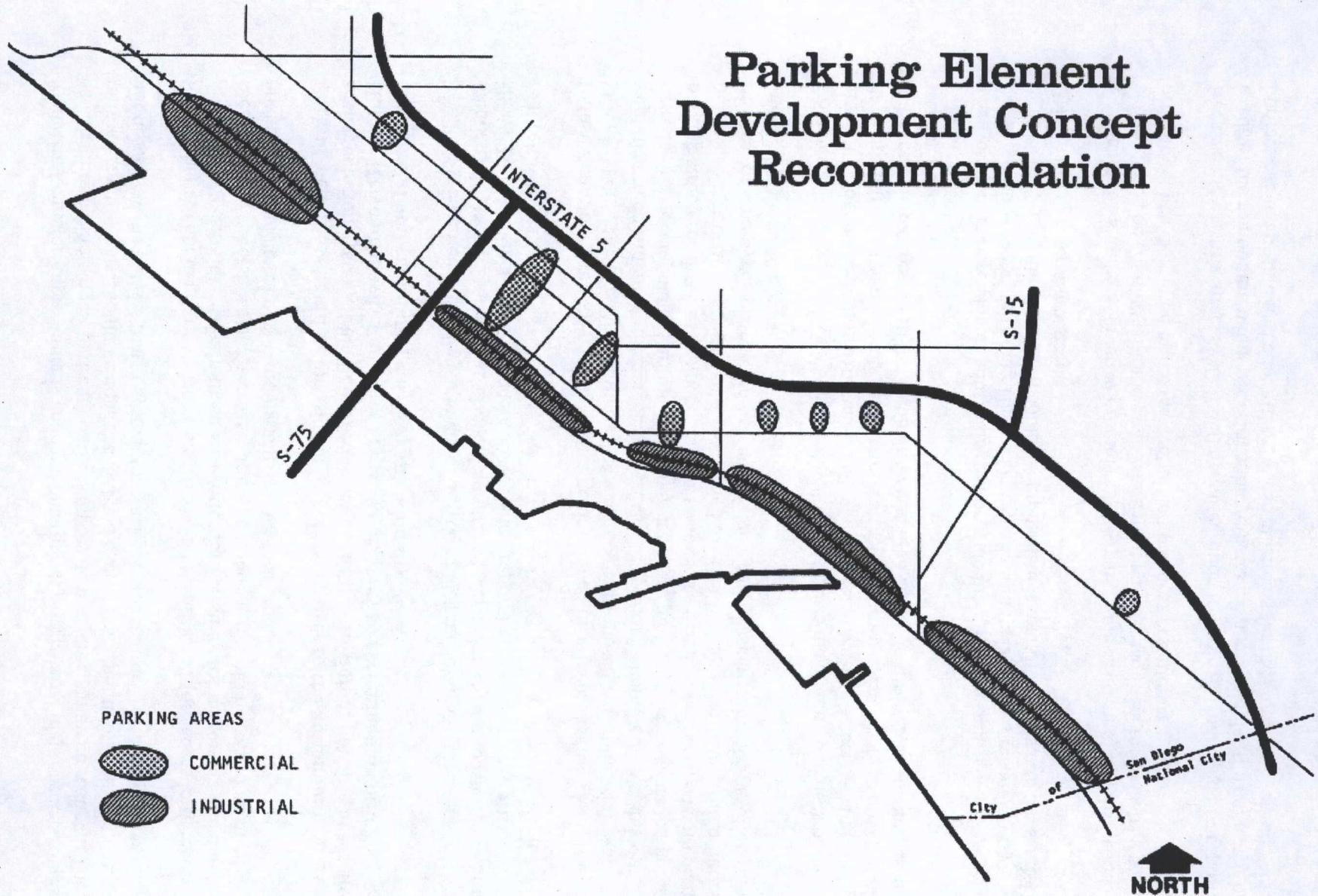
Commercial-related parking should be developed to serve the commercial uses particularly along the Logan and National Avenues and Main Street areas. Off-street parking could be developed in small parking lots off the main street and cross-streets that are not critical to the major circulation system in the community could be closed to through traffic and used as parking areas.

The Navy's commercial and industrial areas provide their own parking. The industry-related parking is already located along Harbor Drive, although its layout at present is very inefficient. The commercial area could accommodate its parking needs into the same Harbor Drive parking reservoir concept.

Consideration should be given to prohibit all-day parking in residential neighborhoods. This action should be coupled with the establishment of parking facilities for industrial workers in order to reduce disruption to the residential and business community.

Because the existing street system will be called upon to serve the increasing transportation needs of the region, including pedestrian, bicycle, transit and vehicular traffic, it will be both impractical and unsafe in the long-term to use all streets for the storage of parked vehicles.

Parking Element Development Concept Recommendation



PARKING AREAS

-  COMMERCIAL
-  INDUSTRIAL

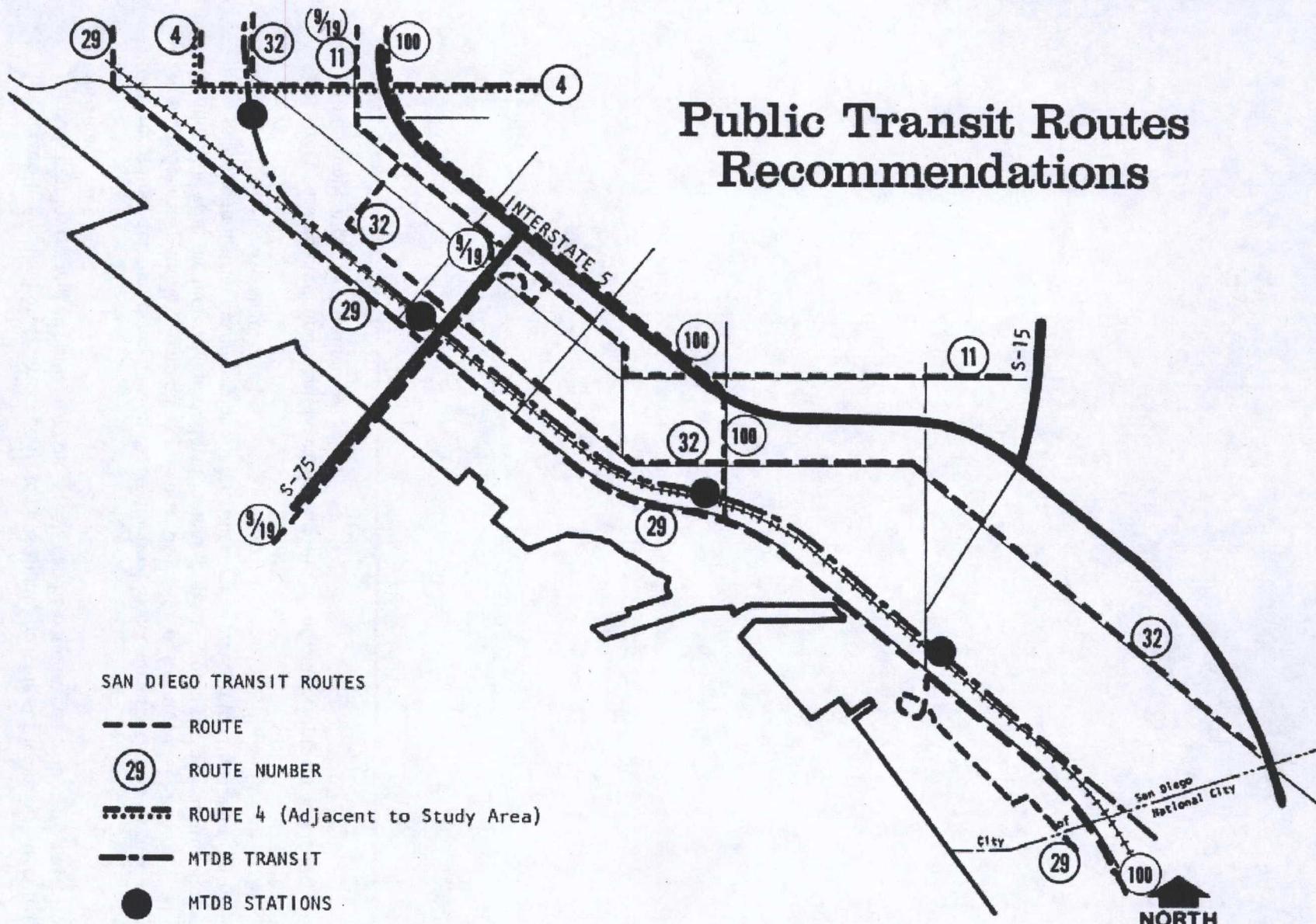
Barrio Logan
Harbor 101

Local employers, the Port District and its tenants should provide sufficient off-street parking for both employees and customers, so the streets can be better used for the safe and efficient movement of people.

It is recommended that the extension of Commercial Street at Harbor Drive be studied as part of the industrial park development. A potential extension of Commercial Street in conjunction with the industrial park development proposal would provide additional needed access to the industrial development minimizing some effects on the remainder of the community's street system.

Off-street parking guidelines shall be established for all new development and incorporated into the implementation ordinances.

Public Transit Routes Recommendations



- SAN DIEGO TRANSIT ROUTES**
- ROUTE
 - (29) ROUTE NUMBER
 - ROUTE 4 (Adjacent to Study Area)
 - MTDB TRANSIT
 - MTDB STATIONS

NORTH
Barrio Logan
Harbor 101

PUBLIC TRANSPORTATION

EXISTING CONDITIONS

The Barrio Logan area is quite well served by public transportation with five San Diego transit bus routes passing through the area. Three routes, Number 29, 32 and 100 connect with destinations to the south including Chula Vista, Imperial Beach and San Ysidro while Route Number 9/19 provides a link with Coronado via the Coronado Bay Bridge. Route 11 serves as a link with Southeast San Diego and Spring Valley. In addition, all five routes connect with downtown San Diego and other points in the City. Route 100 is an express route using I-5 for part of its route between downtown and Imperial Beach. Most major employers and Naval facilities in Barrio Logan are on or near a San Diego Transit route. Headways on all bus routes are usually 30 minutes or less but the peak ratio of passengers to number of seats (seated capacity) is quite high for Routes 9 and 32. Studies done by San Diego Transit Corporation show bus use to be very high in this community when compared to the rest of the City, making this a high transit-dependent community.

Negotiations are underway between the San Diego Arizona and Eastern railroad and the MTDB to purchase the railroad properties in order to develop a light rail transit link between downtown San Diego and the U.S./Mexican Border to the south. MTDB's proposals have been given approval by the City Council and the agency is proceeding to purchase and develop the property. The light rail transit plans envision a rail link generally along Harbor Drive and three stations within the Barrio Logan/Harbor 101 community planning area.

RECOMMENDATIONS

Establish a multi-modal transportation system throughout the community.

The multi-modal transportation system concept should be designed throughout the community not only to accommodate the automobile, but to accommodate public transportation, especially buses and light rail as proposed by MTDB with proper connections with related pedestrian and bicycle circulation networks.

Existing bus routes should be improved as much as possible to provide more service to the community's residential and working populations.

This Plan recommends the maintenance of existing routes and expansion of their service hours and headways as this becomes economically viable to provide greater and more dependable service to both residential and working communities. The concentration of industry in this generally small area is an underdeveloped public transit asset, as is the transit-oriented local resident population. Future emphasis on bus and rail transportation in this community could do much to help minimize transportation over-dependence on the automobile, particularly for inter-community transportation, easterly of the MTDB light rail transit. When this light rail system is completed, the bus routes should be modified to provide access to the transit stations from the surrounding community.

This Plan recommends the support of the proposed light rail transit alignment from downtown San Diego to the U.S./Mexican border.

The MTDB is in the process of purchasing the necessary railroad right-of-way from the Arizona and Eastern Railroad to implement a light rail transportation system, the first phase of which will include a link between downtown San Diego and San Ysidro. The Barrio Logan/Harbor 101 community is within that alignment. This Plan supports and encourages the implementation of that proposal. The Plan's land use decisions are designed to accommodate and reinforce that alignment by establishing the greatest density of industrial development and the community facility (Educational /Cultural Center) locations in close relationship to that proposed transit system's alignment. Therefore, the MTDB light rail proposal would serve the Plan's industrial use proposals and development (the new industrial park) the Bay Access and Industrial Development proposals, the Educational/Cultural Center proposal, and the Housing proposals.

This Plan recommends that the light rail transit station locations be located to serve the Plan's specific land use recommendations.

This Plan recommends that a transit terminal be developed within the proposed industrial park, as well as within the Chicano Park Area. This proposal would locate two stations. One station should be designed to directly serve the industrial park, estimated to generate approximately 2,000 jobs, and the 10th Avenue Marine Terminal, which by itself represents a source of transit-dependent population from the ships berthed at the docks. The other station should be located to serve the Plan's recommended Educational/Cultural Center that also links to Chicano Park and the Bay Access area, as well as adjacent rehabilitated major industry and also provides direct links to the heart of the community's residential areas.

INDUSTRY-RELATED TRANSPORTATION

EXISTING CONDITIONS

Due to the extensive industrial development in the community, transportation modes servicing the industrial uses are often in conflict with other community movement systems. A particular cause of conflict is the industrial trucks and their use of streets throughout the community that also serve the residents, employees and other smaller community business. In addition to the fact that the streets are not designed to accommodate the large trucks, too often, traffic signs are torn down by a moving truck. There are noise effects and pedestrian safety issues to consider.

The railroad also intersects the community and serves industrial activities and adjacent community areas, particularly to the south. Several railroad links cross the Barrio Logan/Harbor 101 area. Their main function is to transport industrial cargo. A large switchyard is also located in the northeastern portion of the community partially within Port District lands. Although somewhat reduced, due to the redevelopment of most industrial activities to residential uses in the Centre City community planning area, railroad cargo transportation will still play a part in the transportation system of the Barrio Logan/Harbor 101 community, particularly in relation to the Port District's interests in the 10th Avenue Marine Terminal and other major tidelands industrial users.

Shipping is another major industrial-oriented transportation system, which within this community plan, is controlled by the U.S. Navy and the San Diego Unified Port District. The shipping industry is critical to the well-being of the region's industry and its expansion in general. The further distribution of goods and services carried by this shipping industry require the interrelationship of other already mentioned transportation systems such as rail, trucking, public transportation and road access.

RECOMMENDATIONS

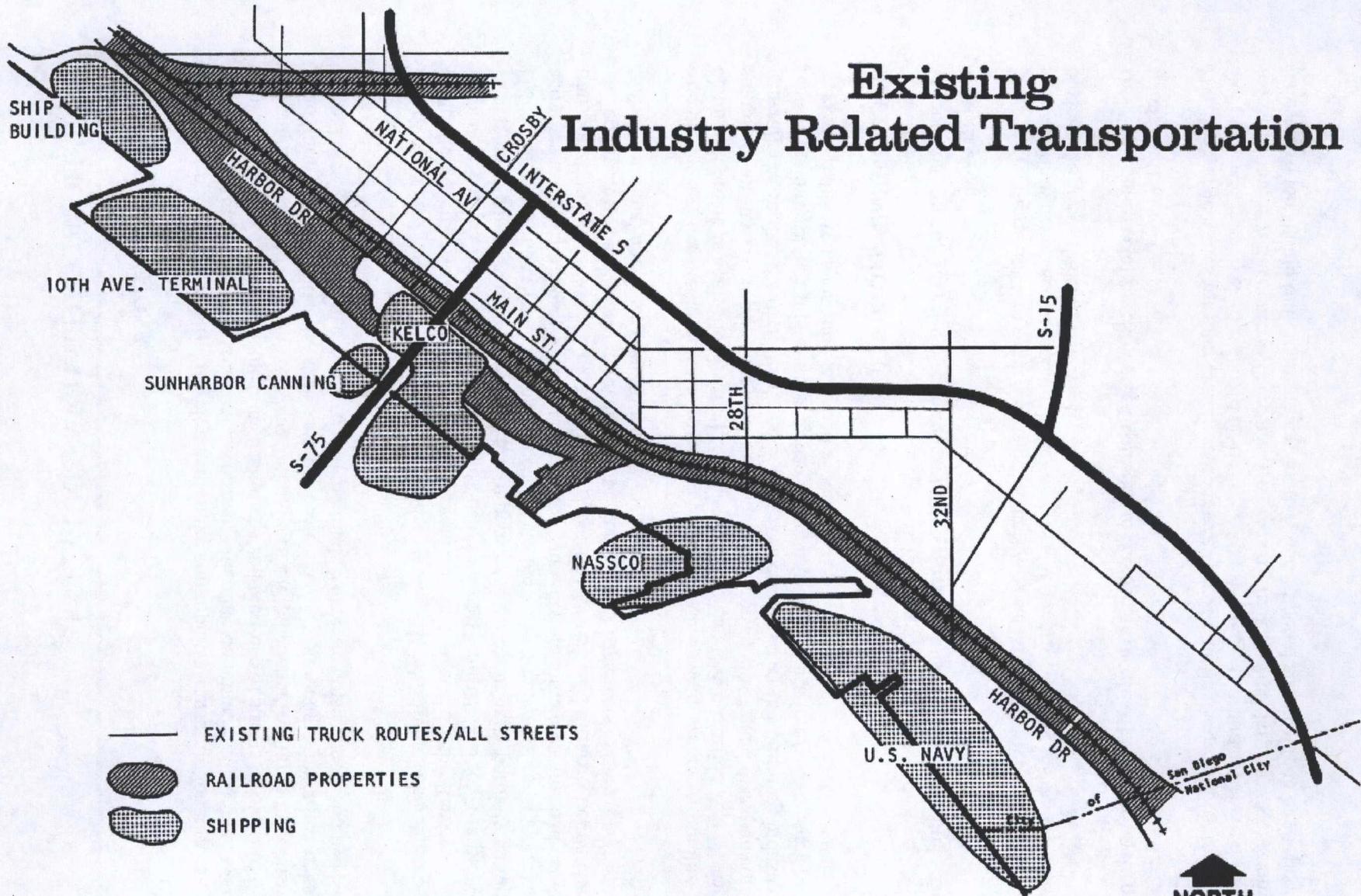
Discourage through traffic circulation and noise-producing vehicles from their use of local streets.

The Plan recommends that truck access particularly, be established through prescribed streets properly designed to accommodate these vehicles and not affecting the residential and business sector of the community.

Develop commercial truck routes to eliminate the use of residential streets as through truck routes.

Develop traffic routes for inter- and intra-community truck traffic. Accessibility for trucks and industry service vehicles should be limited to those streets that directly serve the major industrial/commercial centers. There are two types of truck service, large trucks serving the industry which should limit their movement to K and Imperial streets which have specially

Existing Industry Related Transportation



designed freeway truck access ramps, and Harbor Drive, Commercial Street and Wabash Boulevard. Smaller trucks serving commercial business should limit their movements to Logan Avenue, National, 26th Street, Main Street, Crosby, 28th, 32nd, and Vesta, as well as use the other mentioned truck routes that are to be considered the through truck routes. Further distributive service should be from these corridors. Consideration could also be given in the future to truck operational hours in order to avoid traffic conflicts with residential needs and commuter access.

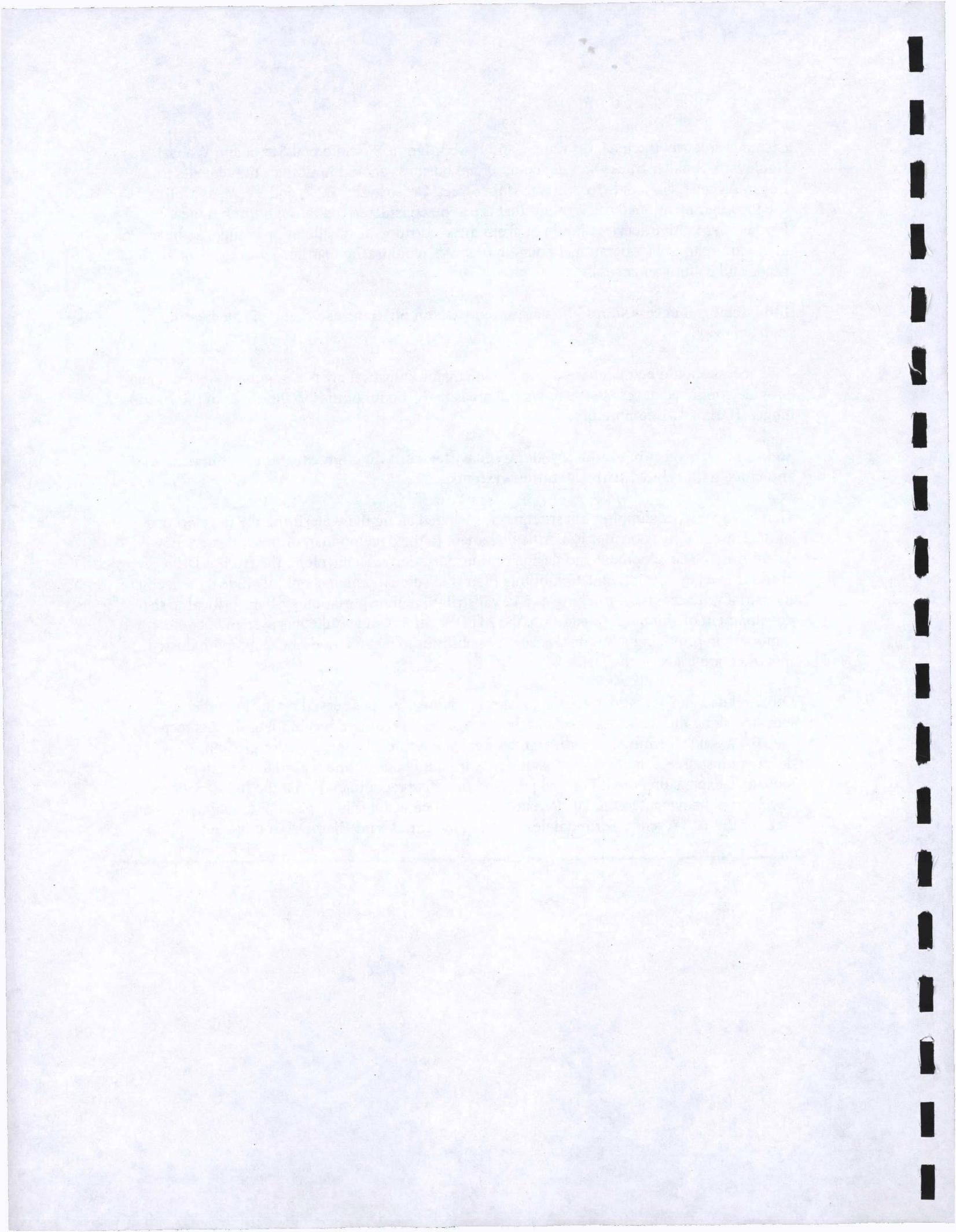
Industrial rail access should be continued with an efficient use made of the existing right-of-way.

Rail access should be maintained to serve the major industrial areas along the waterfront and provide continued access to the industrial areas in the communities to the south of the Barrio Logan/Harbor 101 community.

Reinforce the shipping industry along the waterfront through careful coordination and interface with related transportation systems.

Given the fact that shipping transportation is located along the waterfront, the development of the Harbor Drive corridor is a critical element to the development of this industry. Therefore, the development and design of transportation systems along the Harbor Drive corridor is a key recommendation of this Plan. This development should include auto access, industrial rail access and trucking as a key distributive transportation systems critical to the development of shipping. In addition, the MTDB rail transit and the bus system become important in providing additional access possibilities to personnel of the shipping industry that often are transit-dependent.

Other related considerations are the location of industrial uses served by the shipping industry along this same corridor and the storage needs required by shipping. In this respect, the 10th Avenue Terminal becomes a major consideration not only as an origin and destination source, but also in terms of needs for warehousing in relation to the shipping industry's expansion needs. For that purpose, this Plan recommends that the industrial park development adjacent to the 10th Avenue Terminal consider this site as a potential expansion area for the 10th Avenue Terminal described in the **Industrial Element** of this Plan.



PEDESTRIAN/BICYCLE/OPEN SPACE-RELATED TRANSPORTATION

Non-motorized forms of transportation including bicycling have experienced an increase in popularity recently in response to concerns about both personal and environmental health. The result has been a boom in bicycling, walking, jogging and horseback riding. Even though bicycling is both for transportation and recreation, bikeways are nevertheless an important part of the circulation system. Bikeways are generally divided into three categories based on the degree of improvement and access control. These include bicycle paths, bicycle lanes and bicycle routes. The City of San Diego is involved in a program of establishing a citywide system of bikeways, the goal of which is to link all of the community bikeways with the citywide system.

Bicyclists are limited at present, to signed bicycle routes on narrow, heavily traveled streets with on-street parking. There are no bicycle paths or lanes at present. A major north-south bicycle route exists along Harbor Drive and other bicycle routes of community significance are along Main Street (between Sigsbee and Division), National Avenue (between Crosby and the edge of Barrio Logan), Crosby Street (between Main and I-5), 32nd Street (proceeding north from Wabash) and Vesta Street north of Main Street.

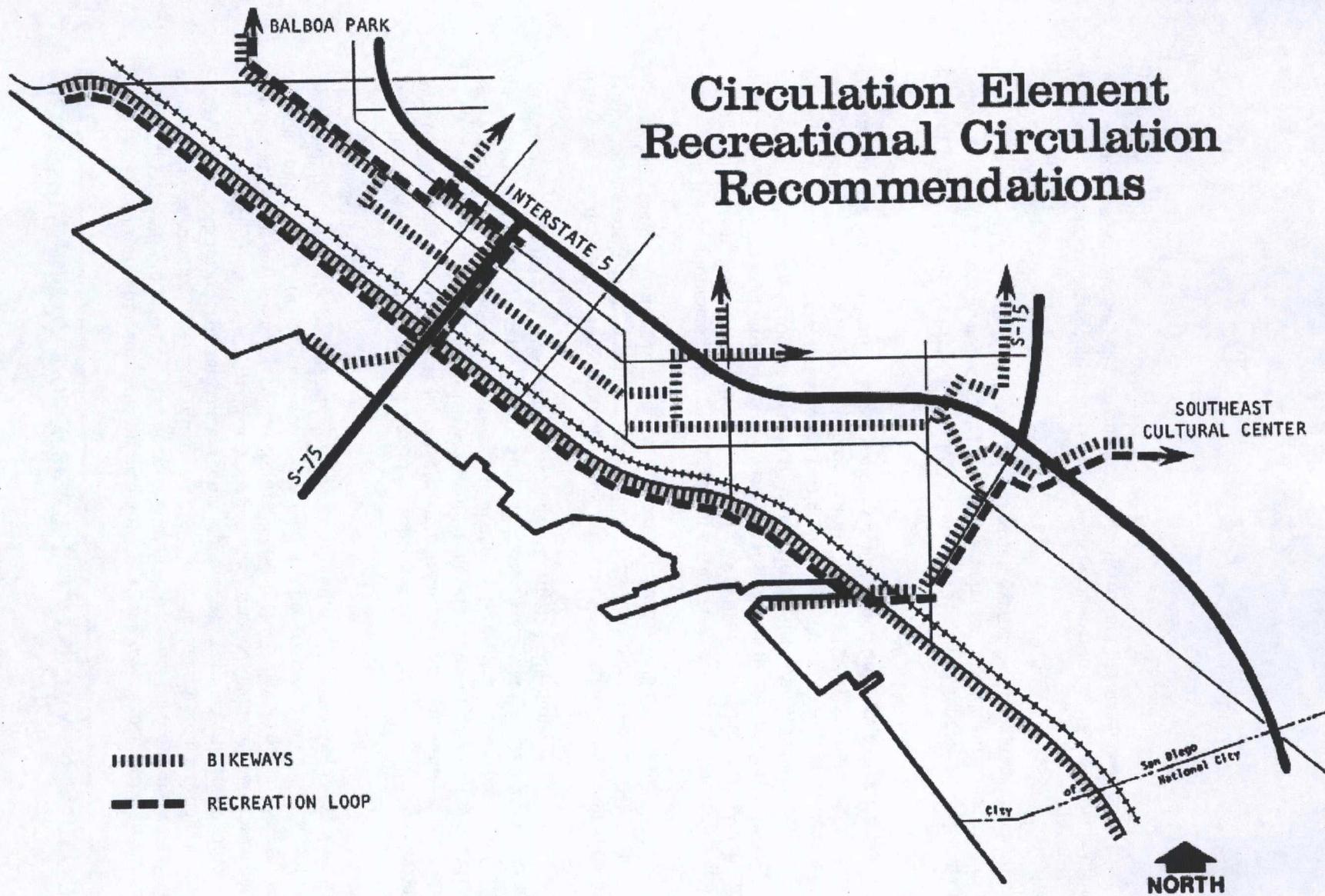
There are a number of freeway crossings only for non-motorized transportation allowing greater access and safety for pedestrians and bicyclists. These cross I-5 at Beardsley Street, Dewey Street and 30th Street, helping to unite areas bisected by the freeway.

Because of the development patterns, Barrio Logan does not have a separate riding and hiking trail system. Pedestrian activities are confined to the existing sidewalk system, the condition of which ranges from poor to average. Most streets in the area have sidewalks, Harbor Drive being a significant exception. In addition to the three interstate pedestrian/bicycle overpasses mentioned earlier, there are three other pedestrian overpasses, one on Harbor Drive, at 32nd Street; one on Harbor Drive at 1200 feet south of 32nd Street; and one on 32nd Street at Harbor Drive which is connected to the bridge over Harbor Drive at this location.

Eight of the traffic signals in the Barrio Logan area have pedestrian phases which respond to pedestrians who use the push-button detector and which then provide sufficient time to safely cross the street. Those eight signals and all pedestrian overpasses are shown "Pedestrian-Oriented Traffic Control."

In summary, pedestrian circulation in Barrio Logan is hampered and less enjoyable because of the numerous pedestrian-vehicle conflicts encountered and the absence of pedestrian trails (other than sidewalks).

Circulation Element Recreational Circulation Recommendations



Barrio Logan
Harbor 101

RECOMMENDATIONS

This Plan recommends that bikeways be developed to follow routes that link to surrounding communities as well as to major open spaces.

The Plan recommends the completion of the proposed Harbor Drive bikeway link and the further development of other links through the community to the Southeast San Diego, Centre City and Balboa Park areas, as well as through Chollas Creek to the inland communities and canyons.

Pedestrian areas should be carefully designed to link the different community neighborhoods, community facilities and to interface all other transportation modes.

The pedestrian environment in the Barrio Logan/Harbor 101 community should be enhanced and reinforced. It is important that pedestrian paths be integrated both with the open space system, the neighborhoods, and the activity centers in the community including the transit stations and the parking reservoir areas. It should be remembered that a car/driver becomes a pedestrian once the vehicle reaches its destination. This recommendation particularly affects the public right-of-way areas in terms of beautification possibilities and general community enhancement.

This Plan recommends that a major beautification and landscaping effort be made along the major transportation corridors.

A beautification and tree planting campaign should be pursued along I-5 with landscaping and mounding wherever possible to mitigate the freeway's environmental impacts on the community. Caltrans has present plans for I-5 landscaping which this Plan supports and along Harbor Drive and the major streets that link the Barrio Logan/Harbor 101 community to surrounding communities. Plant materials should be drought-resistant. Much of this work would be undertaken by Caltrans, MTDB, the City, and Port District.

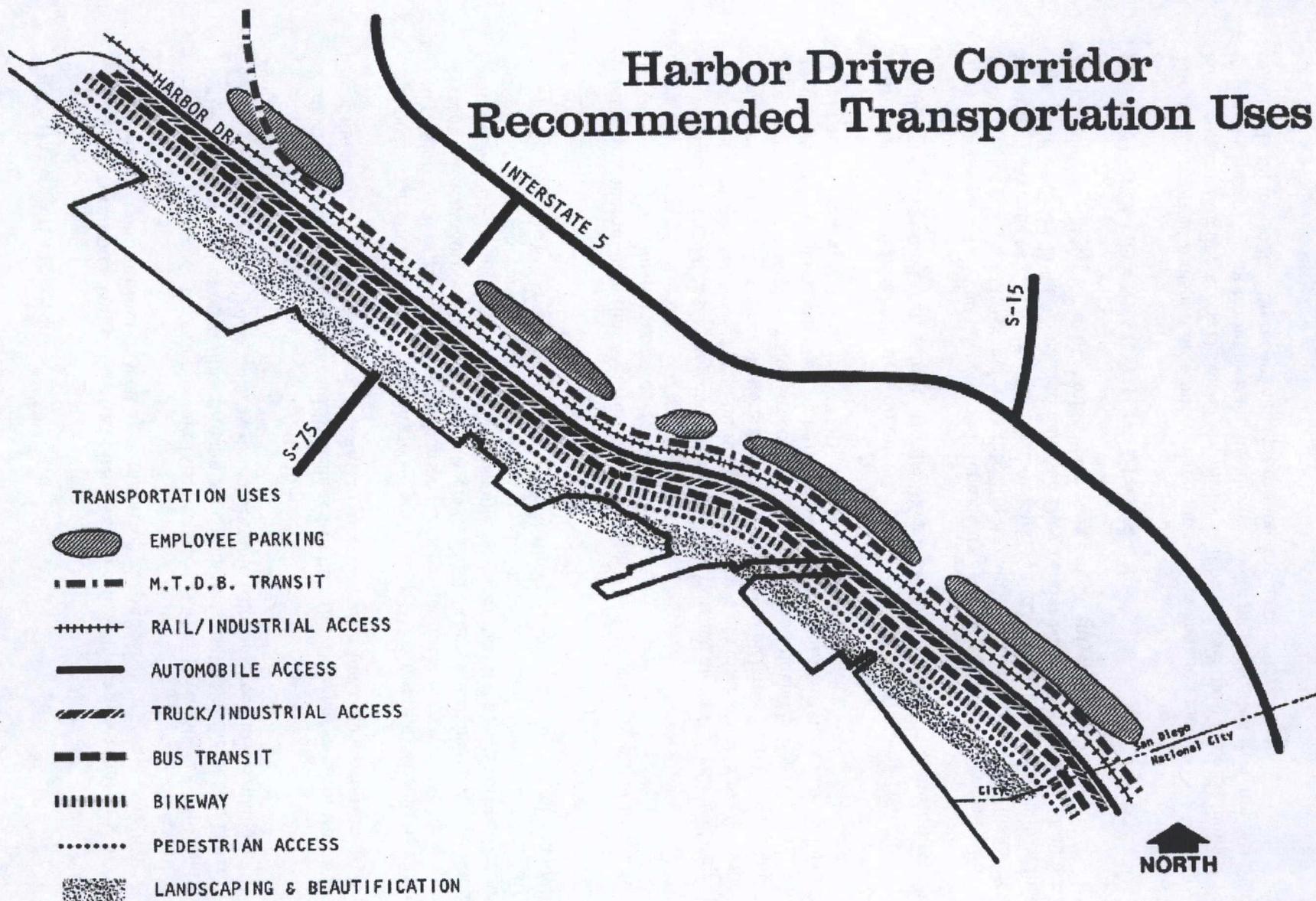
It is recommended that consideration be given to the extension of Center City's proposed recreational transit link into the Barrio Logan/Harbor 101 community.

This Plan recommends that the proposed Centre City system, if realized financially, be extended along Harbor Drive, and from the Fifth Avenue Gaslamp Quarter to Chicano Park and Logan Avenue to 12th Avenue and Balboa Park. A further and future extension of this link could include Chollas Creek and East San Diego under I-5 and SR-15 to the Southeast Education/Cultural Center and the inland open space and Canyon systems.

IMPLEMENTATION RECOMMENDATIONS

The most important transportation implementation recommendation includes the redesign and reconstruction of Harbor Drive. This corridor will be the one most affected by increased traffic volumes resulting from this Plan. It will also be the most affected from the fact that practically all transportation recommendations include this corridor in their proposals.

Harbor Drive Corridor Recommended Transportation Uses



TRANSPORTATION USES

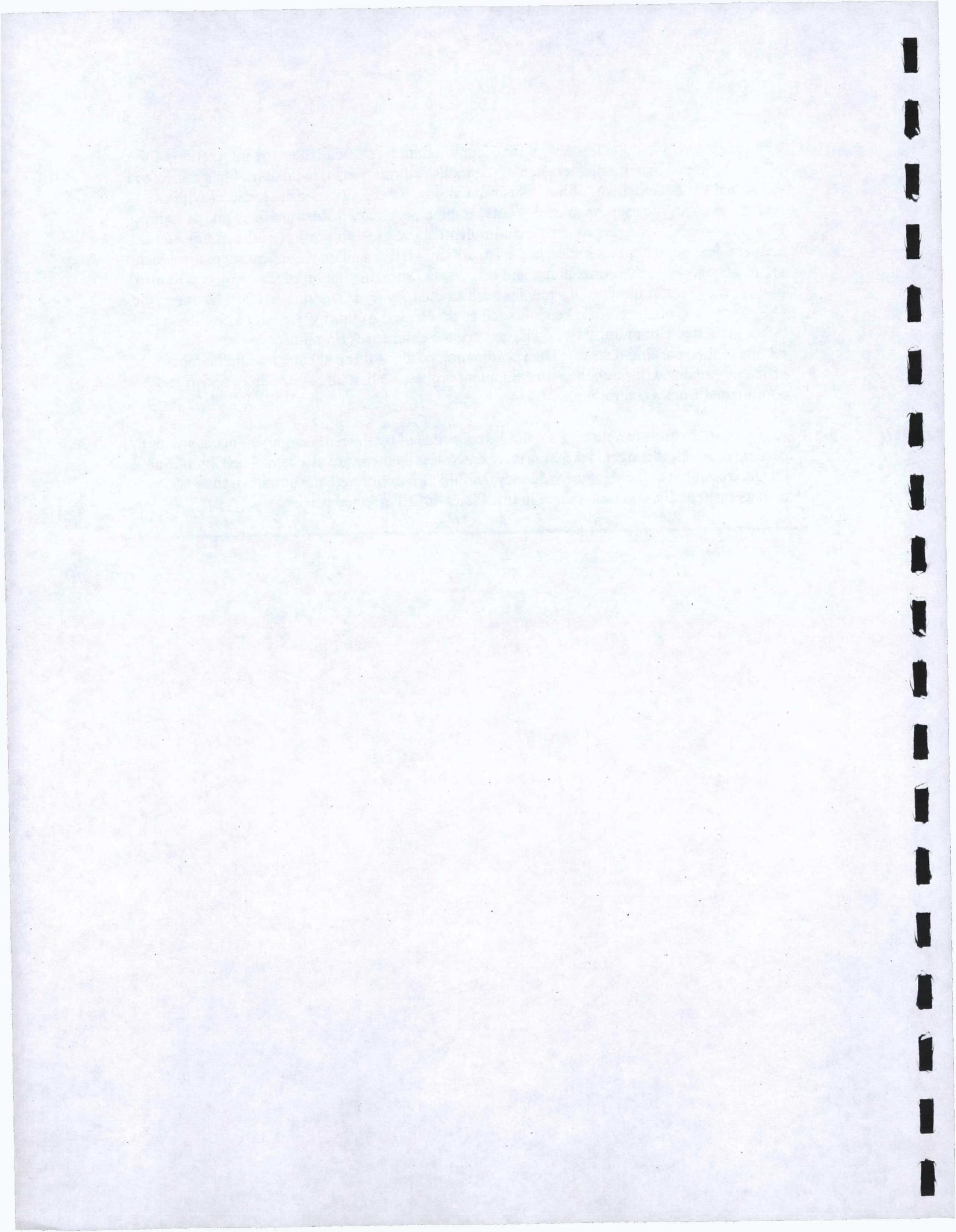
-  EMPLOYEE PARKING
-  M.T.D.B. TRANSIT
-  RAIL/INDUSTRIAL ACCESS
-  AUTOMOBILE ACCESS
-  TRUCK/INDUSTRIAL ACCESS
-  BUS TRANSIT
-  BIKEWAY
-  PEDESTRIAN ACCESS
-  LANDSCAPING & BEAUTIFICATION



**Barrio Logan
Harbor 101**

The corridor will include the design for accommodation of truck lanes, the integration of the MTDB light rail transit, maintenance of the industrial rail transit, inclusion of bus routes and stops, and the development of the industrial employee parking proposal, together with the incorporation of the regional bicycle route, and the necessary pedestrian links and crossings. Completion of this single project would implement the greatest portion of the transportation element, leaving other recommendations to administrative and management methods which are reasonably simple to implement and less costly. Implementation of this project will also involve the greatest number of agencies such as the City, Port District, MTDB, Caltrans, the U.S. Navy, and other related agencies such as the Bridge Authority, Coastal Commission, School District, Community Colleges, and private enterprises (in relation to the recommended parking district). The coordination of all of these agencies could be most efficiently realized through the redevelopment process so that all actions are planned and coordinated from a central point.

Assessment districts for parking should be coordinated by the redevelopment agency with the participation of other agencies and private enterprise as these are affected. The City of San Diego, through its redevelopment agency, should also coordinate the administrative and management actions recommended in this Plan with all affected parties.



SAFETY ELEMENT

The Safety Element is divided into three major topics; Earthquake Risk, Flood Hazard, and Accident Potential from dangerous materials. Most of the existing condition information related to these topics, and mitigating methods are included in the **Environmental Impact Report** Section of this Plan.

EXISTING CONDITIONS

Earthquake Risk

The Rose Canyon-Tijuana Fault line runs through San Diego Bay. A trace of it has been identified at the water edge of the Port's 10th Avenue Terminal. Generally, the waterfront area at the tidelands (landfill area) has soils prone to liquefaction. Land Uses in this area should be of a low-risk nature and low-intensity development.

Flooding

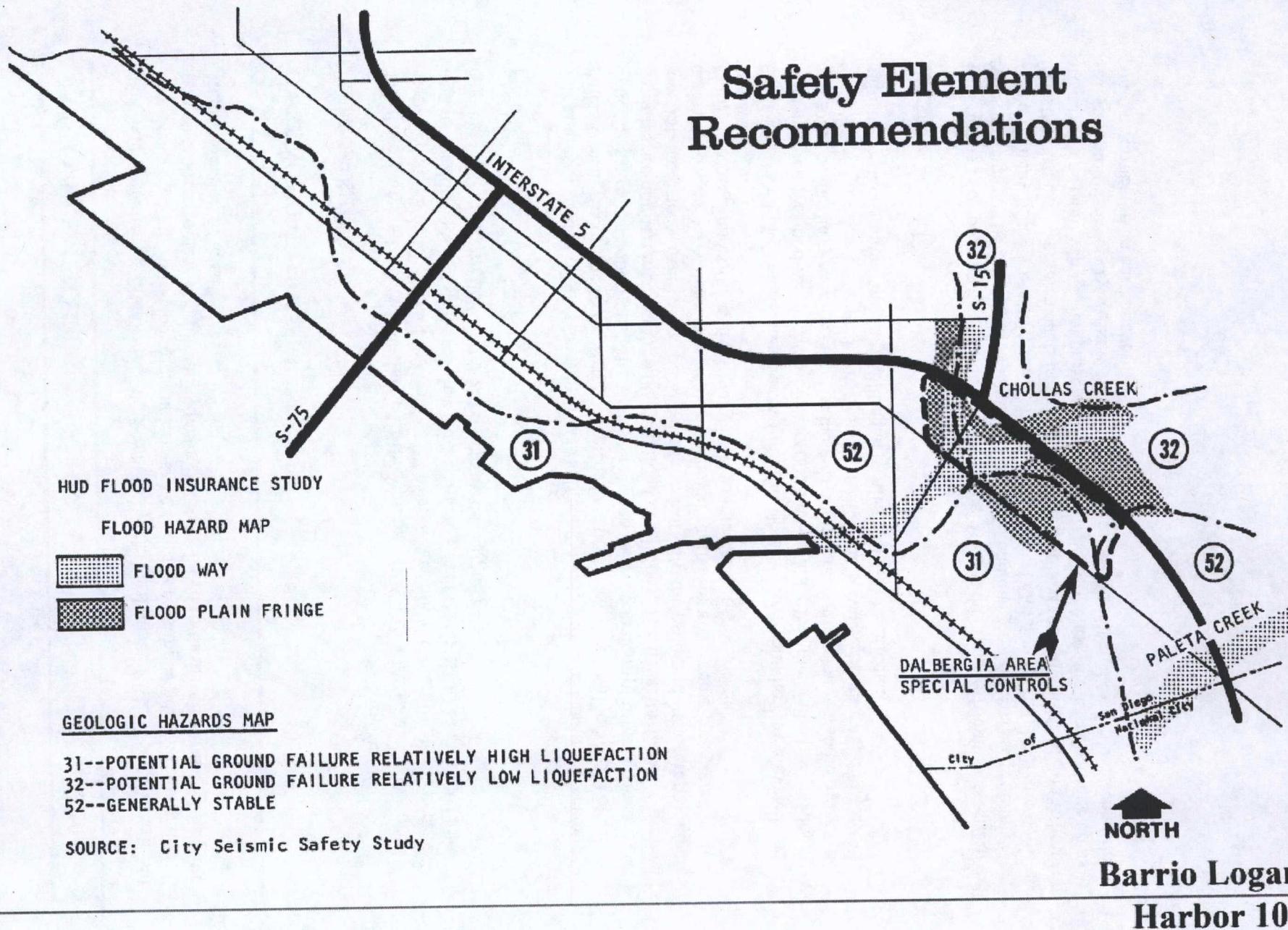
The southern section of the planning area is subject to the flooding of Chollas Creek and Paleta Creek. According to the Army Corps of Engineers, a 100-year-flood could occur under extreme rain conditions. The Corps has proposed a flood control project, since present facilities are not designed for the 100-year-flood conditions. The benefits of such a project, in the past, have not warranted the public expense. But with the proposed major improvements and the adjacent Navy development proposal, and capital improvements envisioned in this Plan, the protection works will probably be warranted and cost beneficial.

Freeway I-15 and I-5 interchanges are within this flooding area, but they are elevated and little affected by flooding. Areas subject to flooding would affect the Dalbergia housing area and some of the Navy facilities such as the golf course, recreational areas, some of the Navy's large residences on the base, and a portion of the Navy parking lot. The NASSCO industrial establishment and shipbuilding activities will also be affected.

Dangerous Materials

Tank farms exist presently along the tidelands area. It is, at this time, difficult to ascertain the types of materials being stored, but petrol, chemicals, and dangerous gases are probably stored in many of the areas adjacent to the heavy industry. Other potential problems stem from the dust and vapors emanating from some of the upland industry adjacent to the housing areas, such as paint vapors, not presently mitigated. The U.S. Navy industrial storage areas also fall into this category. Although these storage areas are protected by fencing, conditions could be critical in an earthquake.

Safety Element Recommendations



RECOMMENDATIONS

Minimize earthquake risk by location, and relocation of new development together with proper rehabilitation standards.

The Plan proposes that the particular areas affected by liquefaction remain industrial, which is a compatible use. Rehabilitated industry and new industrial buildings will have to conform to standard structural engineering codes and property buffer development standards to mitigate potential safety problems. Development proposals in the Dalbergia area should consider surcharge, and earth compacting techniques to stabilize the land and mitigate liquefaction.

Establish flood protection methods for the protection of improvements and conservation of the floodplain whenever possible.

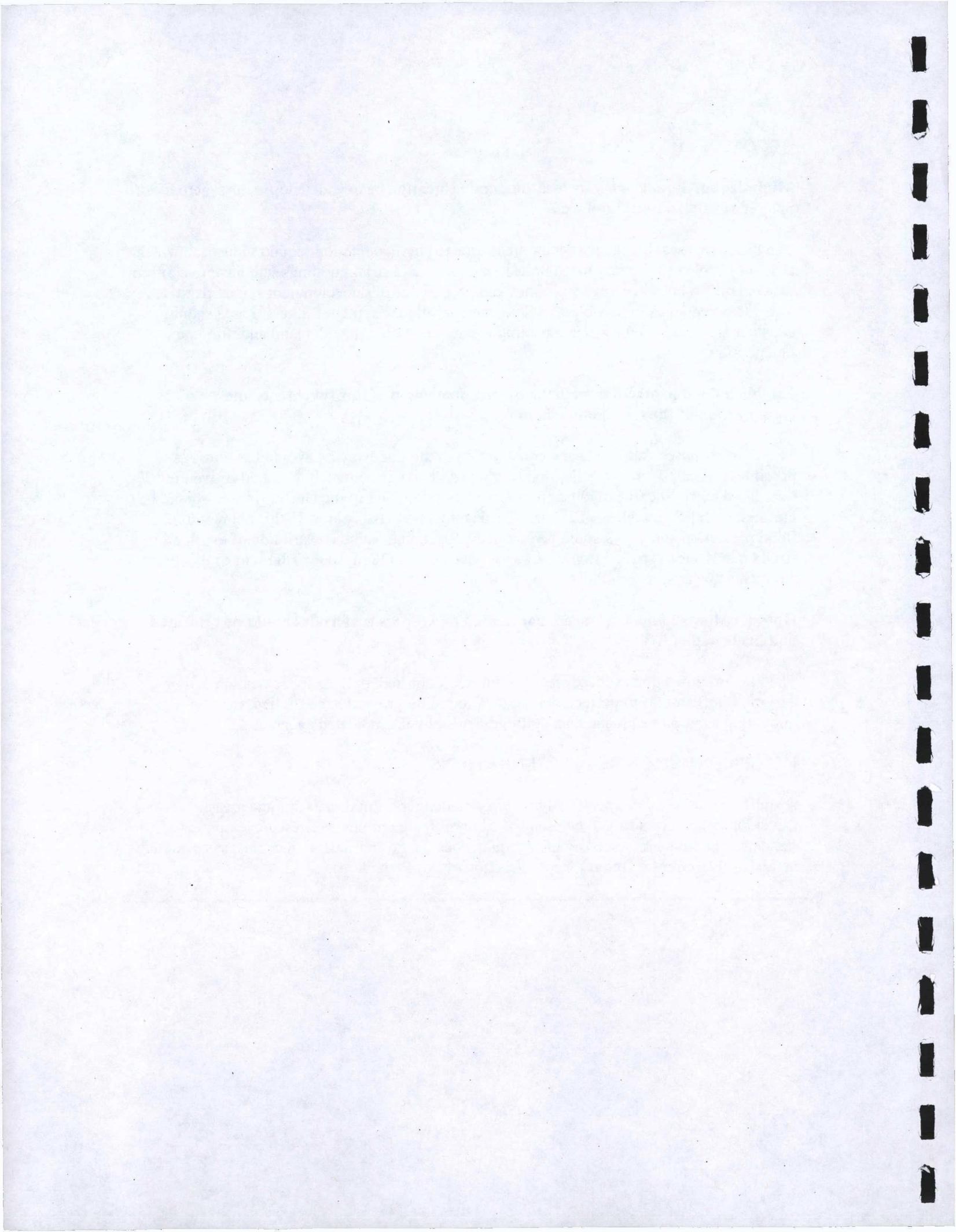
This Plan proposes that filling and construction in the floodway be avoided as much as possible. Development in the floodplain fringe should be adequately elevated above the 100-year flood level. Specifically, the areas affected by flooding in the Dalbergia area should be elevated with fill and dikes whenever new development takes place. In this manner, both flood protection and views could be established, although some constriction of the flood would result. Open space easements, as proposed in the **Open Space Element** of this Plan, would also be an important mitigation measure.

Outdoor storage and work areas containing dangerous materials should be relocated and protected.

The Plan proposes that as these areas are further identified, options for relocation and/or design of buffer areas to protect them and surrounding properties be studied, the best mitigating solution be pursued, and duly reviewed by the indicated agencies.

IMPLEMENTATION RECOMMENDATIONS

A study should be made specifically identifying dangerous materials storage areas. Development controls should be established to mitigate problems. These development standards should be reviewed by the adequate local, state and federal agencies, as discussed in the **Environmental Impact Report** section of this Plan.



ENVIRONMENTAL ELEMENT

This element includes issues and proposals related to the natural environment, pollution conditions, heritage resources, and urban design. The element has been primarily designed to give plan substance to the issues included in the **Environmental Impact Report** section of this Plan, as well as to resolve some of the specific issues related to design implied in some of the requirements resulting from the Coastal Policy Evaluation, and Issue Identification related to the Local Coastal Program (LCP) process.

ENVIRONMENTAL QUALITY

The substance of this element is included in the Environmental Impact Report Section of this Plan, both in terms of existing conditions and environmental impacts. This element therefore, does not contain a repetition of the environmental existing conditions, but it contains specific recommendations related to air, water, noise, and energy considerations, applicable to the development of the Barrio Logan community, under this Plan.

RECOMMENDATIONS

Contribute to the attainment of federal air quality standards through implementation of regional air quality strategies.

The Plan proposes that an effort be made as soon as possible towards the City's compliance with the air quality regional comprehensive plan. One of the major vehicles to this end is to develop and implement a transportation network designed to minimize air pollution, and include options to other less polluting transportation modes than the automobile. Some of the actions, further discussed in the **Transportation Element** of this Plan, include encouraging and designing for pedestrian circulation within the community and to surrounding communities, providing a link from this community to the regional bicycle route system, and permitting both a community-oriented route and a link to the public transit as well. Implementation of traffic flow improvements should be pursued to avoid confusion and delays in circulation, together with the development of an organized parking development system to reinforce the auto circulation portion of the **Transportation Element** of this Plan. This Plan also supports the light rail transportation proposals through the community as proposed by MTDB, and further complements them by the location of high-intensity development proposals adjacent to it, with the other complementary circulation systems.

This Plan supports the continuance and expansion of the present community bus service with increased connections for higher efficiency.

Reduce and eliminate odors emanating from the waterfront industrial plants.

Public and private efforts should be designed to improve these conditions and provide additional support to state and federal regulating agencies through policing and cooperating with the industries and other parties to improve conditions. Financial incentives should also be investigated with the purpose of improving conditions as quickly as possible.

Cooperate with the Regional Water Quality Control Board and other agencies in setting up an interagency agreement to control minor pollution problems in San Diego Bay and related watersheds.

Determine the water quality of the storm water runoff at Chollas Creek and evaluate potential uses as discussed in the **Open Space Element** of this Plan. Encourage all industry and particularly the new industry to promote and implement the reclamation and reuse of wastewater. Financial incentives should also be considered in order to promote high standards as soon as possible.

Encourage the use of drought tolerant landscaping throughout.

Establish planting materials that have drought tolerant qualities and are acceptable to the community. Encourage their wide use both in the public projects and on private properties.

Encourage water conservation in homes and businesses.

Provide widespread information, through the community service agencies, on methods of water conservation, and consider the provision of financial assistance to promote the implementation of this goal.

Reduce excessive truck noise by channelizing industrial traffic away from residential and community service areas.

This Plan proposes the control of truck traffic to certain streets and times of day, to minimize excessive noise conditions.

Control industrial noise sources.

Control industrial noise through development of new and rehabilitated industrial parks and through zoning development controls that include external effects noise controls.

Encourage the development of a self-contained community.

The development of a self-contained, full-service community with links to surrounding communities, through land use proposals which strengthen the residential, commercial and industrial components of the Plan. This can be accomplished by providing housing, employment and services within the boundaries of the community, and closely relate it to

other community planning areas. This will be a major element toward achieving the goal of energy conservation.

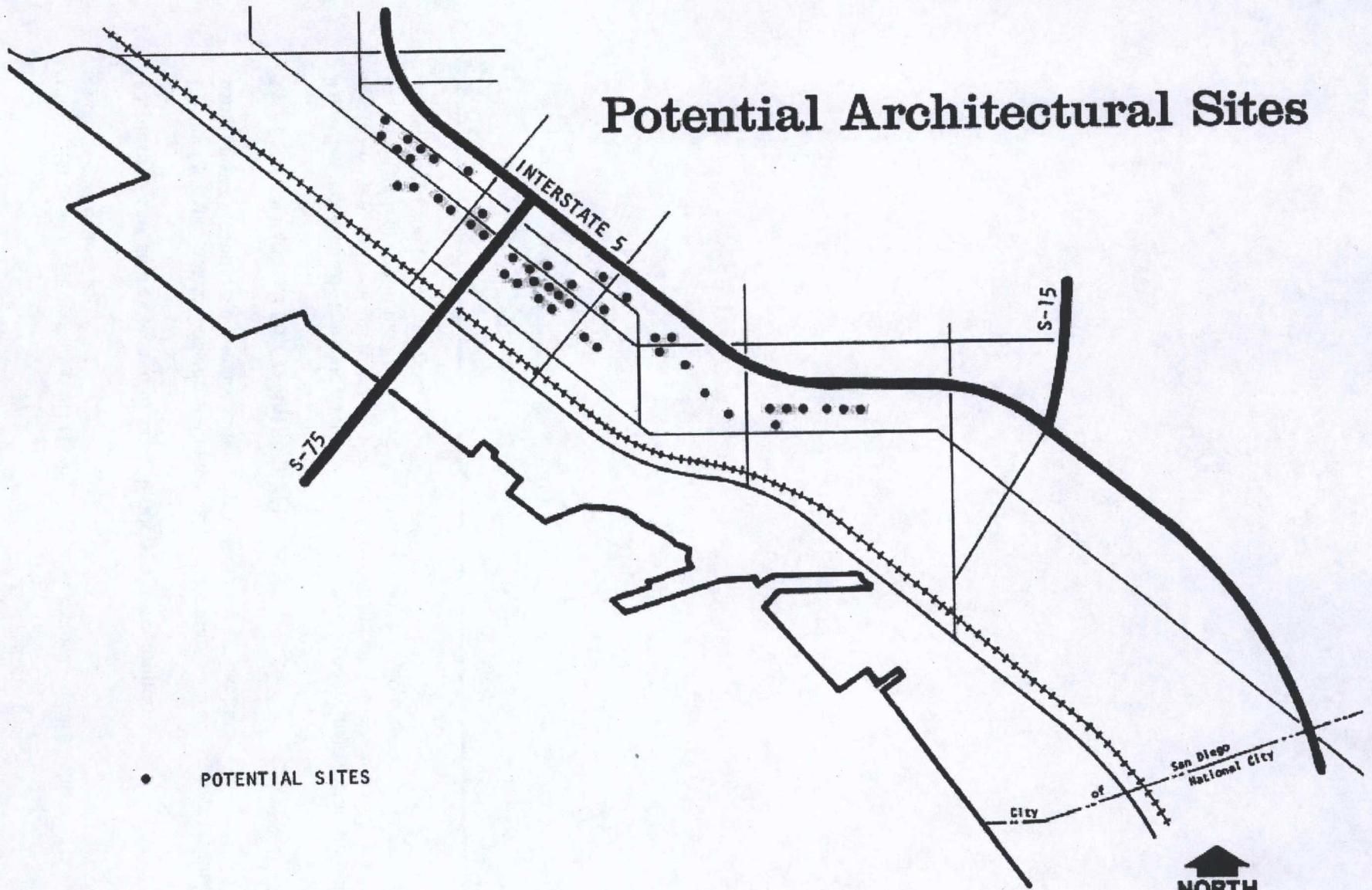
Encourage new energy technologies to develop in the community.

Encourage experimental housing and industrial development with sun energy technology, using special government grants and funding as these are available.

IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that redevelopment action be used to coordinate actions, government agency review and controls to ensure that the different agencies do not work at cross-purposes, and, to obtain funding resources in the form of available government grants, low-interest loans and tax incentives.

Potential Architectural Sites



• POTENTIAL SITES


NORTH

Barrio Logan
Harbor 101

HERITAGE RESOURCES

EXISTING CONDITIONS

With the recent City Council adoption of the City's General Plan Elements, the identification of historical sites is required as part of the community planning process, to comply with the Heritage Resources Element of the General Plan. Within the Barrio Logan/Harbor 101 community there are some identified heritage resource sites, which include some archaeological sites, some potentially historic sites, and some architecturally interesting buildings. The **Environmental Impact Report Section** of this Plan describes these resources in more detail. The relative worth of these sites is still to be established since little interest and studies have taken place in this community up to now. Future studies should be undertaken under the redevelopment program, to establish these resource sites and include them in the historical sites list approved by the historical sites board.

RECOMMENDATIONS

Support the use of federal and state grants to implement cultural resource surveys and support proper recordation of archaeological sites and site designation of significant resources.

Encourage all new development to undertake archaeological surveys and salvage prior to land development. Support the rehabilitation of structures of historical and architectural significance, through both private and public means.

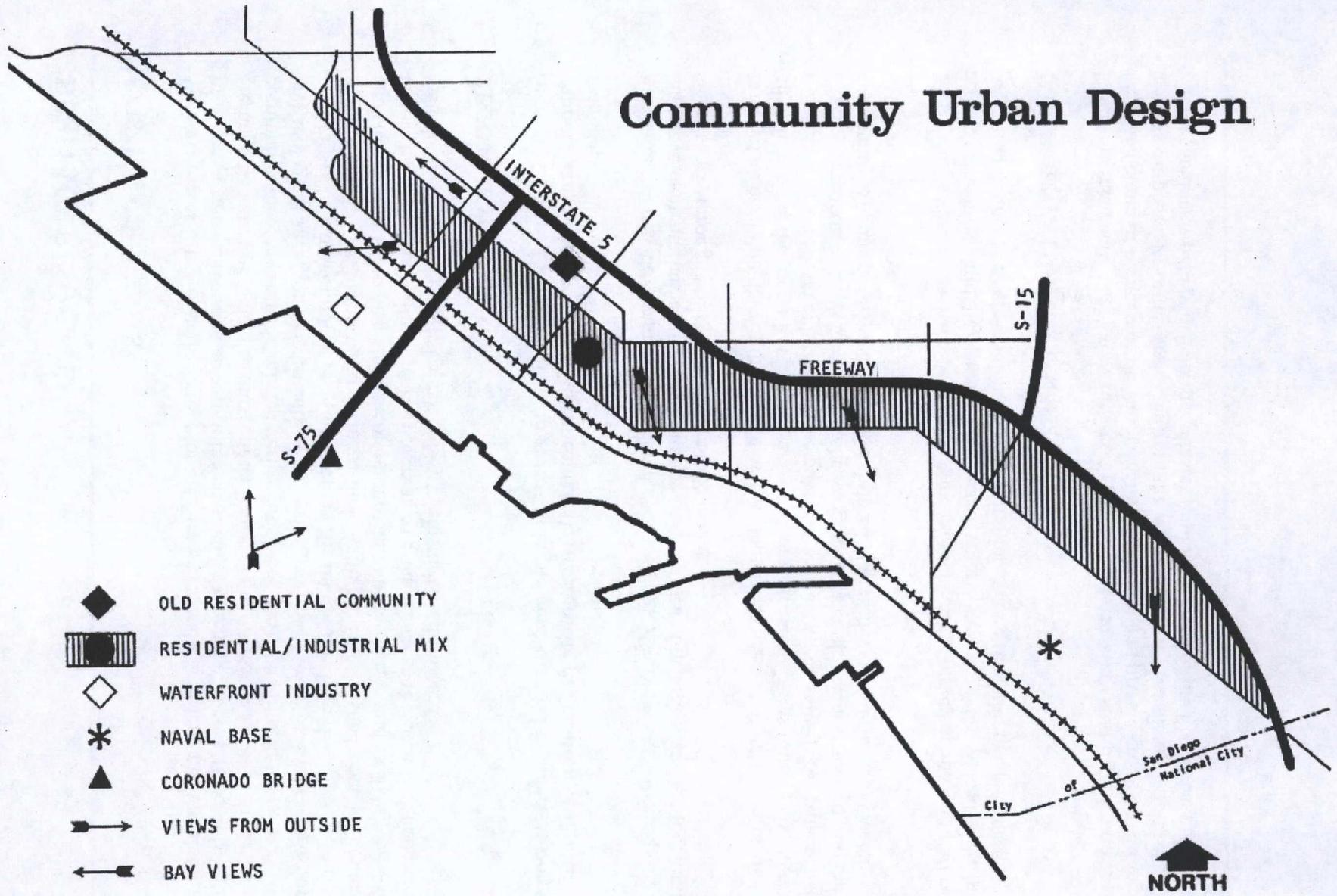
It would be desirable, that in the case of archaeological sites, all existing five sites, and any other future site, be properly surveyed, salvaged and relocated. If it is found to be significant, it should be marked and exhibited to the public after excavation; salvage of artifacts is to be done by archaeologists. Some of the archaeological sites could be incorporated into the community's open space system and be exhibited at the Educational/Cultural Center Complex.

This Plan also proposes that a detailed historical/architectural survey be made as part of the redevelopment/rehabilitation plans. Recognized historic sites should be placed in the historic register and other sites of social and architectural interest be rehabilitated and reused.

IMPLEMENTATION RECOMMENDATIONS

Redevelopment action should be utilized to produce the necessary studies and coordinate implementation of heritage preservation by other agencies and private groups, avoiding work at cross-purposes. Priorities resulting from the redevelopment plan should help to establish funding sources which may help in the faster implementation of the Plan's recommendations.

Community Urban Design



NORTH
Barrio Logan
Harbor 101

URBAN DESIGN

This element is designed to give some indication of visual development, environmental and general urban design character designations in the community. The recommendations are designed to give an indication of unique community characteristics of urban design and thus become the foundation for the development of overlay zones, as proposed in the **Land Use Element** of this Plan. The unique community conditions and location in the Coastal Zone, further requires that a careful assessment be made of urban design considerations to develop appropriate land use controls for plan implementation. There are several design factors existent in the community. All are closely interrelated with other socio-economic, land use and transportation factors, most of which have been thoroughly covered in their respective sections of this report. Generally speaking, the urban design qualities of this community can be divided into geographical qualities consisting of the community's proximity to the bay and views, and the manmade design qualities related to the quality of development of existing uses and transportation related public works.

EXISTING CONDITIONS

Geographic Qualities

The two major natural design features of the Barrio Logan/Harbor 101 community are its geographic location and the views generated from and into the planning area.

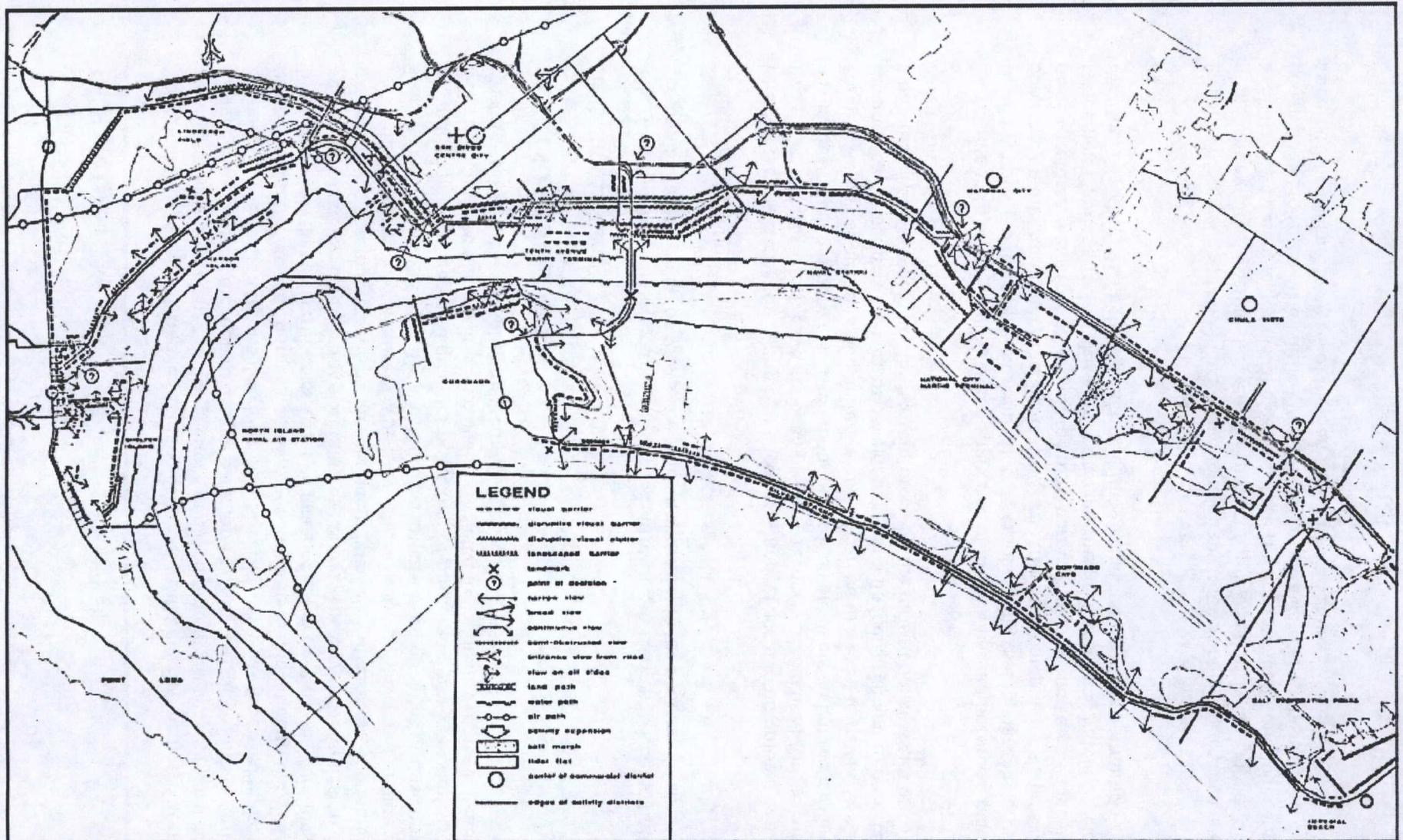
Geographic Location

The community's location, along San Diego Bay and adjacent to downtown San Diego, are two major features which have not been properly recognized and used for the community's advantage. Much has been discussed, both in the Plan elements and in the **Environmental Impact Report** about this issue, in terms of the barriers that exist to bay access and views, the uncared for nature of the urban development, and its industrial and transportation uses along the bay front which are further reinforced by the jurisdictional issues of City, Port and Navy primarily.

The community's topography, with a slight rise of 40 feet, has not become a major urban design feature. All development seems flat, de-emphasizing that topography. Three creeks converge on this community that have also been ignored as community shapers and urban design features. Those creeks are for the most part channelized, and some have disappeared altogether; Chollas Creek is still with some naturalized features and Paleta Creek reinforces the San Diego National City jurisdictional lines to the south of the community.

Views

Because of its geographical location and topography, views are a major urban design element in the community, which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element of the Barrio community due to its unique geographical location. The Unified Port District made a careful analysis of these conditions as part of their visual analysis of the San Diego Bay tidelands.



	SAN DIEGO BAY TIDELANDS	VISUAL ANALYSIS	MAP NO 1	
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Barrio Logan
Harbor 101

The study conclusively states that Barrio Logan has visual barriers to the waterfront from its northern boundary to its southern boundary. Three view spots exist, at the Harbor Drive bridge over Switzer Creek, the Chollas Creek, and Paleta Creek in National City, just south of the Barrio Logan/Harbor 101 community. Views also exist to the uplands from 28th Street and Harbor Drive. The main focus in this area are the I-5, SR-15 freeway interchanges which are a major manmade sculptural feature.

From the upland Barrio community, views are affordable to the Centre City skyline, from Logan and National Avenues, and to the Coronado Bay Bridge from the northern portion of the community, as well as to the major industrial waterfront features such as the NASSCO shipyards, and the masts of the naval ships when they are in port can be seen. The Barrio is viewable from outside the community from Coronado across the San Diego Bay and as one moves across the Bay Bridge. The features seen in the Barrio community from these spots are not major, the industrial buildings and roofs are most viewable, as well as the connecting I-5, the piers and wharf area.

Man-made Qualities

Major urban design considerations relate to the **Land Use and Transportation Elements** primarily. Many issues closely related to urban design have already been discussed at length in the other elements of this Plan. The lack of maintenance and development controls are the major features affecting urban design perceptions. But one has to transcend those urban clutter considerations to properly view the positive aspects of the community scale and urban design. Several urban design considerations arise:

The Residential Uses

Housing is basically one- and two-story, in small lot development and detached, resulting in a tight, small lot development pattern, with pitched roofs, porches, and warm colors. Much of the housing was developed at the turn and early part of the century with small cabins of which some Victorian structures remain.

The Industrial Uses

Industrial development is varied in terms of its scale and function. It includes the waterfront industry, with large open storage areas, and large buildings, housing industrial parts, products, and activity. A particular aspect of this function is the exposed machinery, ducts, and cranes, which provide potential focus of interest and landmarks.

The Distributive Industry

The distributive industry occupies large portions of blocks, usually having warehouse buildings, docks, and open storage areas. The activity related to this industry holds little visual interest, or landmark qualities.

The Salvage Industry

The effects of the salvage industry have been discussed at length in the **Industrial Element** of this Plan. It usually includes open storage areas with little or no enclosures, with the exception of very few, which are housed inside large warehouse structures made of concrete block or metal siding. This industry's activities outside their property areas are a clear indication that they have outgrown their facilities. They are usually sited in small lots, and intermixed with the housing areas. The activity has little visual and landmark qualities.

Commercial Uses

Commercial uses are concentrated along major streets, mainly Logan Avenue, National Avenue, and Main Street. Some commercial facilities are also industrial. Community-related commercial, however, takes place in small lots, in one- and two-story structures for the most part. There are some three- and four-story structures that were probably hotels at the turn and early part of the century, and have now been abandoned or converted to other uses. Most commercial structures are low-scale and plain in design. There is a close interrelationship of commercial and residential activity. These activities have visual interest and landmark qualities.

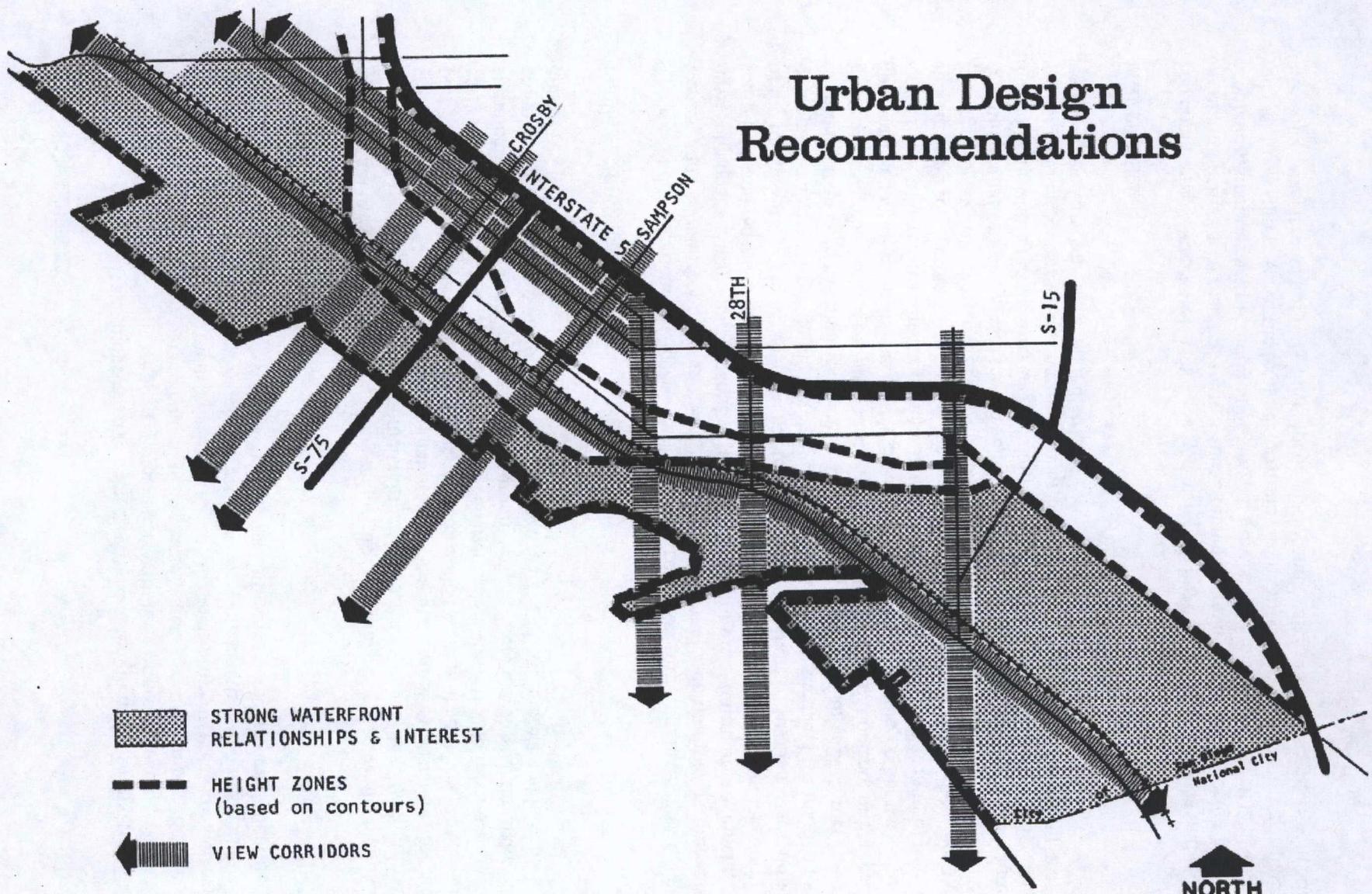
Public Facilities and Parks

The recent development of Chicano Park and the Federation Building, the Senior Citizen Center, and Neighborhood Clinic specifically, a result of major community participation, have set a positive stage and urban design environment for other future improvements. The sculptural, and plastic qualities of the Park, the interplay of landscaping, and the warm colors of the murals, are a unique urban design feature in this community. In other cases, however, older public and semi-public improvements have not been upgraded and maintained to desirable urban design standards. Such is, for example, the case of the 32nd Street Naval Base, where the barbed wire topped fence surrounding the property does not only represent poor design quality but provides a poor example which is reinforced by other uses with similar lack of care. In addition, it raises in the residents, particularly, a feeling of rejection and uncaring for the total community's image, which is highly resented. It should be noted the present Navy plans recognize this and propose some beautification measures on the base. A similar situation occurs with the Lowell Elementary School Complex, which because of the industrial zoning in the area and the diminishing pre-1970 youth population, has been maintained in temporary buildings, with poor buffers and fencing; a condition which residents, the City, and the school district are trying to change.

Transportation

The community's street system is already developed, but due to major changes in the circulation pattern as a result of freeway development primarily, the street design and circulation functions are presently unorganized. For the most part, streets lack landscaping and careful design to serve the total needs of the community. Harbor Drive is a particular case where the street is not fully developed, lacking sidewalks and landscaping, with adjacent

Urban Design Recommendations



-  STRONG WATERFRONT RELATIONSHIPS & INTEREST
-  HEIGHT ZONES (based on contours)
-  VIEW CORRIDORS


NORTH

Barrio Logan
Harbor 101

transportation facilities such as parking and railroad connections which are not coordinated and designed as part of a major transportation corridor. Parking design represents a major and unique problem in this community, due to existing zoning standards which do not have parking requirements, with the resulting employee parking being widely distributed throughout the community along every available curb and open area, creating not only circulation conflicts but maintenance problems to street cleanup and upkeep.

Bus stop development is an additional area in need of design improvement. Stops are identified by a freestanding sign. In a few cases, a bench is included. This community has the unique condition of having large numbers of transit-dependent people, both residents and employees. If public transit is to be encouraged, proper design should be considered to accommodate patron needs.

RECOMMENDATIONS

Establish development controls that will reinforce the topographic quality of the community.

New development in the community should be designed to reinforce the 40-foot topographic differential between the bay waters edge and the uplands. This concept would naturally establish a tiered development where height control measures could be used to physically reinforce the topographic feature, and at the same time, obtain the desirable views to the bay and adjacent communities. This Plan recommends that three height limitation areas be developed. A height limitation area should be considered for the waterfront area to the 20-foot topographic line. A second height limitation area should be considered between the 20- and 40-foot topographic lines. A third height limitation area should be considered generally north and east of the 40-foot topographic line as shown in the height limitation map.

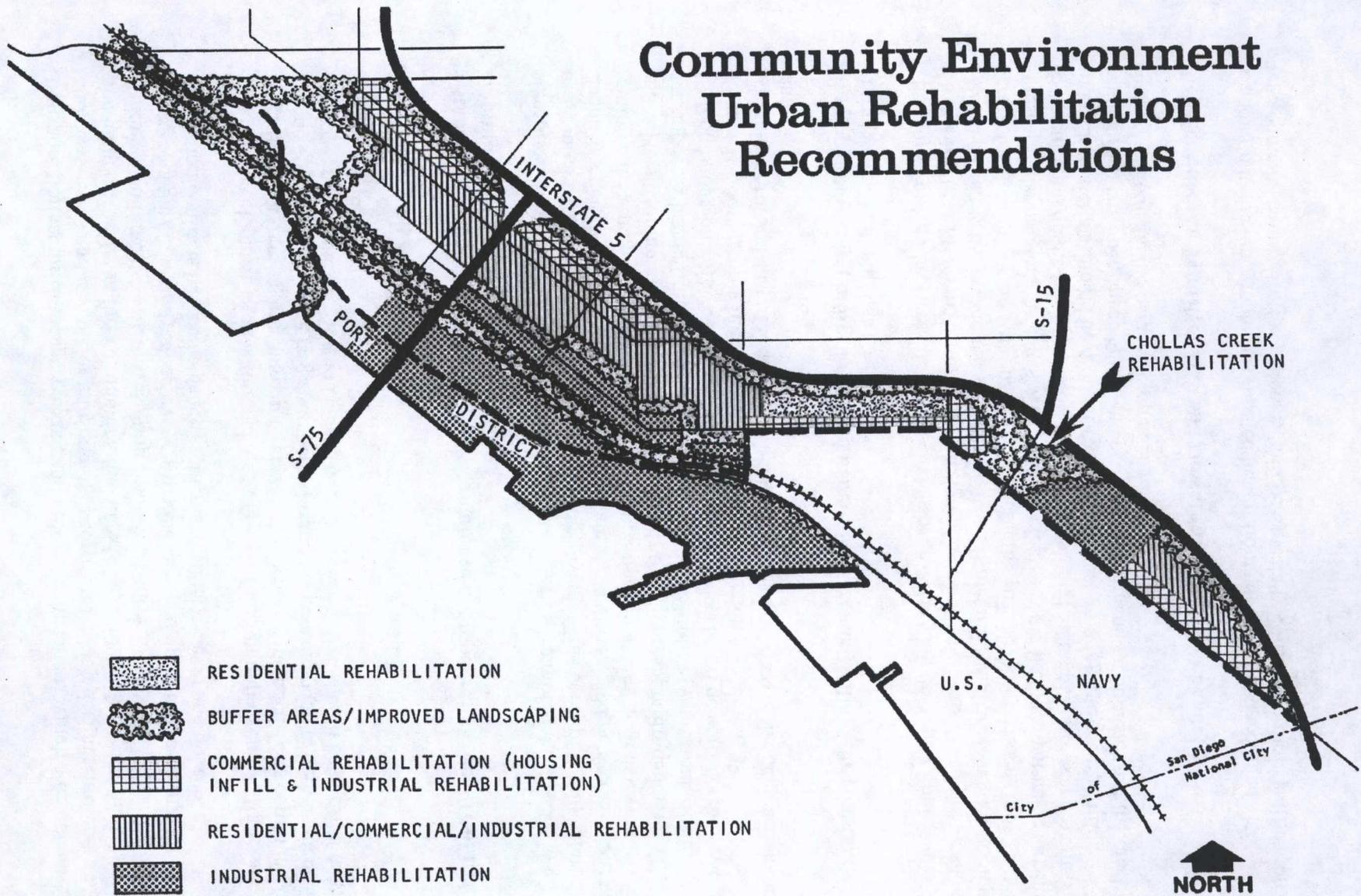
Develop landscaping buffer areas and pedestrian easements along the community's major watershed, Chollas Creek.

The subject of Chollas Creek development has been covered in the **Open Space and Environmental Elements** of this Plan. Design considerations for its development should include elevating the area to the south in the Rigel Street industrial area and developing berms, for flood protection purposes, maintaining the channel bottom open, and developing landscaping areas along its edges. The landscaped area could include man-made structures with sculptural qualities, that are combined with natural landscaping, trees and plants. Tree and plant materials should be drought-resistant and fast growing and require little manicuring. The open space buffer and pedestrian easement, on both sides of the creek channel and outside the channel proper, should be 40 feet.

View corridors to San Diego Bay and Downtown should be enhanced.

In addition to the topographically-related height limits designed to encourage view development, certain street corridors should be especially considered for beautification to

Community Environment Urban Rehabilitation Recommendations



CHOLLAS CREEK
REHABILITATION

-  RESIDENTIAL REHABILITATION
-  BUFFER AREAS/IMPROVED LANDSCAPING
-  COMMERCIAL REHABILITATION (HOUSING INFILL & INDUSTRIAL REHABILITATION)
-  RESIDENTIAL/COMMERCIAL/INDUSTRIAL REHABILITATION
-  INDUSTRIAL REHABILITATION


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Barrio Logan
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further enhance and frame existing views. The view corridors could, in some instances, include property setbacks and landscaping to increase the width of the corridor.

Critical view corridors to downtown San Diego are: Logan Avenue, National Avenue, and Harbor Drive. It is recommended that these streets be landscaped and that setbacks be established along industrial development fronting on these streets. The setbacks should be landscaped and properly maintained. Critical view corridors to San Diego Bay are: Sigsbee Street, Crosby, Sampson, 26th, 28th and 32nd Streets. These streets should be landscaped and development fronting on them should have landscaped setbacks whenever possible.

Residential uses should be rehabilitated and new residential development should maintain a compatible scale with the existing development.

The Plan's recommended residential densities of R-2 (14 dwelling units per net acre) and R-2A (29 dwelling units per net acre) will maintain densities of housing and development which are compatible with existing development. In addition, development should take place in small parcels, or building facades should be broken to establish narrow facade planes and be compatible with the existing lot development.

Roofs should be pitched, and if flat roofs are developed, they should form useable terraces on the roof.

Colors should be warm and bright to match the existing remodelings and older structures. Parking requirements should be flexible, considering the great portion of the residential population which is transit-dependent.

All industrial uses should follow current acceptable industrial development standards.

This Plan recommends that all industrial development follow the M-IP and M-IB Zones as proposed in the **Land Use Element** of the Plan. All industrial uses should upgrade and develop to these standards as modified by urban design considerations. Upgrading should be studied and given between five and ten years to comply based on ability to economically amortize improvements.

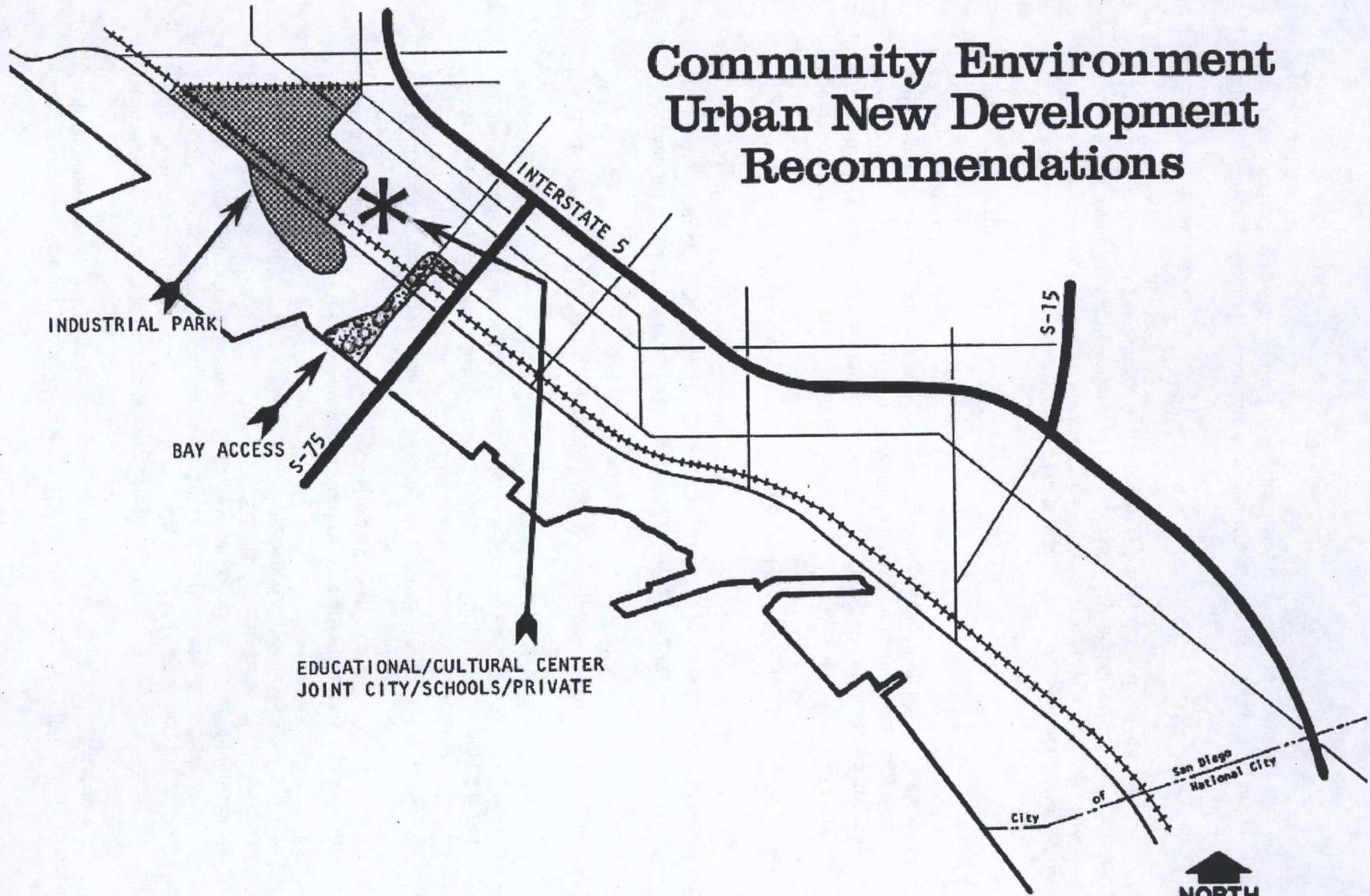
Control of External Effects

Air contaminants such as smoke, paper, dust, grime, carbon, noxious acids, fumes, odors or particulate matter, loud noises above prescribed federal standards, and other agents which cause sudden changes in temperature, glare, radio activity, and electrical disturbances, should not emanate beyond the boundaries of the property where the activity is located.

Off-Street Parking

Employee parking standards should be considered and modified as specific uses require. Parking allocations may be included in the premises, or be included into an area parking assessment district.

Community Environment Urban New Development Recommendations



San Diego
National City
City of

NORTH

Barrio Logan
Harbor 101

Walls and Fences

All walls and fences should have an established height, should be impervious to light, made of natural color materials, and maintained to acceptable standards.

Landscaping

Industrial uses adjacent to residential areas should have landscaped setbacks from the corresponding property line. Landscaping strips should also be developed along lot premises adjoining streets and public places. Landscaping should be properly maintained and with drought-resistant plant material.

Storage Areas

All storage areas should be enclosed by a wall or building. Storage area height should not exceed wall heights as viewed from surrounding properties or the street.

Driveways and Curb Cuts

Sites should have limited driveway and curb cut area.

Commercial uses should be rehabilitated and new development should maintain a compatible scale with existing development.

This Plan recommends that commercial uses be developed under the CC Zone, which allows for small-scale and intermixed commercial and residential development.

Development Scale

Scale should be low profile with the standard 50-foot maximum lot frontage, or with facade changes and indentations to complement the standard, smaller lot frontage. Residential, office development and hotel development should be encouraged above or behind the commercial facilities.

Parking

Employee- and patron-related parking requirements are recommended to be provided on-site or in an area parking assessment district. The requirement could be modified depending on specific activity needs, population served, and location in relation to other public transportation facilities.

Color

Building materials should match the community's earthy and bright colors.

Improve public and semi-public agency images through compatible urban design considerations sensitive to the community's assets.

Generally, every agency involved in the development of community facilities has its own development standards and in some cases (as in the schools) its own building code requirements. There are, however, some external design treatment elements that are unique to this community and should be used as unifying community-wide design elements and identification.

Scale

Building should be in scale with the surrounding development, which usually does not exceed 25 or 30 feet. Taller buildings should de-emphasize their height with the development of balconies, arcades, etc. Large, blank surface walls should be avoided and when they have to be built, should be broken by landscaping, sculptural motifs, and/or murals.

Perimeter Walls and Fences

Perimeter walls and fences should be designed in natural color materials. Long, unbroken walls, if higher than three feet, should have indentations, sculptural features, or landscaping. Chain link fences should be avoided and, where absolutely necessary, should be framed individual panels and include plant materials.

Entrances

Small, pedestrian-oriented outdoor entrance areas or porches should be designed, off the street at major building entrances, to provide areas and spaces for group interaction.

Indoor-Outdoor Relationships

Indoor and outdoor spaces should be interrelated, both for social and climatic reasons. This can be designed through building openings, window spaces, building indentations, arcades and overhangs.

Landscaping

It is desirable that a portion of the property be landscaped. It is suggested that a percent landscaped area be considered and modified as the specific needs of the project require. Landscaping materials should be of drought-resistant materials, with tall plantings, fast growing, and placed in clusters where views can be framed. The mural motifs of Chicano Park should be continued and paintings and sculptural forms should be encouraged in the open space areas.

Streets should be improved in design with the pedestrian use and landmark orientation in mind.

Streets

Major streets should be landscaped with drought-resistant, tall and fast growing trees, placed in clusters emphasizing important crossings, places, and framing views.

Curb parking should be avoided up to 50 feet from a street crossing, and landscaping, pedestrian gathering areas, and bus stops should be located in those areas.

Local streets should be redesigned to include two moving lanes of traffic and diagonal parking areas. Through traffic on these streets should be discouraged by narrowing the street access, and closing and looping the streets as necessary. It should be noted that these improvements don't necessarily imply a total rebuilding of the community street system, which would be too expensive and unrealistic, but instead should imply selective re-adjustments to the street design in critical areas, thus achieving the intent of these recommendations, at minimum cost.

Harbor Drive should be totally redesigned to properly perform its multiple functions.

The design considerations should include four lanes of moving traffic, turn pockets, truck route lanes, a bikeway route, pedestrian areas, and linear parking structures for industrial employee parking in addition to the maintenance of the railroad right-of-way and access. The design should include traffic lights and patterned pedestrian crossings and overhead pedestrian crossings to serve the parking structures as necessary. Landscaped medians and sidewalks should also be included in the design, much like Harbor Drive's design at the City's Lindbergh Field Airport area.

Organize and design parking development areas.

Large parking areas, when developed as surface parking, should include patterned surfaces designed in clusters to emphasize entrances, pedestrian access, circulation, crossings, etc. The areas should also include a percent landscape area and perimeter landscaping. Parking structures should not exceed three levels and should have perimeter landscaping with tall, fast growing trees. It is desirable that the ground floors of the parking structures be partially used for commercial and automobile-related uses such as gas stations, auto repair, auto parts, and other related uses. Commercial developments could include employee-related services such as restaurants, delicatessens, sandwich shops, etc.

Bus stops should be designed as special outdoor gathering places and waiting areas.

The Plan recommends that bus stops be carefully located to provide the best possible service, interfaced with other community activities and circulation modes to reinforce community focal points and landmarks. The designs should include patterned paving, benches and rain protection areas where bright canvas awnings, for example, can be used. Bus stops could

either be designed freestanding as part of the street or integrated into a building development along the sidewalk, perhaps under arcades, overhangs, or canopies. Landscaping treatments with tall, fast growing trees, could help in some cases to visually identify these areas.

IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that, subsequent to its adoption, detailed studies be made of views, setback development potential, and possibilities of existing use compliance in order to develop the necessary ordinances and zones for plan implementation.

The mentioned urban design recommendations should be studied further in the context of special project areas and implementation ordinances, as recommended in the **Land Use and Transportation Elements** of this Plan.

Performance development standards should be developed based on future study findings.

The development suggestions made in this section should not be considered as "manicured" reconstruction projects, which are expensive to implement; instead, these recommendations should be further developed as community rehabilitation and readjustment measures, which are realistic and relatively inexpensive.

The land use-related recommendations imply the development of zones, or special district legislation while the recommendations relating to public facility and transportation development recommendations envision the development of design guidelines for those projects specifically.

The first group will require input from the residents and private enterprise for the performance standard development, while the second group will require various public agencies' input and cooperation.

COASTAL ZONE ELEMENT

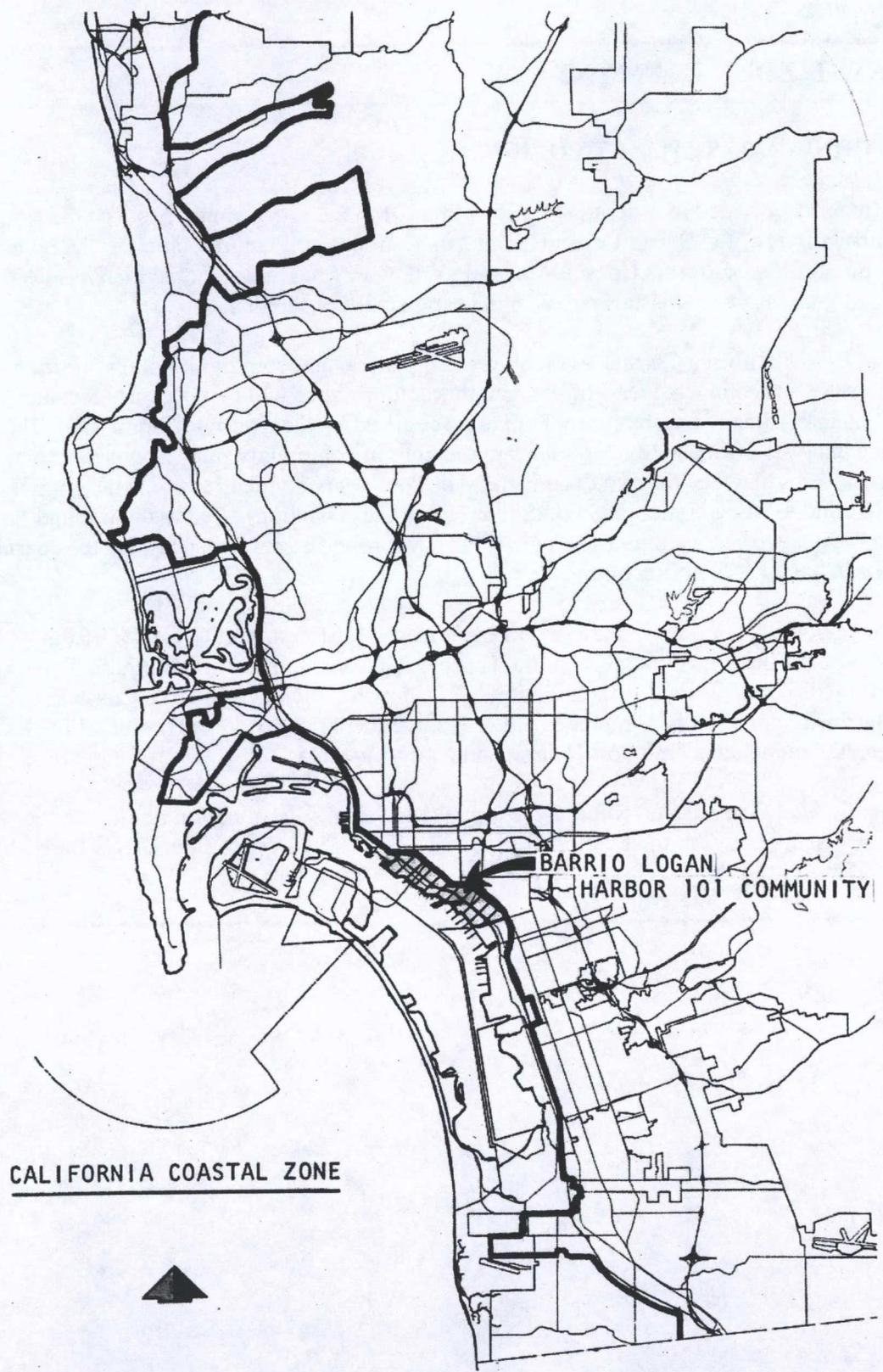
CALIFORNIA COASTAL ACT POLICY ANALYSIS

This element is provided in order to simplify and incorporate into a single package the recommendations of the Barrio Logan/Harbor 101 Community Plan in relation to the policies of Chapter 3 of the California Coastal Act, and to show in what measure this Plan has been able to mitigate the coastal issues raised in the early stages of the Plan.

Since the 1976 California Coastal Act requires that general and community plans conform to the policies specified in Chapter 3 of the Act, this conformance will be necessary for the Barrio Logan/Harbor 101 Community Plan to be certified by the Coastal Commission. The following analysis of Coastal Plan policies in the light of community plan proposals explains the consistencies between the two documents. The analysis is divided into Coastal Act policy groupings, and existing community conditions (Issue Identification) already revised and approved by the Coastal Commission, as well as plan proposal conformance with the coastal policies of Chapter 3 (Plan Recommendation).

It should be noted that issues in the Barrio Logan/Harbor 101 community cannot be fully resolved without the full cooperation of the Unified Port District and different jurisdictions regulated by different Coastal Act regulations. It is, however, felt that the true Coastal issues of the Barrio cannot be fully comprehended or resolved without the consideration of the total land area, which includes both Port District and Navy land areas.

The State Coastal Commission would have to make the final determination relative to the interagency issues between the Unified Port District, the U.S. Navy, and the City's Barrio Logan community.



CALIFORNIA COASTAL ZONE



Barrio Logan
Harbor 101

Coastal Act Issues identified in the Barrio Logan Planning Area

PUBLIC ACCESS (CA - 30210-12)

ISSUE IDENTIFICATION

Considerations of access to San Diego Bay clearly involve analysis of the Navy and Port District portions of the study area. Access considerations involve conflicts with existing concentrations of heavy industrial users, most of which are coastal-dependent and port-related. The Unified Port District master plan further proposes the continuation of these heavy industrial uses. The Barrio Logan community should strive to cooperate with the Unified Port District in the determination of the feasibility for bay access within the Barrio Study area. This will require analysis of available alternative sites for the industry as well as analysis of alternative access points to San Diego Bay.

PLAN RECOMMENDATION

The Plan proposes one major area where public access to San Diego Bay could be developed. It should be noted that this is under the planning jurisdiction of the Unified Port District (in the case of Maritime Plaza just north of the San Diego-Coronado Bay Bridge) and the U.S. Navy (in the case of the Chollas development). The implementation of public access at this point cannot be undertaken by the City of San Diego alone but will have to be undertaken by the San Diego Unified Port District.

RECREATION AND VISITOR SERVING FACILITIES (CA-30212.5, 30213, 30220-23, 30250)

ISSUE IDENTIFICATION

Consideration should be given to the development of water-oriented recreational uses and public services that support bay access and the Chollas Creek open space concept. An additional aspect is the development of visitor serving commercial and recreational facilities based on the unique cultural heritage of the Barrio, and some of the improvements already undertaken that reflect that unique cultural heritage, such as Chicano Park.

PLAN RECOMMENDATION

The Plan considers the development of recreation and visitor serving facilities in conjunction with the Mercado complex, the Educational Cultural Center, and one of the public access proposals to San Diego Bay, described as Maritime Plaza. Although the projects considered will mainly provide facilities to the community, such as food markets, educational facilities, and waterfront enjoyment, the uniqueness of the projects, and the proposed bikeway and recreational transit links will make those projects available as recreational and visitor serving

facilities. The implementation of these proposals rests partially with the City, but mostly with the Unified School District, private businesses, the Port District and other agencies.

HOUSING (CA-30213)

ISSUE IDENTIFICATION

The existing limitations to housing development should be resolved, ensuring a balanced residential development in the future, particularly in regard to low- and moderate-income housing and providing for new low-cost housing opportunities through redevelopment. The Barrio Logan Plan should include an explicit program of retention of existing housing units, including coordination with City programs which provide low-interest loans and professional counseling to residents. (Some of this is already happening in a limited way with Chicano Federation sponsored upgrading programs.)

Each parcel of land, currently in public ownership, should be evaluated for possible use as a site for subsidized housing.

PLAN RECOMMENDATION

The Plan proposes the retention and rehabilitation of the existing low- and moderate-income housing, as well as the development of new housing project areas in land presently underutilized by outdoor storage or vacant. In addition, the Plan proposes residential infilling throughout the residentially designated area of the community. The Plan also proposes housing development in some of the publicly owned land in the community which are presently vacant and not necessary for other major public facilities.

WATER AND MARINE RESOURCES (CA-30230-31, 30236)

ISSUE IDENTIFICATION

Chollas Creek falls partially within the City of San Diego boundaries and partially within the Navy portion of the Barrio Logan study area. Water quality information gathered as part of the Plan study section shows that water quality problems exist due to upland urban drainage and storm drains into the channel. In addition, some chemical and dissolved metals have been found in the mouth of the creek at the bayside. These studies indicate that at this time it would not be advisable to propose water contact recreational activities as part of the Plan.

PLAN RECOMMENDATION

The Plan studies have concluded that water quality in San Diego Bay is generally good and improving. Current sources of effluent discharge into the bay are the shipbuilding and repair industry, power plants, fish processing plants and human waste from naval vessels and other ships and boats. All of these sources operate under the controls of a permit or are being converted to use of the City's sewage system. The areas mentioned are within the jurisdictional control of the Unified Port District. The Plan also proposes the study and rehabilitation of the Chollas Creek watershed which is partially within the jurisdiction of the City of San Diego. The proposal includes a coordinated study to explore means of habitat rehabilitation in the creek and possible recreational and commercial uses as potential results of this rehabilitation. The study is proposed to be undertaken with the cooperation of the Navy, Army Corps of Engineers and local scientific and educational institutions, with the Conservancy for Research and Development.

DIKING, DREDGING, FILLING: SHORELINE STRUCTURES (CA-30233, 30235)

ISSUE IDENTIFICATION

Most of the filling and dredging activity that has taken place in the area has occurred on the bay side of the mean high tide line within the area now under the jurisdiction of the Port District. There is no evidence of diking in the plan area. Filling has occurred in two locations within the plan area. In 1934, fill was placed between the Santa Fe Railroad tracks and Newton Avenue, north of Crosby Street. In 1942, fill was placed in Chollas Creek in the vicinity of the I-5 and I-15 interchange. No filling or dredging has been proposed or carried out within the plan area in recent years. Any future filling, dredging or diking would probably be confined to the Port District.

The Chollas Creek flood control and/or preventive facility, which would be developed at a future time as part of an Army Corps of Engineers project, should be considered in this context. The proposal and eventual project is dependent on upstream studies and development proposals relative to economical feasibility and implementation. A potential flood control project would affect the Chollas Creek both in the City's portion of the study area and the Navy's portion.

PLAN RECOMMENDATION

Most of these activities will take place within the jurisdictions of the Port District and the U.S. Navy. However, the upper portions of the Chollas Creek are within the City's jurisdiction. The Army Corps of Engineers will, in the future, develop flood control works at the creek. The Plan proposes that a coordinated effort be undertaken to provide flood protection, natural habitat rehabilitation with open space public access considerations. A joint interagency project for this development is proposed.

**HAZARD AREA
(CA-30235 (1) and (2))**

ISSUE IDENTIFICATION

Consideration should be given to the 100-year flood potential at Chollas Creek. Much of the work has been done by the Army Corps of Engineers. In addition, some of the area within the Barrio is subject to liquefaction in the event of an earthquake. Most of this liquefaction area affects Port District and Navy developments. Any problems in these areas could in turn affect the Barrio Logan area. Within the City's portion of the study area, the southeasternmost portion would be most affected.

PLAN RECOMMENDATION

A portion of the concealed San Diego Bay-Tijuana Fault passes across the Barrio in the area of the Tenth Avenue Terminal and enters the bay on a northeast of southwest trending line. A strong earthquake on this fault could cause instability in soils (i.e., liquefaction) west of the mean high tide line; an area under Port District jurisdiction. A small area of the Barrio, south of the Wabash freeway, would also be subject to liquefaction. The unstable areas are proposed to be developed after proper soil testing and use of construction techniques which would minimize the risk of damage. Three minor intermittent streams pass through the Barrio and enter San Diego Bay. Switzer Creek on the northern end of the community is channelized and a sedimentation basin has been installed. Chollas Creek near the Wabash Freeway is partially open and partially channelized with concrete sides and bottom. Paleta Creek is a very small stream which is channelized into a storm drain on Navy property at the southernmost end outside of the plan area. Chollas Creek is the only one of the three which is large enough to have a significant floodplain area which has been mapped. Presently, City standards require that development within the floodplain fringe of Chollas Creek must be built on fill two feet above the natural 100-year frequency flood levels. The Plan proposes that a project for flood protection be developed in coordination with the Army Corps of Engineers. No new hazardous developments are proposed by the Plan. The Plan proposes creation of two major industrial parks with zoning under which the effects of air contaminants, noise, glare, radioactivity and electrical disturbance, are not permitted to emanate beyond the grounds where the permitted use is located. It is expected that some industries now scattered throughout the community could relocate to the industrial park.

**LOCATION AND PLANNING NEW DEVELOPMENT
(CA-30244, 30250, 30253 (3) and (4))**

ISSUE IDENTIFICATION

Consideration should be given to relocation and consolidation of some existing uses, primarily industrial, in order to minimize existing mix use conflicts, facilitating community redevelopment and bay access.

Mitigation measures should be developed for current traffic and parking impacts related to labor-intensive employment centers within the community, including consideration of public transit alternatives to reduce congestion and minimize vehicle miles traveled.

Additional issues to be considered relate to mitigating existing air quality impacts resulting from industrial and auto emissions, as well as noise. Development proposals in the Barrio Plan will be greatly affected by Port District and Navy development proposals and vice versa. It is therefore important that a balanced land use of City-Port District-Navy proposals be developed.

PLAN RECOMMENDATION

The Plan proposes the relocation and consolidation of some existing industrial uses within certain industrially designated areas both in the community and outside the community. Some industrial/residential and commercial mix uses are proposed under strict development conditions, which include environmental development standards for industry. The Plan proposes a comprehensive circulation network and organization of transportation systems, together with special truck routes, public transit, and special parking areas. Air and noise pollution impacts resulting from industrial/residential mixed development will be greatly mitigated by the application of strict performance standards of the M-IP and M-IB Zones. It should be noted that the City has limited jurisdiction over the implementation of these proposals, the Port District would have to implement them within the tidelands area, and the E.P.A. (Environmental Protection Agency) would enforce air quality control.

VISUAL RESOURCES AND SPECIAL COMMUNITIES (CA-30251, 30253 (5))

ISSUE IDENTIFICATION

The Barrio Logan is not considered a special community under the narrow Coastal Act definition, since it does not serve as a visitor-destination center for recreational purposes. However, the California Coastal Plan (Subregion 11) designates the Barrio Logan area as a "community with special qualities of greater than local significance." The reasons for this designation are the community planning area's opportunities for low- and moderate-income housing, and its cultural and historical heritage as a Chicano community. The Barrio was further "identified as a special study area so that the City and state can coordinate planning and promote community interests."

There is a need to establish visual and physical contact between the community and the bay. This need involves close cooperation between the Port District and the City, as well as cooperation with the U.S. Navy. The unique cultural heritage, already expressed at Chicano Park, and the social ethnic makeup of the community should be given a proper role in establishing this area's "special qualities."

Additional issues relate to urban design considerations, beautification, and the general development of the community's visual appearance, especially along commercial areas and along the boundary between residential and industrial areas.

PLAN RECOMMENDATION

The California Coastal Plan's designation of the Barrio Logan/Harbor 101 community (Subregion 11) as a "community with special qualities of greater than local significance" is further recognized and emphasized in the Plan proposals by recognizing and maintaining the unique residential-industrial mix. This can be accomplished by physical development controls which assure a balanced co-existence, as well as the maintenance, rehabilitation and development of low- and moderate-income housing, the reinforcement of the unique ethnic character and social strengths in the community, and the provisions for access to the bayfront to experience the unique qualities of waterfront industrial activity and visually participate in it. The Plan further proposes landscaping, beautification, buffers and qualitative urban design development controls to totally enhance the community.

Additionally, sign controls, consistent with the Coastal Commission's Regional Interpretive Guidelines, shall be established and incorporated into all implementation ordinances.

PUBLIC WORKS (CA-30254)

ISSUE IDENTIFICATION

Additional development within Barrio Logan will necessitate the establishment of special districts particularly with respect to redevelopment activity, rehabilitation, and public improvement facilities.

Capital improvements will be identified, as well as special methods of financing and responsibilities. Consideration should be given to the impact of special assessments on the retention and rehabilitation of single-family residential uses.

PLAN RECOMMENDATION

The Plan proposes some major public works in circulation, transportation and public facilities, including new street extensions, street narrowings and landscaping, redesigned on-street parking on local streets, and redesigned streets such as Harbor Drive to accommodate multi-modal transportation and industrial parking needs. The Plan also proposes public facility consolidation such as the fire and police, to be jointly located in an existing Fire Department facility. Consolidation of community center activities at Chicano Park and the Educational Cultural Center area are also proposed. Assessment districts for industry parking improvements related to residential rehabilitation and development are also proposed to be financed by federal, state and conservancy grants.

INDUSTRIAL AND ENERGY FACILITIES (CA-30232, 30255, 30250(b), 30260-64)

ISSUE IDENTIFICATION

There may be some need to relocate some existing non-coastal dependent uses to new consolidated industrial parks within the community, or outside of the community in order to facilitate community housing rehabilitation, redevelopment and bay accessibility.

Some heavy industrial uses, due to their age development qualities, create adverse water, air, and noise pollution. In addition, there are some potentially hazardous uses such as petroleum tanks which perhaps should be relocated to more appropriate sites.

The industrial uses which are coastal-dependent because of location, physical development characteristics and lack of environmental quality controls, have identifiable adverse impacts on the community, and should be relocated to an industrial park area. Some within the Barrio are designed specifically to ameliorate these environmental problems.

The community area does not contain high energy consuming uses. The residential component is not large and many of the homes are over thirty years old. Houses built in that period did not consume large quantities of water. Residential yards are small with minimal landscaping. Many of the commercial and industrial uses are warehousing, storage and metal fabrication, which are not large water consuming uses. The community is close to the urban core thus the need for energy consuming auto trips is minimized. Yet many of the industrial uses in the Port District are large energy consumers. These include tuna processing, kelp processing, electrical power generation, and shipbuilding. In contrast, the industrial area has the potential to save energy through increased use of shipping and railroads for transportation, rather than trucks.

PLAN RECOMMENDATION

The Plan proposes studies to relocate some non-coastal-dependent uses into industrial locations both outside of the community and/or relocated within the community, in order to facilitate housing rehabilitation and development. Other industrial uses which are coastal-dependent or accessory to coastal-dependent uses, are proposed to be maintained and physically and environmentally improved through new development controls that might include air, noise, particle and radioactive pollution controls.

The Plan proposes the development of a new industrial park for ocean-oriented industry, for either an ocean industry manufacturing center, a fishing industry center, or an extension area for the Port's 10th Avenue terminal extension. This activity will provide an expanded and new industrial base for the San Diego region as a whole. Further studies should be made to establish the actual use of this park.

SUMMARY OF KEY ISSUES

ISSUE IDENTIFICATION

- 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.

PLAN RECOMMENDATION

- The Plan proposes the retention, rehabilitation, and expansion of existing low- and moderate-income housing.
 - The Plan proposes separation of residential and industrial uses, as well as the establishment of qualitative development controls on industry to ensure minimal interference and impact on the residential uses.
 - The Plan proposes that access to the bay be provided. The implementation of access proposals are dependent on the willingness of other agencies, the Unified Port District and the U.S. Navy, to implement these proposals.
 - The Plan proposes the establishment of visitor-serving recreational facilities through the development of a waterfront public open space area which could serve visitor needs, as well as community needs. In addition, the Plan recognizes the uniqueness of Chicano Park and its murals as a cultural landmark in the community.
 - The Plan proposes the development of a circulation/transportation network which includes automobile, bus, cargo-railroad, light rail, bikeways and pedestrian circulation, together with transit stops, and parking areas for the commercial development on Logan and Main Streets.
 - The Plan proposes the development of a new industrial park for new and/or expanded ocean oriented industries.
-

SPECIAL AREAS ELEMENT

Two jurisdictions, the U.S. Navy and the San Diego Unified Port District, hold the key to the successful development of this Plan. The physical, economic and social impacts of the Port District and the Navy, as well as City proposals and actions, know no boundaries. It is reasonable therefore, to evaluate both halves of the same study area and produce joint proposals as much as possible. The study and development of the Barrio Logan/Harbor 101 Plan has strived to consider both sides of the tidelands and Navy property line in relation to different regulations, different responsibilities and different socio-economic considerations. The conclusions reached in this Plan are that some balance should be obtained in development of proposals on both sides of that line.

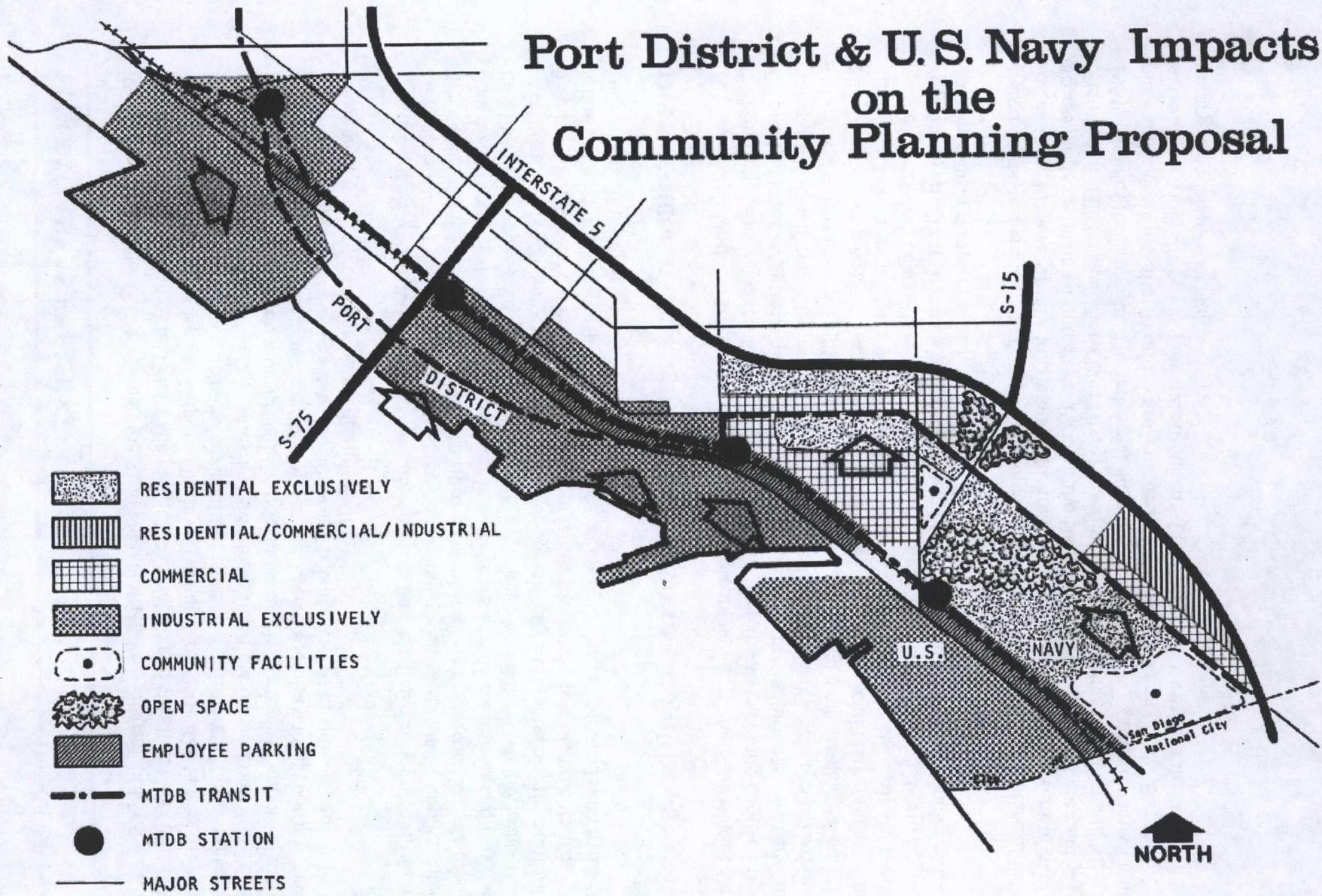
It is reasonable to conclude that land use commitments and existing development in some areas are such that those commitments should be seriously considered and complemented by the corresponding agency. It is in such spirit of cooperation that the Barrio Logan/Harbor 101 Plan makes specific development proposals in some areas as a direct response to Navy and Port District proposals. In other areas however, it has been found that it would be necessary to influence Port and Navy proposals to consider upland City developments. In an effort to help and expedite the development of such compatible proposals, this Plan makes the following land use and transportation proposals for approval and implementation by the San Diego Unified Port District.

THE SAN DIEGO UNIFIED PORT DISTRICT EXISTING CONDITIONS

The San Diego Unified Port District controls the development and planning activities along the San Diego Bay waterfront on the tidelands. As has been discussed in the **Industrial Element** of this Plan, present development along this area is marine-oriented industry and transportation activities that include in some areas a major regional access route, Harbor Drive, and railroad tracks and yards. The Port District developed a master plan several years ago. That master plan proposes marinas, park grounds and commercial recreation activities, and some waterfront industry within the Centre City community planning area, just north and west of the Barrio Logan/Harbor 101 community planning area. Within the Barrio Logan community, the Port District's plan proposes industrial development, and maintains the 10th Avenue transportation terminal.

Based on its master plan, the Port District intends to maintain the industrial nature of its leases along the waterfront and, although the area will remain industrial, a means of public access has been included in the Port Plan for the Barrio Logan/ Harbor 101 community-related area. The latest updated Port District Preliminary Master Plan distributed in March 1979, includes the proposal. The industrial development on the bay, for the most part took place during and just after World War II, in the 1940s. Some residents of the Barrio still remember vividly the beach, pier and restaurants that they used to enjoy at the waterfront, a far cry from the present state.

Port District & U.S. Navy Impacts on the Community Planning Proposal



**Barrio Logan
Harbor 101**

Industrial development in this section of San Diego Bay could stand much improvement, especially when compared to more recent developments in other areas of the port lands, such as the Van Kamps Cannery and Campbell industries. Both industries have attempted developments with a positive visual quality. Coordination of development between the Unified Port District and the City in this area has been lacking due to the lack of a community plan on the City portion. This has not been the case in other City/Port bayfront areas such as Point Loma and Centre City where community plans and Port plans were developed in closer cooperation.

RECOMMENDATIONS

Coordinate all actions and prepare complementary planning proposals for both sides of the tidelands. Find ways and means to jointly implement projects whenever possible.

The Barrio Logan/Harbor 101 planning proposals acknowledge and reinforce the Port District's master plan proposals, whenever that is possible. The Plan provides for waterfront industrial development in one area and industrial rehabilitation in another area, to follow similar high quality standards which the Port presently requires of its major industrial lessees. There are three areas where City and Port jurisdictional cooperation is affected.

AREA 1

The new industrial park complementing the 10th Avenue Terminal

This is the area known as the Northwestern Area, where major commitment exists to ocean transportation and industrial uses related to the 10th Avenue Terminal. It is reasonable that major development be considered by the City to complement the Port industrial and transportation commitments. As a result, the Barrio Logan/Harbor 101 Community Plan proposes the development of an industrial park oriented to oceanic industries, as discussed in the **Industrial Element** of this Plan. The implementation of that proposal will involve a joint project and effort on the part of the City, the Port, the railroad interests, and other related private and public agency interests.

AREA 2

A rehabilitated industrial park south of the Bay Bridge

The southern portion of the Port District's jurisdiction in the Barrio, south of the Coronado Bay Bridge, is also heavily committed to industrial uses. Little vacant land exists in the area for new development. The industrial uses have been located here for several decades, and serious visual and employee parking problems exist, which affect the City's portion of the Barrio Logan/ Harbor 101 community planning area. This is the area proposed for a rehabilitated industrial park in the **Industrial Element** of this Plan. The proposal suggests the joint rehabilitation of this industrial area, by the City, the Port and the individual industries, with actions that will mitigate air pollution, noise, visual, parking and circulation problems which affect the community.

AREA 2 (continued)

The rehabilitation programs include beautification programs for the industrial facilities, landscaping, buffers, fences and walls, general paint up and fix up, modernization and strict maintenance of the facilities. These actions are coupled with the development of parking reservoirs for employee parking, redesign of Harbor Drive and development of MTDB transportation and related facilities.

The two areas mentioned encompass a total of approximately 300 acres; 150 acres within the Port District and 150 acres within City jurisdiction.

AREA 3

Bay Access

The third area within Port/City jurisdiction is presently vacant, and it is closely related to the Barrio Logan/Harbor 101 community Elementary School, Community Clinic, Neighborhood House and Chicano Park facilities. Whereas in the past the community residents had access to the bay waterfront with a fishing pier, commercial areas, and a beach; presently the community has no waterfront public access, in an area immediately adjacent to 2400 residents, and serving a related population, across the freeway, of 16,000 additional residents. As a result of this Plan, the area population would increase by two-thirds or even double, depending on the success of the residential development projects. This population increase should also consider the projected increases in the Navy population at the 32nd Street Naval Station.

In this case, this community plan recommends that the Port District proposals for this vacant parcel of land respond to some of the City portion needs by developing public access to the bay and the complementary commercial and industrial water-oriented uses, which would not conflict with public accessibility and bayfront enjoyment. The specific proposals related to this area, are contained in the **Commercial and Open Space Elements** of this Plan. The total area involved is 64 acres, eight acres of which are within the Port District jurisdiction and account for two percent of the Port District holdings in the Barrio Logan/Harbor 101 community planning area.

IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that in conformance with the policies of the California Coastal Act, the City and Port District work in a cooperative manner, towards the joint development and implementation of these proposals which would be reviewed and agreed upon by the California Coastal Commission. The Plan further recommends that the redevelopment agency coordinate implementation actions between City, Port District and other agencies, as described in the **Industrial, Commercial, the Transportation and Open Space Elements** of this Plan.

UNITES STATES NAVY THIRTY-SECOND STREET NAVAL STATION

EXISTING CONDITIONS

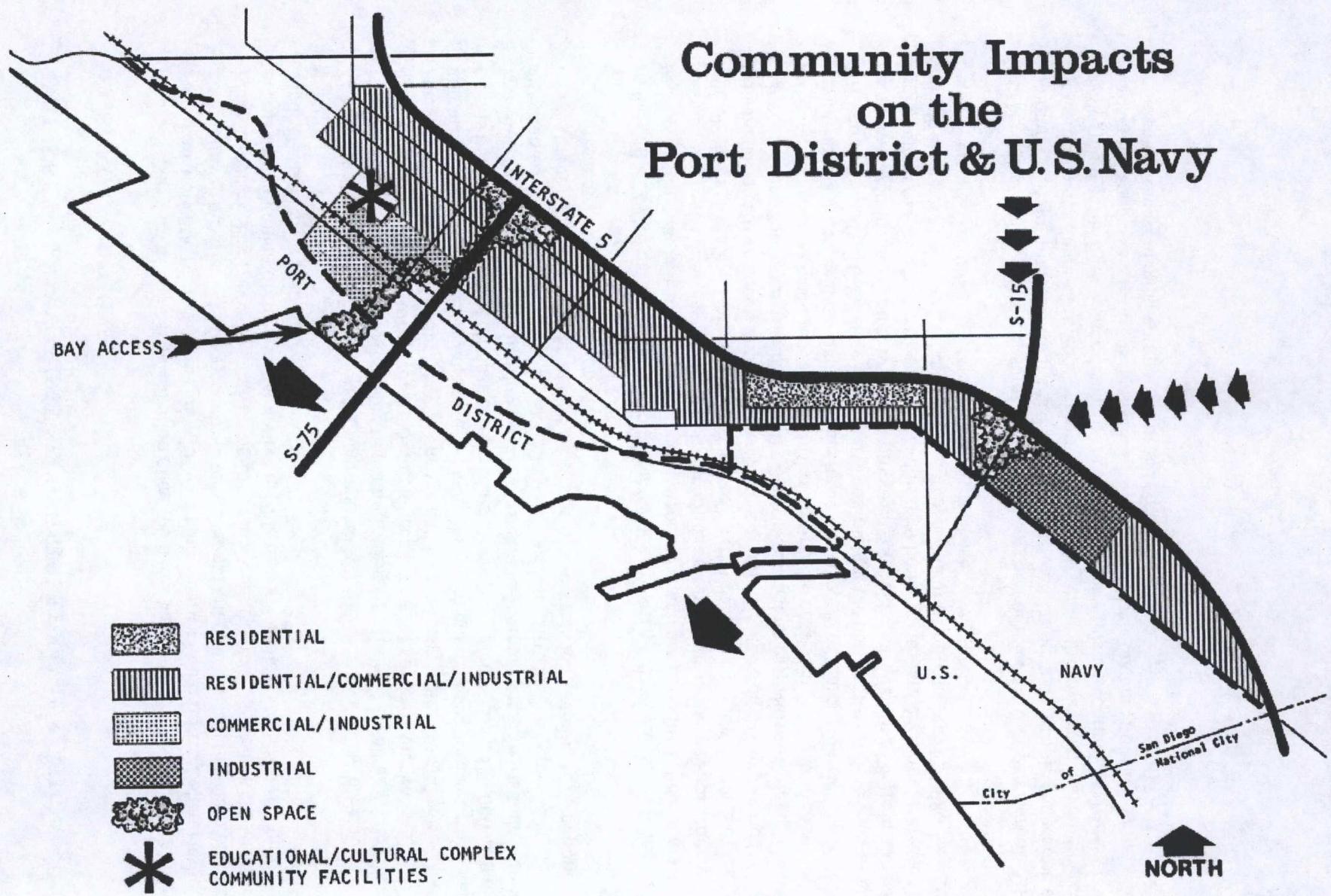
The U.S. Navy owns and has jurisdiction over 700 acres within the 32nd Street Naval Station. Approximately 300 of these acres are within City boundaries in the Barrio Logan/Harbor 101 community. Thus, the U.S. Navy controls the development of all the southeastern portion of the Barrio area. The Navy, Logan/Harbor 101 study area, from 28th and Main Streets. Street access through much of the community is possible through dedicated City streets that subdivide the Naval Station.

The Naval Station is the home port for approximately 130 U.S. Navy ships; the station includes not only berth space, but ship repair and storage facilities, as well as office space. Residential uses are also included, providing housing for 4,000 officers and enlisted personnel; also included is the Navy Exchange and Commissary with 200,000 square feet of commercial space, one of the largest in the U.S. Navy. Community services are also located on this base, in the form of clinics and educational centers, which occupy 450,000 square feet. Additional recreational facilities such as restaurants, gymnasiums, sports fields, bowling alleys and a 40-acre golf course are also included. In its totality, the Navy provides employment for 41,000 people and the base provides services for a regional Naval population of approximately one-half million people.

In the Fall of 1976, the Navy started to prepare a new master plan, where issues related to security, additional housing for the enlisted personnel which could be identified as low-income, improved retail facilities, and other community facilities in the form of clinics, schools and a detention facility, were considered. From the point of view of the Barrio Logan/Harbor 101 resident, in opinions voiced at community meetings over a period of four years, most comments revolved around the Navy's external image, with complaints about the poor appearance of outside fences and buffers around the base, and the frustration of not having access to recreational facilities like those on the base, within the Barrio Logan/Harbor 101 community. The U.S. Navy is presently completing the master plan for the base which is being reviewed locally. The Navy's plan proposes general beautification of their facilities, development of additional parking areas, additional housing services and some increases in industrial, warehousing and other naval maintenance facilities. In the Navy's 1980 projection 50,000 personnel would be accommodated on the base.

The Navy Base plan will affect some of the City's portion of the Barrio Logan/Harbor 101 community. Major impacts are increased automobile circulation and possible congestion on City streets, with the resulting parking problems, mostly from the industrial and commercial development at the base. Other demands on the community relate to commercial and recreational supportive facilities, as well as low- and moderate-income housing, to complement the residential component of the Naval Base plan.

Community Impacts on the Port District & U.S. Navy



**Barrio Logan
Harbor 101**

RECOMMENDATIONS

Coordinate all actions and complement planning proposals on City and Navy jurisdictions. Find ways to jointly implement projects whenever possible.

Three areas are affected; Navy population-related services, open space, and parking and transportation. The Navy's proposed housing development along Main Street should be supported by complementary uses in the City's portion; for that purpose, the Barrio Logan/Harbor 101 Community Plan recommends the rehabilitation and infill of residential uses in the Dalbergia Area, and complementary commercial rehabilitation along the City's portion of Main Street, as discussed in the **Residential** and **Commercial Elements** of this Plan.

The increased projections of City and Navy populations should also be complemented by open space and recreational development and links to the waterfront. In this context the **Open Space Element** of the Plan recommends the Chicano Park extension, and the Maritime Park.

In relation to the Navy's need for parking and to mitigate parking impacts on the City's portion of the community planning area, this Plan recommends that parking reservoirs be developed along the Harbor Drive corridor in the area presently used for surface parking, with removable parking structures, as discussed in the **Transportation Element** of this Plan.

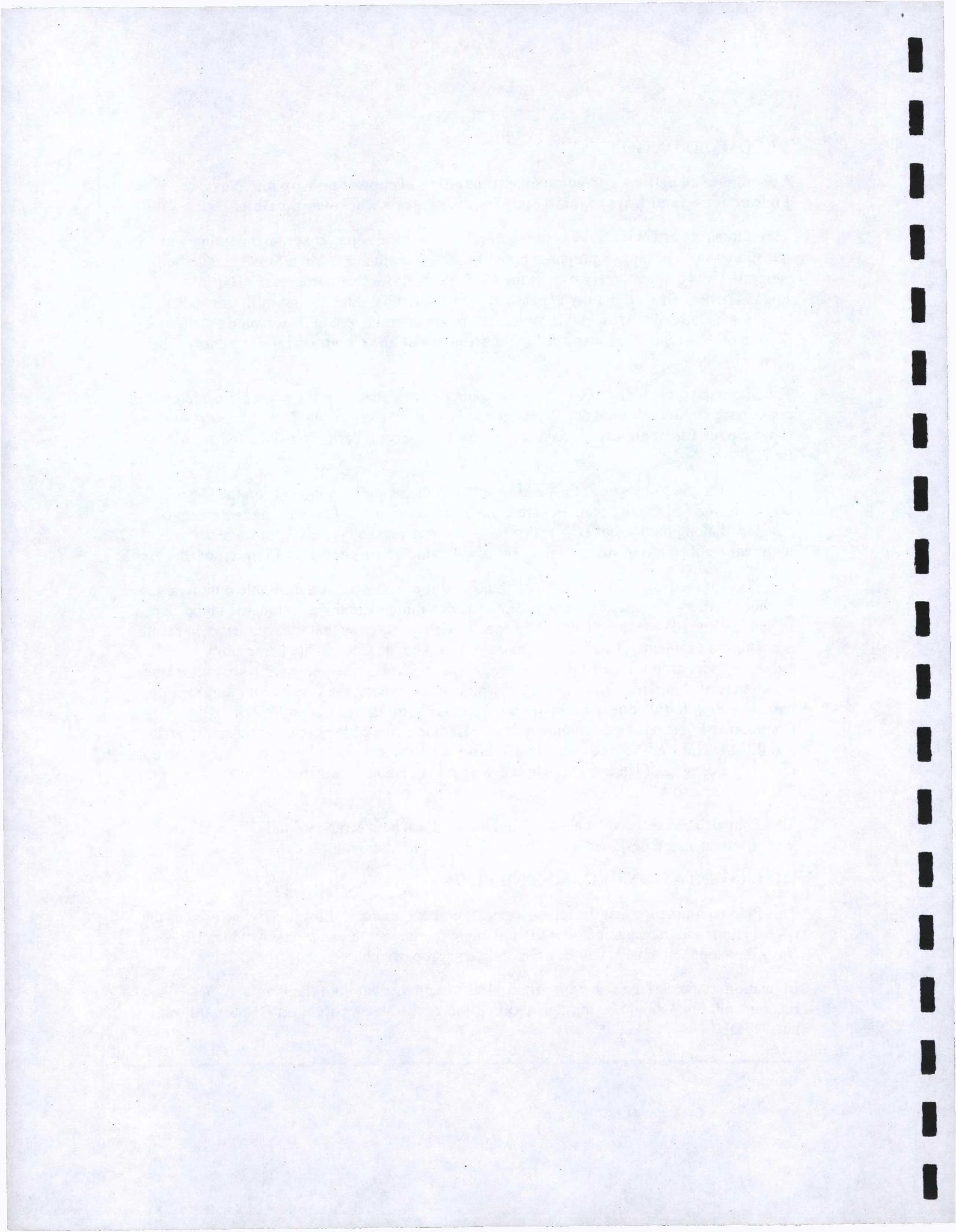
The Plan for the Naval Base drafted by the U.S Navy proposed, as a desirable option, to close Harbor Drive to through non-Navy traffic. The recommendation was evaluated in the Barrio Logan/Harbor 101 planning study. The conclusion reached was that the action would create accessibility problems; particularly impacted would be the Centre City community redevelopment proposals, and it would require Main Street to be widened to six traffic lanes, which in turn would require large property purchases, making the excess land long and narrow and with little utility for major development. The Barrio Logan/Harbor 101 Community Plan therefore, recommends that Harbor Drive be kept open to through traffic and that the Navy opt for the second alternative which was prepared as part of their planning effort. The closing of Harbor Drive was evaluated in detail in the **Alternative Section** of this Plan, as alternative 7.

This Plan also recommends that edges and buffer areas between Navy and City areas be properly treated and designed with fences, walls and landscaping.

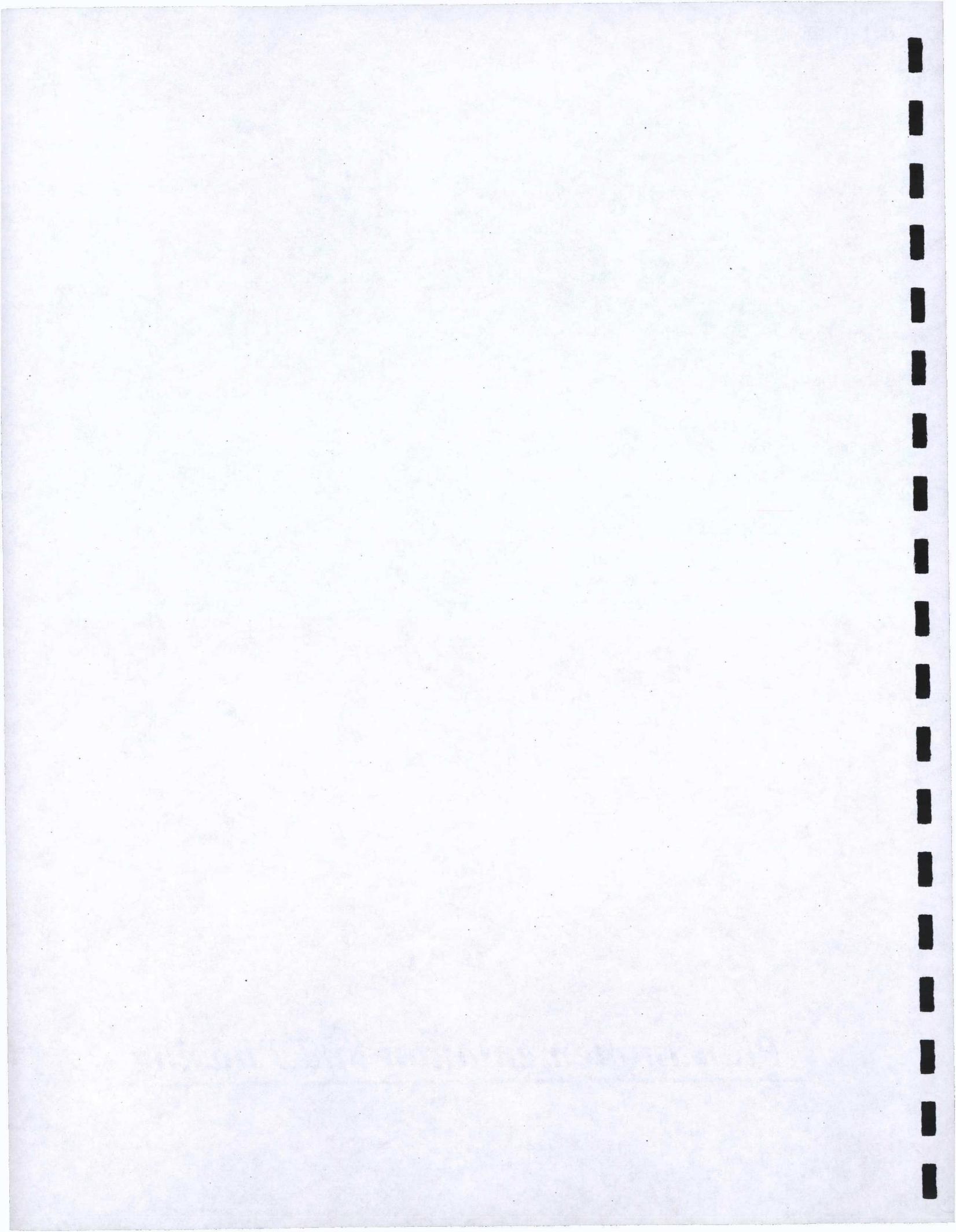
IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that the redevelopment process, under California law, be used as the coordinating and management tool to implement these recommendations by which City and Navy development actions can be efficiently and properly phased.

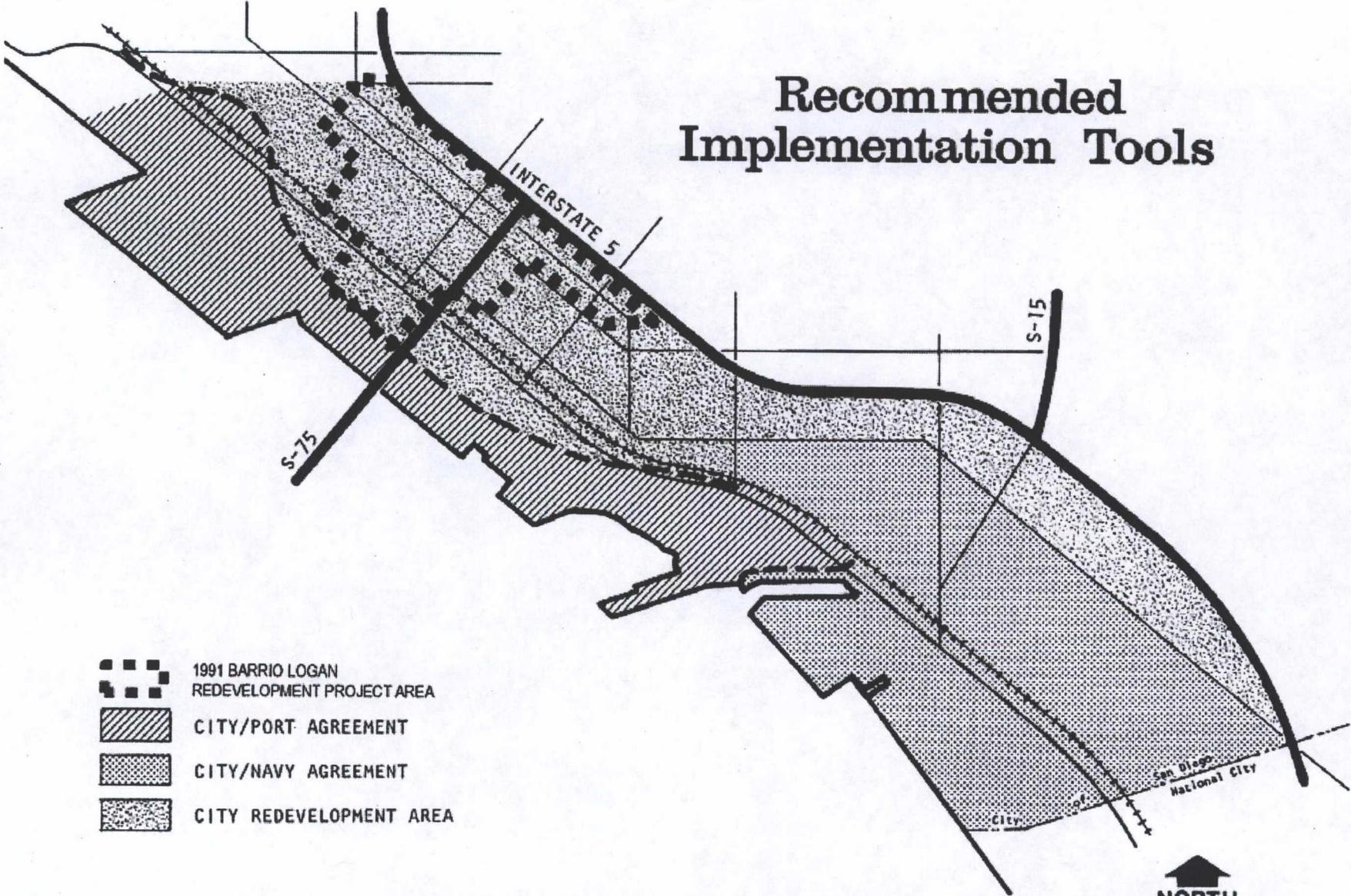
In relation to the parking reservoir proposal; the implementation of the Plan's recommendations should be through a joint effort of the Navy, City, Port District, Caltrans and MTDB.



Plan Implementation and Phasing



Recommended Implementation Tools



-  1991 BARRIO LOGAN REDEVELOPMENT PROJECT AREA
-  CITY/PORT AGREEMENT
-  CITY/NAVY AGREEMENT
-  CITY REDEVELOPMENT AREA



**Barrio Logan
Harbor 101**



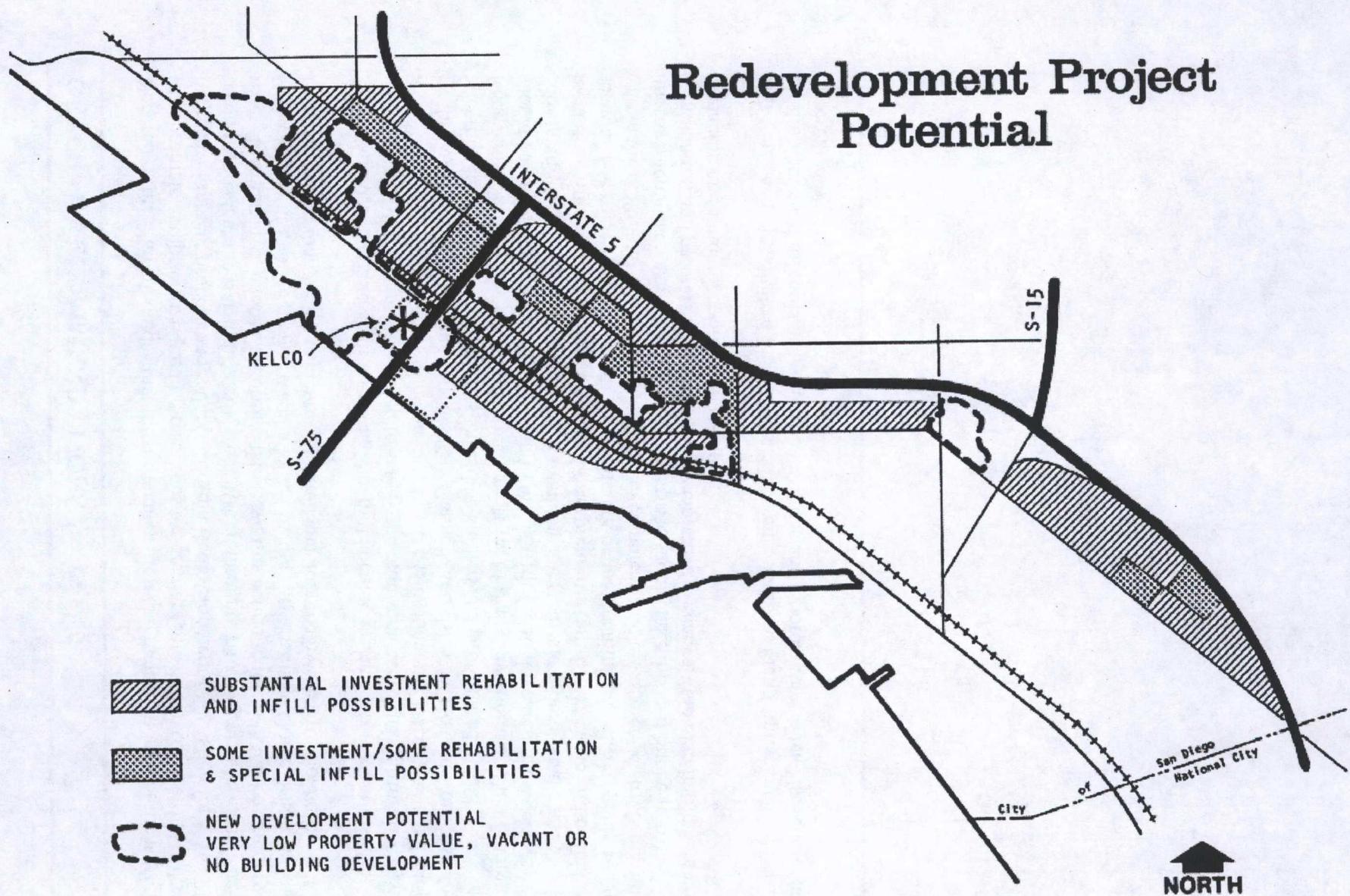
GENERAL RECOMMENDATIONS

Generally, this Plan concludes that the implementation and management tool most effective to coordinate and prioritize funding resources for the implementation of this Plan is through the redevelopment process under the California Redevelopment Law. Therefore, this Plan recommends that the Barrio Logan/Harbor 101 community planning area be established as a redevelopment area, under California State Law; this action requires that a Preliminary Redevelopment Plan be prepared and adopted by the City Planning Commission, and a Redevelopment Plan be subsequently prepared and adopted by the City Council.

Major land use regulation actions should be implemented primarily by rezonings and development of new zones, designed to satisfy the requirements of the California Coastal Act. The zoning regulations will be prepared by the City Planning Department and adopted by the City Planning Commission, the City Council, and the State Coastal Commission. Specific plan proposals and projects should be studied and coordinated by the Redevelopment Agency upon the Council approval of the redevelopment. Plan funding should be undertaken by agencies and individuals with the Redevelopment Agency's coordination. Primary funding resources available are state and federal grants and special local (assessment) districts, as shown in the **Implementation Chart** at the end of this section. The role of private enterprise should not be underestimated, since it plays a major role in the community rehabilitation, new development, and assessment districts for public improvements such as parking. Private enterprise should take the lead but be in close coordination and partnership with the Redevelopment Agency as the plan implementation managing and funding, coordinating agency.

This Plan section is divided into General Recommendations, Plan Implementation Phasing, and Implementation Tools/Major Responsibilities and Coordination. This last section is represented by a chart.

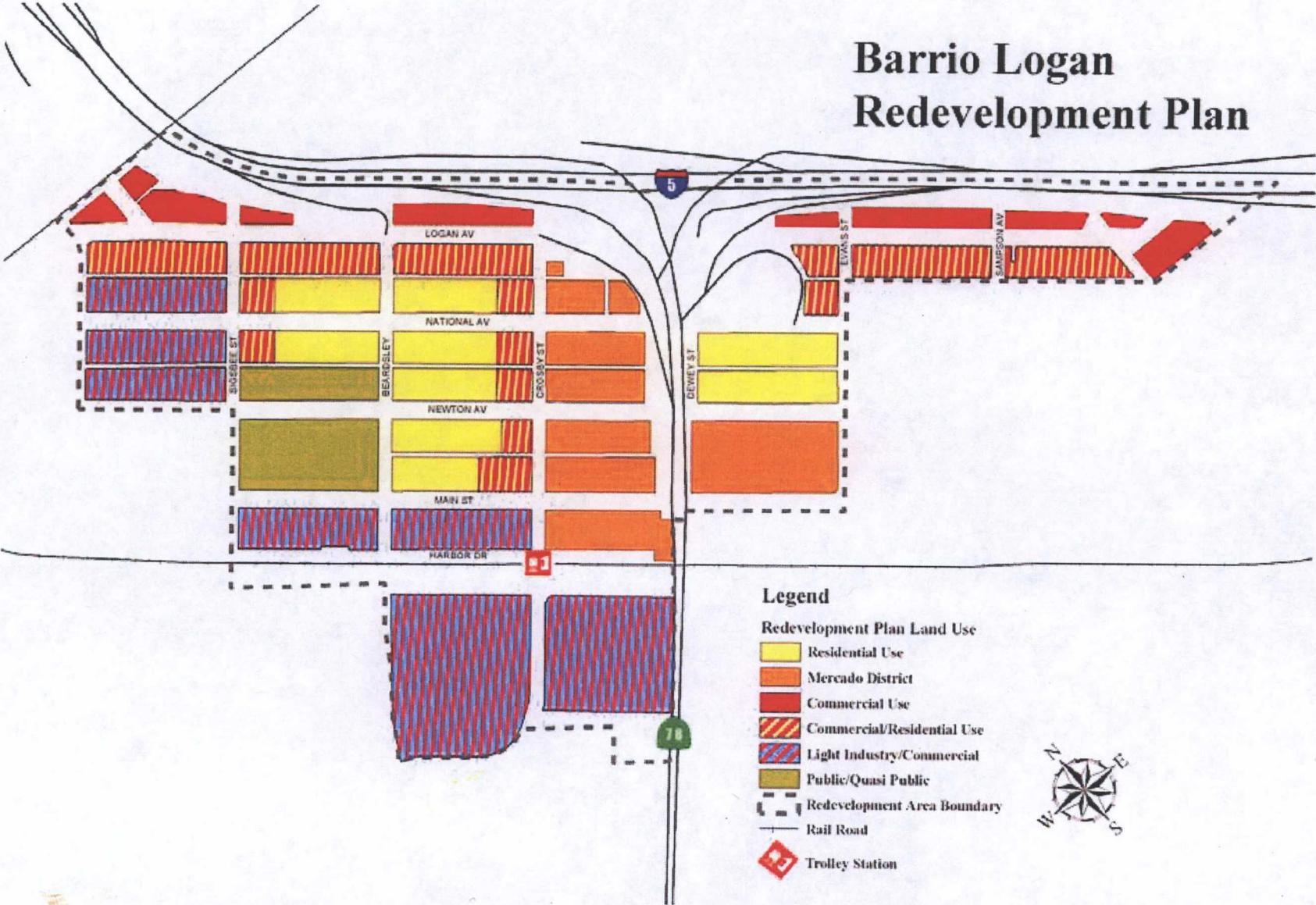
Redevelopment Project Potential



-  SUBSTANTIAL INVESTMENT REHABILITATION AND INFILL POSSIBILITIES
-  SOME INVESTMENT/SOME REHABILITATION & SPECIAL INFILL POSSIBILITIES
-  NEW DEVELOPMENT POTENTIAL VERY LOW PROPERTY VALUE, VACANT OR NO BUILDING DEVELOPMENT

Barrio Logan
Harbor 101

Barrio Logan Redevelopment Plan



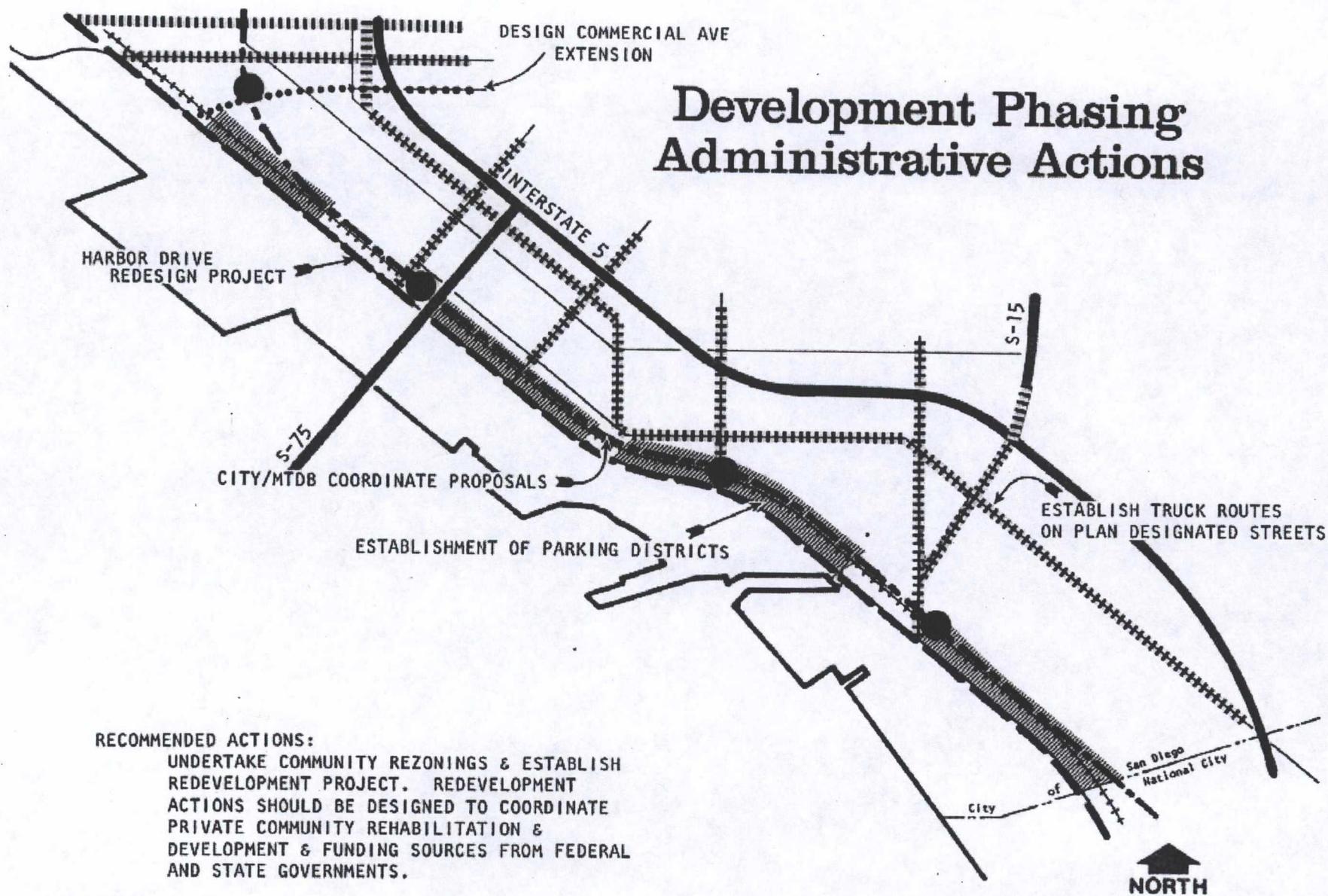
- Legend**
- Redevelopment Plan Land Use
- Residential Use
 - Mercado District
 - Commercial Use
 - Commercial/Residential Use
 - Light Industry/Commercial
 - Public/Quasi Public
 - Redevelopment Area Boundary
 - Rail Road
 - T Trolley Station



**Barrio Logan
Harbor 101**



Development Phasing Administrative Actions



Barrio Logan
Harbor 101



PLAN IMPLEMENTATION PHASING

This Plan recommends an implementation phasing in three parts; Administrative Actions, Short Range Actions, and Long Range Actions. A timeframe is also suggested of two years, five to ten years, and ten to 15 years respectively.

ADMINISTRATIVE ACTIONS (Two-Year Period)

- Develop zoning proposals for the community. Study and develop new zones and/or districts as necessary. Schedule for Planning Commission and City Council adoption.
- Local Coastal program review and adoption by the City Council and Regional and State Coastal Commissions.
- Development of a preliminary Redevelopment Plan and Final Redevelopment Plan.
- Redevelopment studies for financing of Residential, Industrial, and Commercial Plans.
- Coordinate MTDB development proposals.
- Coordinate School District development.
- Establish truck routes on designated streets.
- Limit parking in community streets once a week to ensure the street sweeping.
- Establish an easement contract with the Unified Port District for public access to the bayfront.
- Port District/Redevelopment Agency Coordination for joint development.
- Coordinate development controls and/or rezoning action to establish land use conformity in rehabilitation areas, and provide for new development areas.
- Establish Parking District.
- Salvage Yard Locational/Zoning Study.

BARRIO LOGAN REDEVELOPMENT PLAN

In 1991, the City of San Diego adopted a Redevelopment Plan for the Barrio Logan Redevelopment Area. The area encompasses 133 acres generally bounded by I-5, 16th Street, the Port District and 26th Street. The Redevelopment Plan contains specific land use recommendations, detailed below, to implement the goals and objectives of the Barrio Logan/Harbor 101 Community Plan.

Residential

- Create a balanced mix of new housing stock of varied types, including low- and moderate-income housing.
- Promote neighborhood identity through the rehabilitation of existing residential dwelling units and the addition of new units.

Commercial/Residential Mixed Use

- Develop convenient access to commercial services by interspersing residential units with commercial buildings and thus promote the viability of the local business community.

Commercial

- Encourage the development of a commercial environment which positively relates to adjacent land uses.
- Allow for the upgrading and expansion of existing commercial uses to promote a commercial environment which better serves community needs.

Light Industrial/Commercial

- Encourage consolidation of industrial land to allow the development of industrial parks, auto-oriented services and marine-oriented industries.
- Preserve the area's existing employment base and promote the development of local job opportunities.

Public/Quasi-Public

- Provide a basis for the establishment or enlargement of public, quasi-public, institutional or non-profit uses.

Circulation

- Develop a pedestrian and vehicular transportation network which minimizes and reduces existing circulation conflicts, coordinates with land uses and densities, and provides additional accessibility for transit-dependent population.

Mercado District Area

- Facilitate the development of commercial uses mixed with residential and public-serving uses to serve the Barrio Logan community, as well as the greater regional area and tourists.

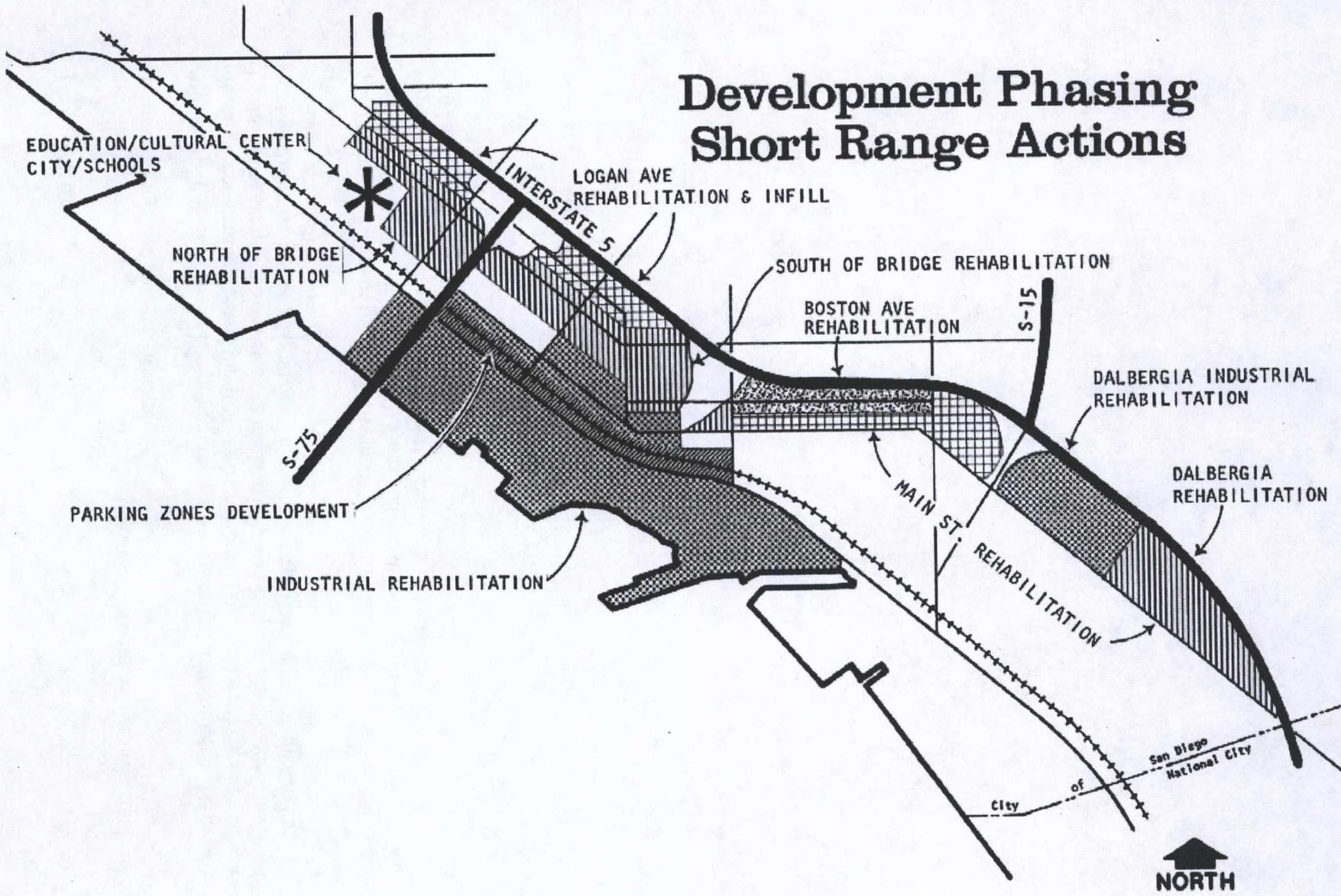
Urban Design

- Achieve an environment that reflects a high level of concern for architecture, landscape, urban design and land use principles.

The Barrio Logan Redevelopment Plan further identifies public facilities to be provided by development impact fees and through tax increment financing. Development will be guided by the Redevelopment Subdistrict of the Barrio Logan Planned District Ordinance, which conformans with the design guidelines and public improvements contained in the Redevelopment Plan.

The present boundary of the Redevelopment Plan could be expanded to encompass the entire area of the Barrio Logan/Harbor 101 community under City land use authority if appropriate findings are made by the Redevelopment Agency, in accordance with California Redevelopment Law provisions.

Development Phasing Short Range Actions

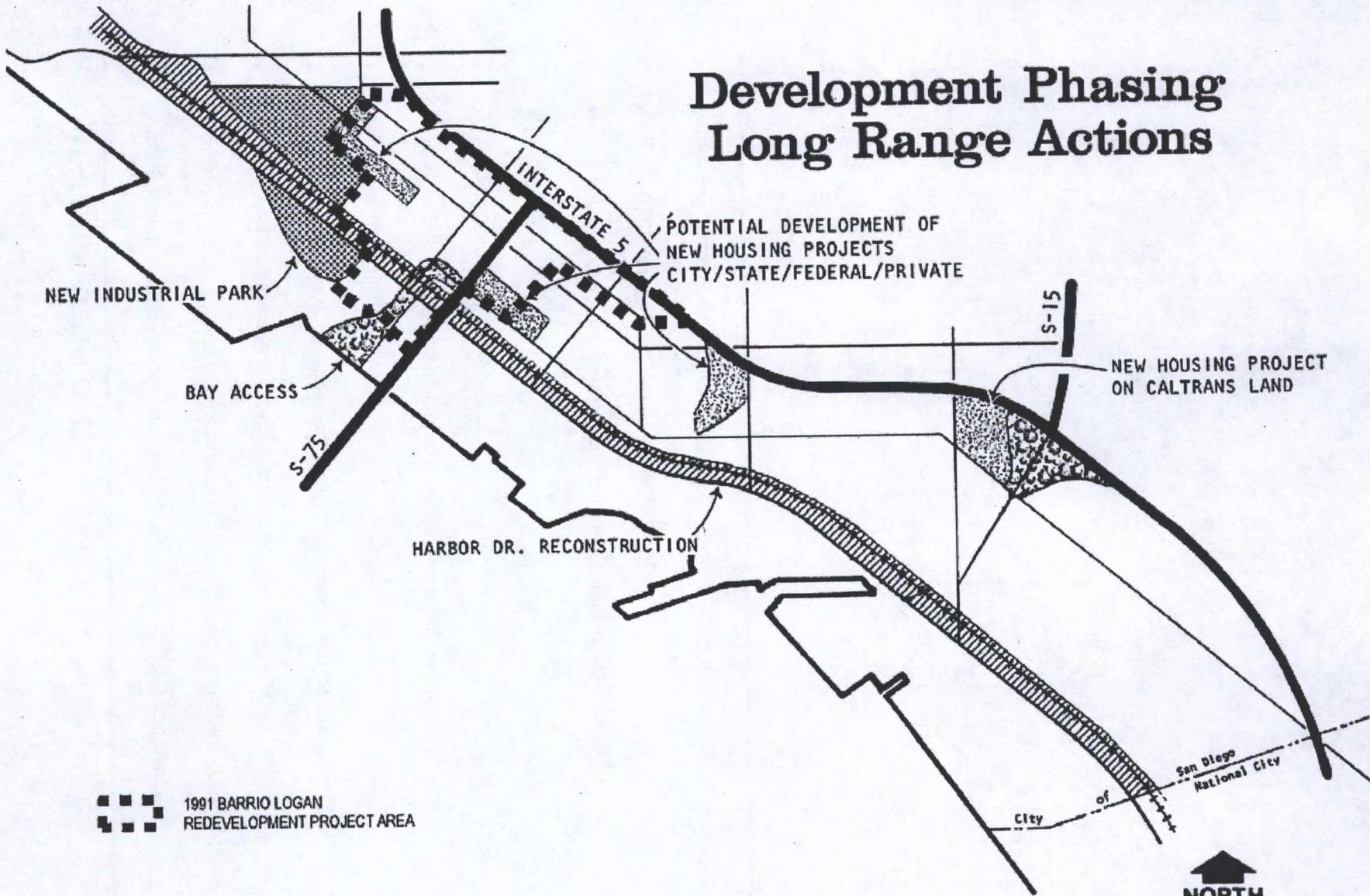


Barrio Logan
Harbor 101

SHORT-RANGE ACTIONS (Five to Ten Years)

- Housing Rehabilitation (development of plans, financing, implementation).
 - Commercial Rehabilitation (development of plans, financing, implementation).
 - Industrial Rehabilitation (development of plans, financing, implementation).
 - School/Cultural Center Development (plans, financing, implementation).
 - Completion of Chicano Park.
 - Senior Citizen Housing (development of plans, financing, implementation).
 - Navy beautification of edges.
 - Parking Reservoirs.
 - Redesign of Harbor Drive (plans, financing, implementation).
 - Design of Chollas Creek and environmental studies.
 - Major street beautification (plans, financing, implementation).
-

Development Phasing Long Range Actions



1991 BARRIO LOGAN
REDEVELOPMENT PROJECT AREA



**Barrio Logan
Harbor 101**

LONG-RANGE ACTIONS (Ten to 15 Years)

- New Industrial Park (development plan, financing, implementation).
 - Junkyard Relocation and/or development controls conformance.
 - New Housing Development (development plan, financing, implementation).
 - New Office Development (development plan, financing, implementation).
 - Designate a redevelopment area and adopt a redevelopment plan.
-

COORDINATION/MAJOR FUNDING/SUPPLEMENTARY FUNDING

STATE				FEDERAL						PRIVATE			
Coastal Conservancy	Educational Agencies UCSD	Transportation Caltrans	Parks & Open Space	Department of Commerce Programs FDA	HUD Block Grants	HEW Social Programs	DOT Transportation Department	Flood Control Army Corps	Endowment of Arts & Misc.	Assessment District	Tax Incentives Write-Offs	Private Impl.	
					M							S	RESIDENTIAL DEV.
S					M							S	1. Rehabilitation
S					M							S	2. New Housing
				M	X		X			X		S	COMMERCIAL DEV.
													1. Rehabilitation
⊗		X	X	S			X			S	S	M	INDUSTRIAL DEV.
⊗		X	X	S				S		S	S	M	1. Rehabilitate S. Bridge
⊗		X		S			X					M	2. Rehabilitate Dalbergia
													3. New Industrial Park
			X		S	M							COMM. FACILITIES
			S		S	S	X		S				1. Chicano Park Center
S	S	X	S		S	S							2. Education/Cultural Center
													OPEN SPACE
X		X	X		S								1. Chicano Park
⊕			S		X								2. Bay Access
⊕	S	X	S		S		X	M					3. Chollas Creek
													CIRCULATION
													1. Commercial Street
X		S	X				S	S		S	X		2. Harbor Drive
S		S	X				X						3. Major Street Beautification
S		M	X				X						4. Freeway Landscaping
S		X	X		S		X			X			5. Local Street Beautification
S		S		X			S			S	X	X	6. Parking/Industrial
S				M			S			S	X		7. Parking/Commercial
							S						8. Bus Routes and Stops
							S						9. Transit Routes and Stops
		(M)					S	S					10. Bikeways

BARRIO LOGAN/HARBOR 101 IMPLEMENTATION CHART

IMPLEMENTATION TOOLS/MAJOR RESPONSIBILITIES

LEGEND

Special Agencies

P = Port District

N = U.S. Navy

B = San Diego Transit Corporation

T = MTDB

Responsibilities

☐ = Major Responsibility

○ = Coordination

X = Input

Funding Sources

M = Major Funding Source

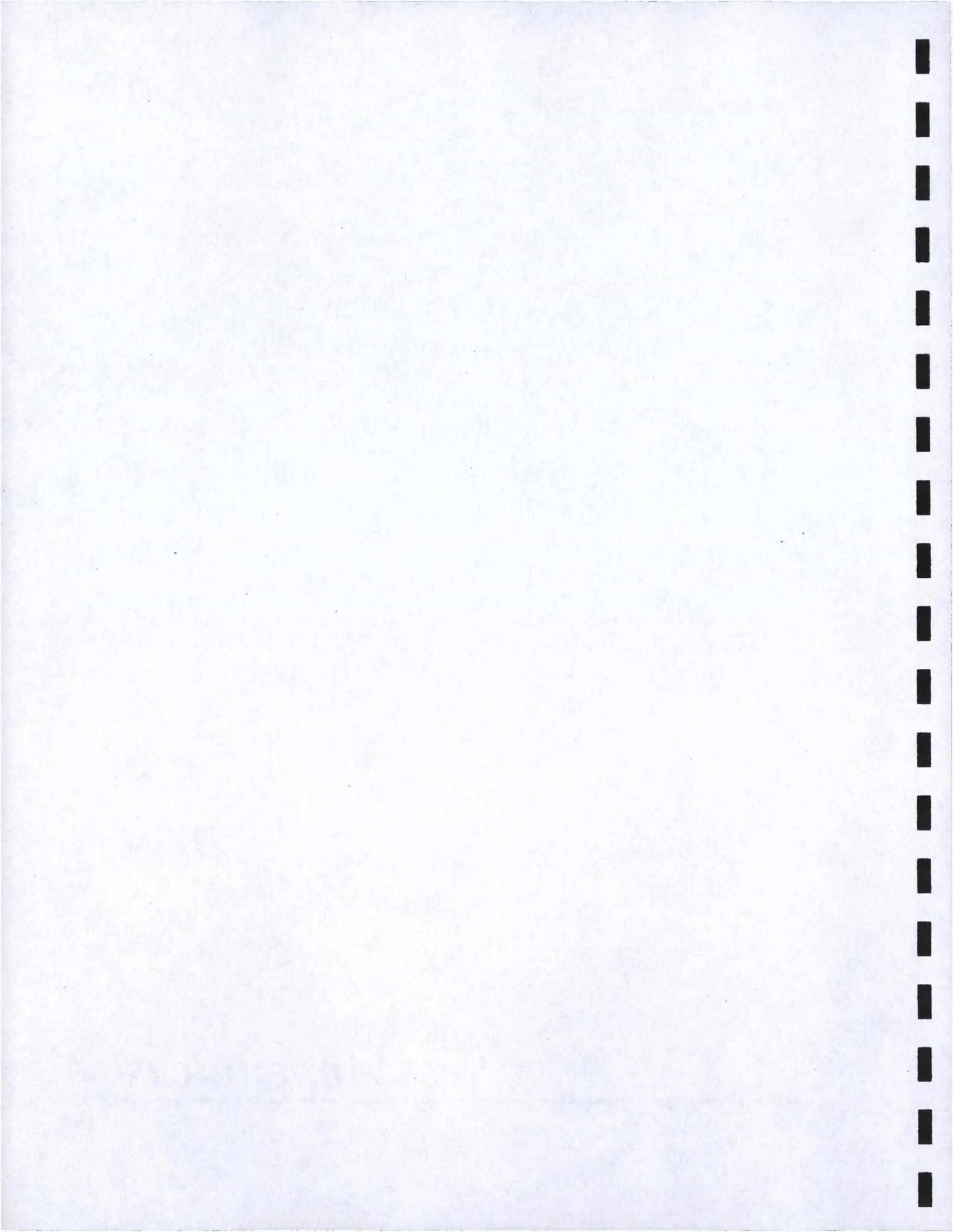
S = Supplementary Funding

X = Minor Funding Source

	CITY					LOCAL AGENCIES		LOCAL DISTRICTS	
	Rezoning	Overlay Zones	Redevelopment	CIP Capital Improvement	Gas Tax	Joint Powers Agreements	Transportation (MTDB/Bus)	City Schools	College District
RESIDENTIAL DEV.	PLANNING DEPARTMENT		MANAGER DEPARTMENTS			PORT/NAVY	MTDB/SDT		
1. Rehabilitation	☒	X	⊗						
2. New Housing	X		☒	X					
COMMERCIAL DEV.									
1. Rehabilitation	☒	X	⊗		X		B X		
INDUSTRIAL DEV.									
1. Rehabilitate S. Bridge	☒		⊗	X	X		B		
2. Rehabilitate Dalbergia	☒		⊗	X			B X		
3. New Industrial Park	X		☒	X	X		BT X		
COMM. FACILITIES									
1. Chicano Park Center			☒	X	X		BT X		
2. Education/Cultural Center			☒	X	X		BT X	M	S
OPEN SPACE									
1. Chicano Park			☒	M			BT X		
2. Bay Access			☒			P	☒		
3. Chollas Creek			☒	X	X	N	☒	B X	
CIRCULATION									
1. Commercial Street			☒		X				
2. Harbor Drive			☒		M	N	BT X		
3. Major Street Beautification			☒	M	S		B S		
4. Freeway Landscaping			☒						
5. Local Street Beautification			☒	X	M			S	
6. Parking/Industrial			☒	X	X	N	BT M		
7. Parking/Commercial			☒	X	S		B X		
8. Bus Routes and Stops			☒				B	☒	
9. Transit Routes and Stops			☒				BT	☒	
10. Bikeways			☒		S		S		



Appendices



APPENDIX I

ORGANIZATIONS AND AGENCIES CONSULTED

This document will be distributed to the following individuals and groups who have been requested to comment on the accuracy and/or sufficiency of the draft Environmental Impact Report:

Barrio Logan/Harbor 101 Community Planning Association
Chicano Federation
San Diego Harbor Industrial Association
San Diego County Auto Recyclers Association
Principal, Lowell Elementary School
San Diego Unified Port District
California Department of Transportation
Metropolitan Transit Development Board
San Diego and Arizona Eastern Railway
Atchison, Topeka and Santa Fe Railroad
National City
U.S. Naval Station
San Diego Gas & Electric Company
Simpson Gerber & Bundy/Architects
San Diego Coast Regional Commission
Sierra Club
Barrio Station, Inc.
Southeast San Diego Development Committee
San Diegans, Inc.
U.S. Army Corps of Engineers
Comprehensive Planning Organization
Office of Planning Organization
Air Pollution Control District
Regional Water Quality Control Board
County Noise Control Hearing Board
City Historical Site Board
San Diego Transit Corporation
San Diego Chamber of Commerce
Construction Industry Federation
San Diego Ecology Centre
Citizens Coordinate for Century III
Campaign for Economic Democracy
Urban League
Archaeological Resource Management Society
San Diego Historical Society
Federal Housing Administration
County Health Department

State Clearinghouse
Community Planners Committee
San Diego County Archaeological Society
Save Our Heritage Organization
Alfredo Velasco
Barrio Logan Residents Association

APPENDIX II

LOCAL COASTAL PROGRAM DISTRIBUTION AND NOTIFICATION LIST

Bruce Warren, Exec. Dir., San Diego Coast Reg. Comm
B. E. Martin, Reg. Dir., Mid-Pac. Reg. Bur. of Reclamation
Howard Chapman, Reg. Dir., West. Reg., Nat. Park Ser.
Frank Sylvester, Reg. Dir. Bureau of Outdoor Recreation
R. N. Appling, Jr., Chief, West. Field Oper. Ctr.
Edward L. Hastey, State Dir., Bureau of Land Management
George Robinson, Asst. Dir., West Reg., U.S. Dept. of the Interior Geo. Survey
William Grant, Mgr., Pac. Outer Cont. Shelf Office, Bureau of Land Management
William C. Sweeney, Area Mgr., Fish & Wildlife Service
Thomas E. Hannon
George R. Bell, Reg. Engin. Fed. Power Comm.,
Customs
Charles Warren, Chair., Pres.'s Council on Envir. Quality
Rich Jacobs, Dept. Atty. General Dept. of Justice
John Hendricks, Trans. Special, U.S. Dept. of Commerce, Maritime Administration
Dennis Davidson, Coastal Heritage Foundation
Mike Leyman, Vickie Newman
David Williamson, Sup., Dept. of Hous. & Comm. Deve., Plann., Rev. Sect./Research Dept.
Thomas Sherman, Sup. Land Agt., Real Est. Div., Dept. of General Services
Al Ulm, Asst. Supt., Dist. 6 (Orange & S.D. Counties)
L. H. Dunn, U. S. Dept. of Transportation
Commander, 11th District U.S. Coast Guard
Michael J. Giari, Maritime Administration
Commandant, 11th Naval Dist.
Robert J. Hitt, U.S. Dept. of Commerce
San Diego Region Coastal Commission
Russell Peterson, Chairman
Brigadier General Richard M. Connell
District Engineer Army Corps of Engineers
Commanding Officer U.S. Navy, Attn: Wm. H. G. Van Ness
Business & Transportation Agency
Regional Director, Economic Development Admin.
June Hega, Univ. of So. Ca. University Park
California Resources Agency
California Dept. of Food & Agriculture
Darwyn Briggs, U. S. Dept of Agriculture
Grant Dehart, National Oceanic & Atmosphere Administration
Gerald V. Howard, National Oceanic & Atmospheric Administrator
Public Utilities Commission
James Neal, State Dept. of Parks and Recreation
Lynda Svetlik

Larry Thorton
R. H. Engleken, U.S. Nuclear Regulatory Commission
J. P. Juetton, Environmental & Safety Divison
Patricia Port, U.S. Environ. Protection Agency
F. G. Macias, U.S. Dept. of Interior, Pacific SE Region
Robert Paida, U.S. Department Housing & Urban Development
State of Calif. Department of Real Estate
Coastal Conservancy
Solid Waste Management Board
San Diego RWQCB, Attn: James Anderson, Exec. Officer
State of Calif. Department of Health
Andy Paulis
San Francisco Bay Conservation & Development Commission
Energy Resources Conservation & Development Commission
State of Calif. Office of Planning & Research
State of Calif. Dept. of Transportation
State of Calif. Division of Oil and Gas
Division of Mines & Geology, Geological Res. Div. A-015, Scripps Institute
Eve Smull
State of Calif. Air Resources Board
Janet Britt, MTDB
M. F. Thomas, Reg. Engineer, Customs House Bldg., Rm. 415
E. W. Standly, Director of Energy Resources
State of Calif., Dept. of Conservation
State of Calif., Dept. of Fish and Game
State of Calif., Dept. of Navigation and Ocean Development
State of Calif., Dept. of Parks and Recreation
State of Calif., Dept. of Water Resources
State of Calif., Dept. of Forestry
State of Calif., State Lands Commission/Div.
State of Calif., Water Resources Control Board
Jack Welsh, Area Manager, San Diego Coast State Beaches
Fred Trull, Planning Director, Port of San Diego
Malcom Goerschler, Planning Director, City of National City
William Healy, Planning Director, City of Del Mar
Lou Lightfoot, Planning Director, Oceanside
Norm Williams, City of Chula Vista
Jack Lohman, Comm. Dev. Dir., City of Coronado
Paul Zucker, County of S.D., Integrated Planning Office
James Butler, Planning Dir., City of Imperial Beach
James Gilshian, Director, LEUR, County of San Diego
James Hagaman, Planning Director, City of Carlsbad
Lucky Mark - J. Camberos
Caltrans - Design Department
Anita J. Dunkl, Sec.
Rosalio Munguia

E. W. Dickenson
John E. Glen, Treas.
Unrique Ybarra
John Connor, Kelco Co.
Octavano Quintero, Corkys Pest Control
Laura Rodriguez
George Varela, SDPD
Dr. Harold Culver, Land & Facilities Director, S.D. City Schools
Tom Goodman, Superintendent of Schools
San Diego County Food Control District
City Desk, San Diego Union
Metropolitan Water Dist. of Southern California
San Diego County Water Authority
C.P.O., Richard Huff, Exec. Dir.
Councilman Gade
Marilyn Colombo
Environmental Quality Department, City of San Diego
Citizens Coordinate for Century #3
City Editor, San Diego Tribune
San Diego RWQB, Attn: James Anderson, Exec. Officer
Public Utilities Commission
Local Agency Formation Commission, County of San Diego
Hal Valderhaug, City Attorney's Office
Sentinel
District 6 (Orange & San Diego Counties, Attn: John Waltrom, Asst. Supt.
R. W. King, Water Utilities Director, Metropolitan Sewer District
D. R. Roberts, City Park and Recreation
Don Robbins, City Traffic
Malin Burnham, Pres., San Diegans, Inc.
Marshall Roth, Chairman, Barrio Logan/Harbor 101 CPG
Vicki Turner, League of Women Voters
Ralph Hughes
Ben Rivera
Carlos Castaneda
Sue Talamantes
Elsie Duenas
Commander Jim Uhe, U.S. Naval Station
Wesley D. Clesielski, S. D. Gas & Electric Co.
Margarita Carmona
Eduardo Trill
Unrique Ibarra
Bill Harmon or John Murphy, c/o Nat. Steel & Shipbldg. Co.
Larry Ronson
Bill O'Toole
Alejandro Gonzalez
Jose Gomez

Richard Quiggle
Maria Granados
Roy Butterfield
Paul Foxworthy, Asst. to the Planning Director
Al Johnston
Ed Johnston
Johnny Sanders
Councilwoman Lucy Killea, Dist. 8
Dick Bundy
Dan Gonzalez, City of San Diego Engineering & Development
Chicano Community Clinic
Barrio Station, Rachael Ortiz
Community Relations Dept., George Varela
Organizacion Femenil, Sra. Lilie Lopez
Model Ex-Offenders, Ms. Farley
Padre Hidalgo Center, Sister Sarah
Chicano Federation, Jesse Ramirez, Executive Director
Centro de Servicios Legales y Sociales, Felipe Adame, Director
Harbor Center, Jesus Hueso
I.M.P.A.C.T. (Servicios De Inmigracion), Ernie Azocar
C.H.A.M.B.A. (Employment Office), Don Brady, Director
North County Chicano Federation, Marina Sanchez, Director
Casa Familiar de San Ysidro, Bob Stanovick, Director
San Diego Police Community Relations Dept., George Varela, Officer
Harbor View Adult Center, Stella Kellog
Burbank Elementary Sch.. Mary Lou Sayler, Principal, (Grades Pre-K through 3)
Parents Association & Teachers Aides
Lowell Community School Program, Stephanie Perez, Director
Our Lady of Guadalupe Church, Guadalupanos & Youth Organization, Father Brown
Paradise Senior Gardens
Barrio Logan Teen Post
Paradise Senior Citizen Center Barrio Logan Residents Assoc., Eriberto Oriol, Rep.
Harbor 101 Industrialists Association
Bundy and Bradshaw Architects

APPENDIX III

Barrio Logan/Harbor 101 Community Plan Background Report

Alternative Plans Development and Evaluation

(UNDER SEPARATE COVER)

