
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.

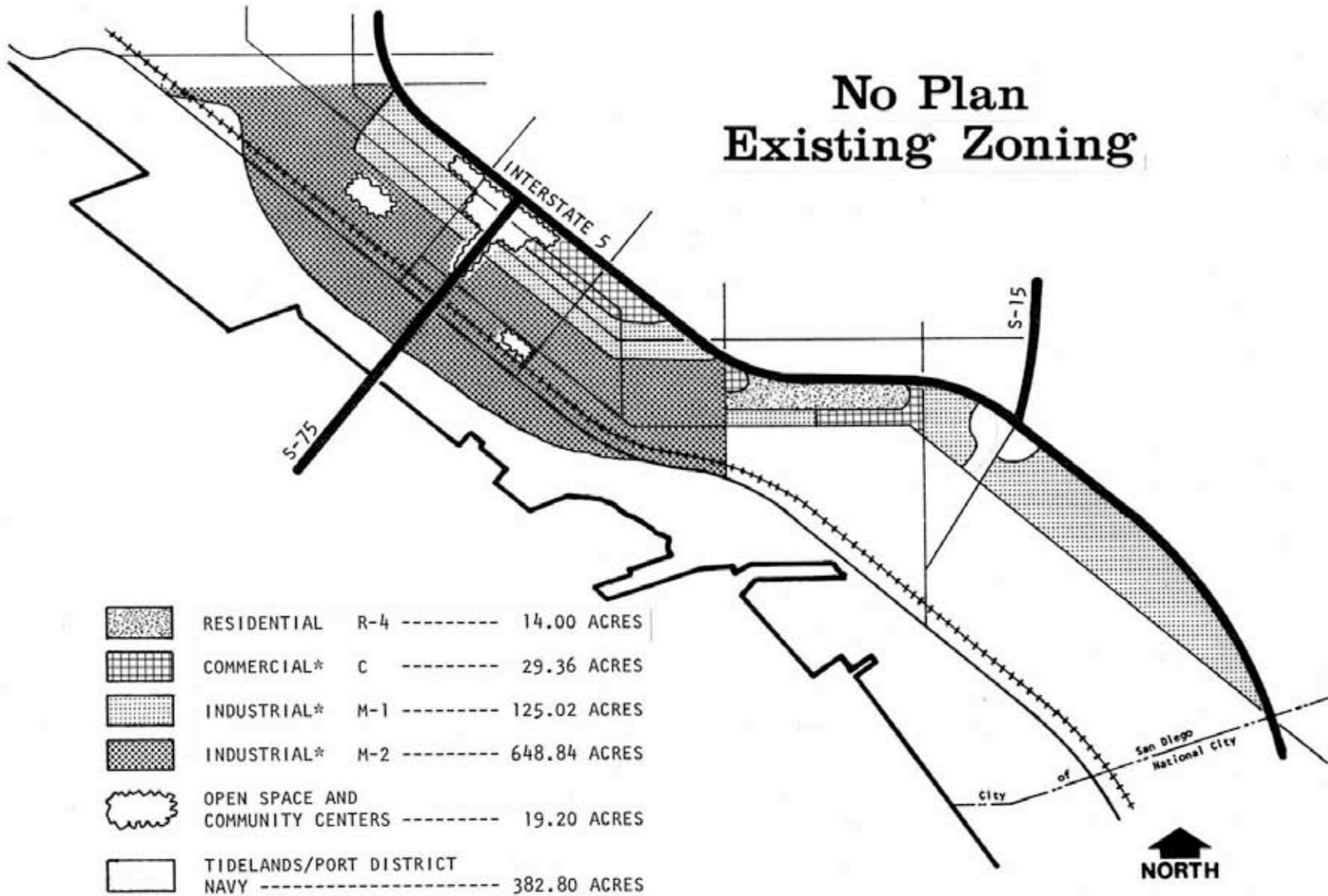
The eight alternatives considered range in scope from maintaining the community in its present condition (existing M-1 and M-2 Zone), to complete industrial redevelopment (proposed in 1965), to residential redevelopment, and several options on an industrial-residential concept. Other alternatives reflect 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
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No Plan Existing Zoning



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

**Barrio Logan
Harbor 101**

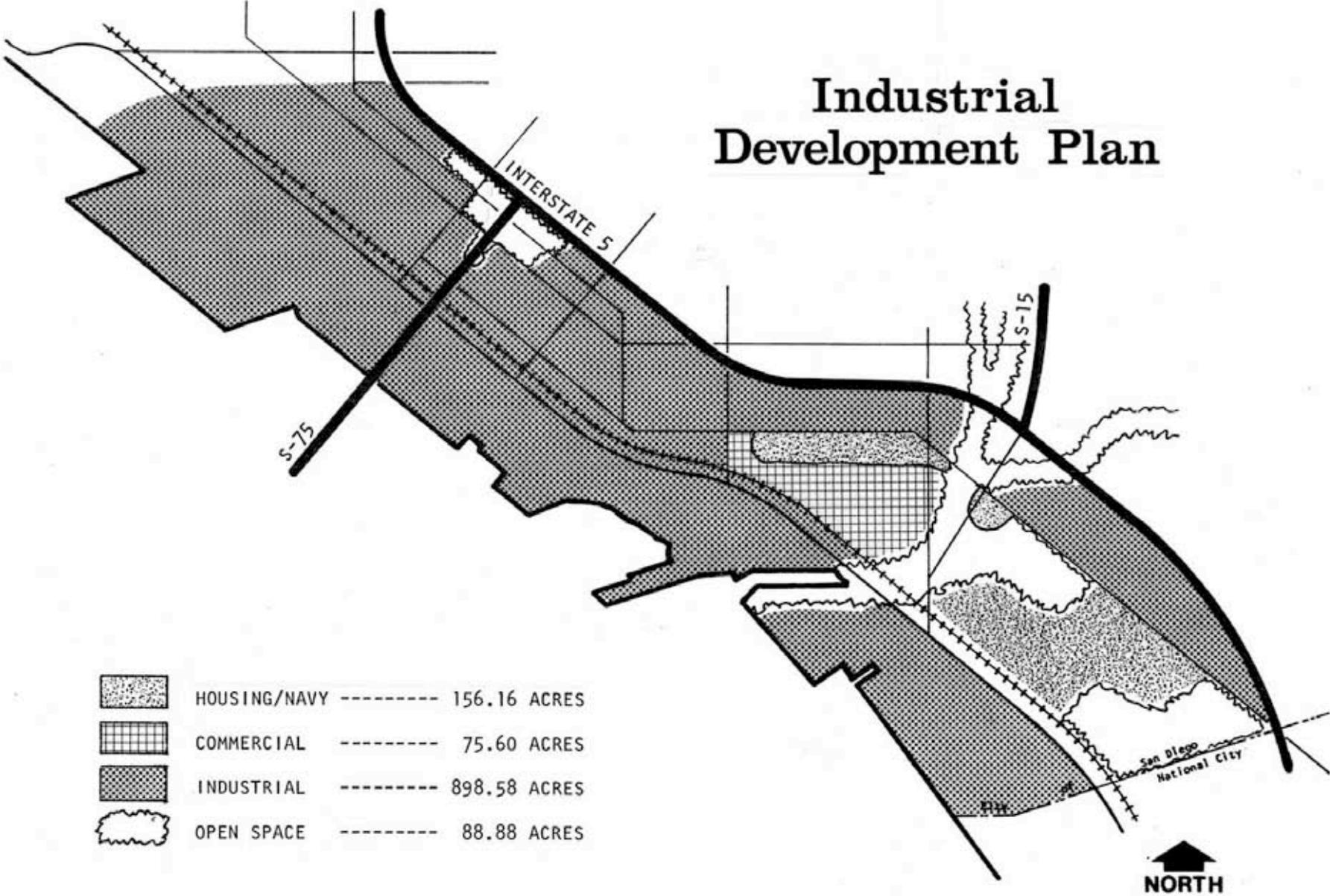
ALTERNATIVE 1. NO PLAN

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

NORTH

**Barrio Logan
Harbor 101**

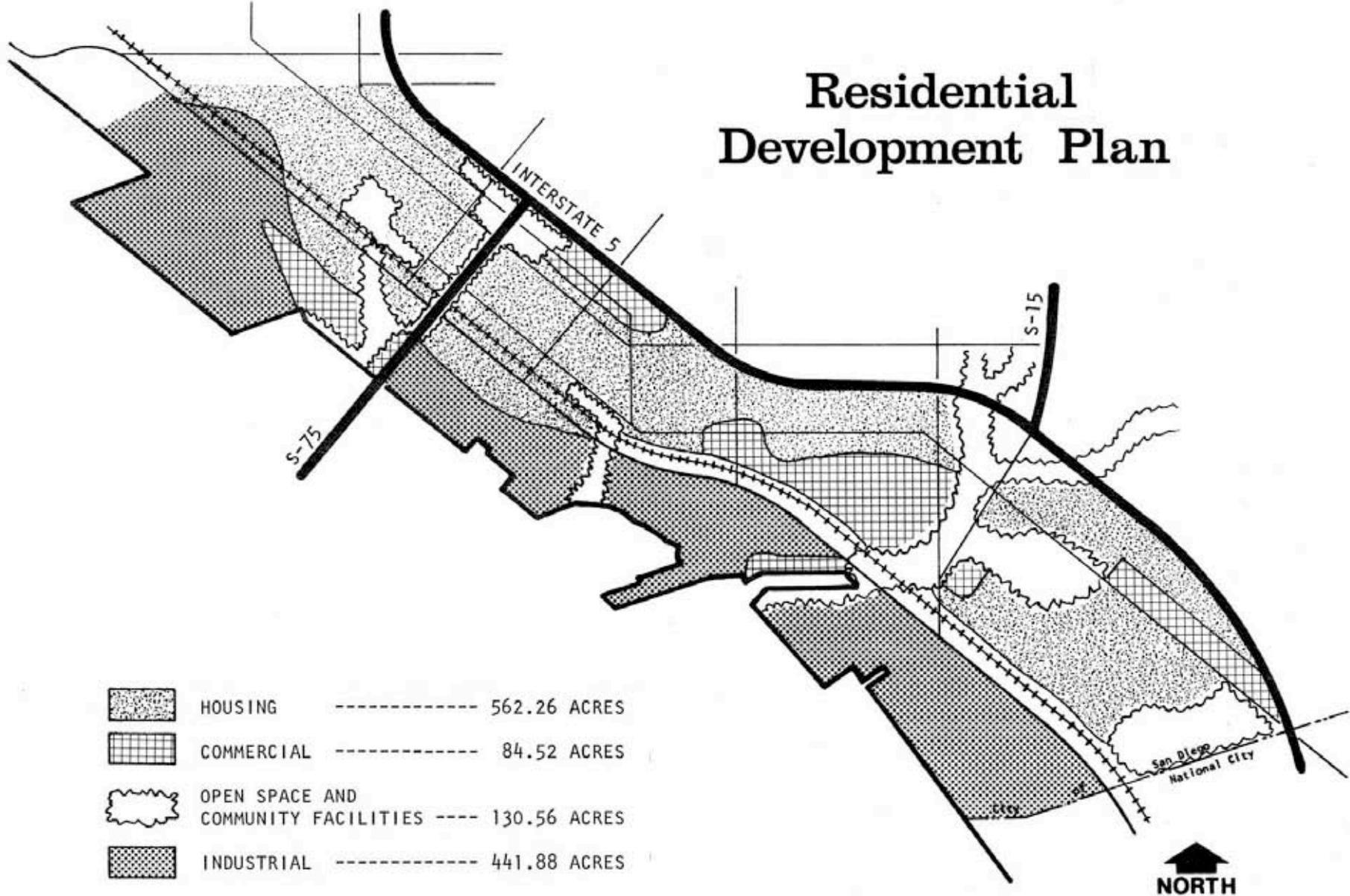
ALTERNATIVE 2. INDUSTRIAL DEVELOPMENT PLAN

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



**Barrio Logan
Harbor 101**

ALTERNATIVE 3. RESIDENTIAL DEVELOPMENT PLAN

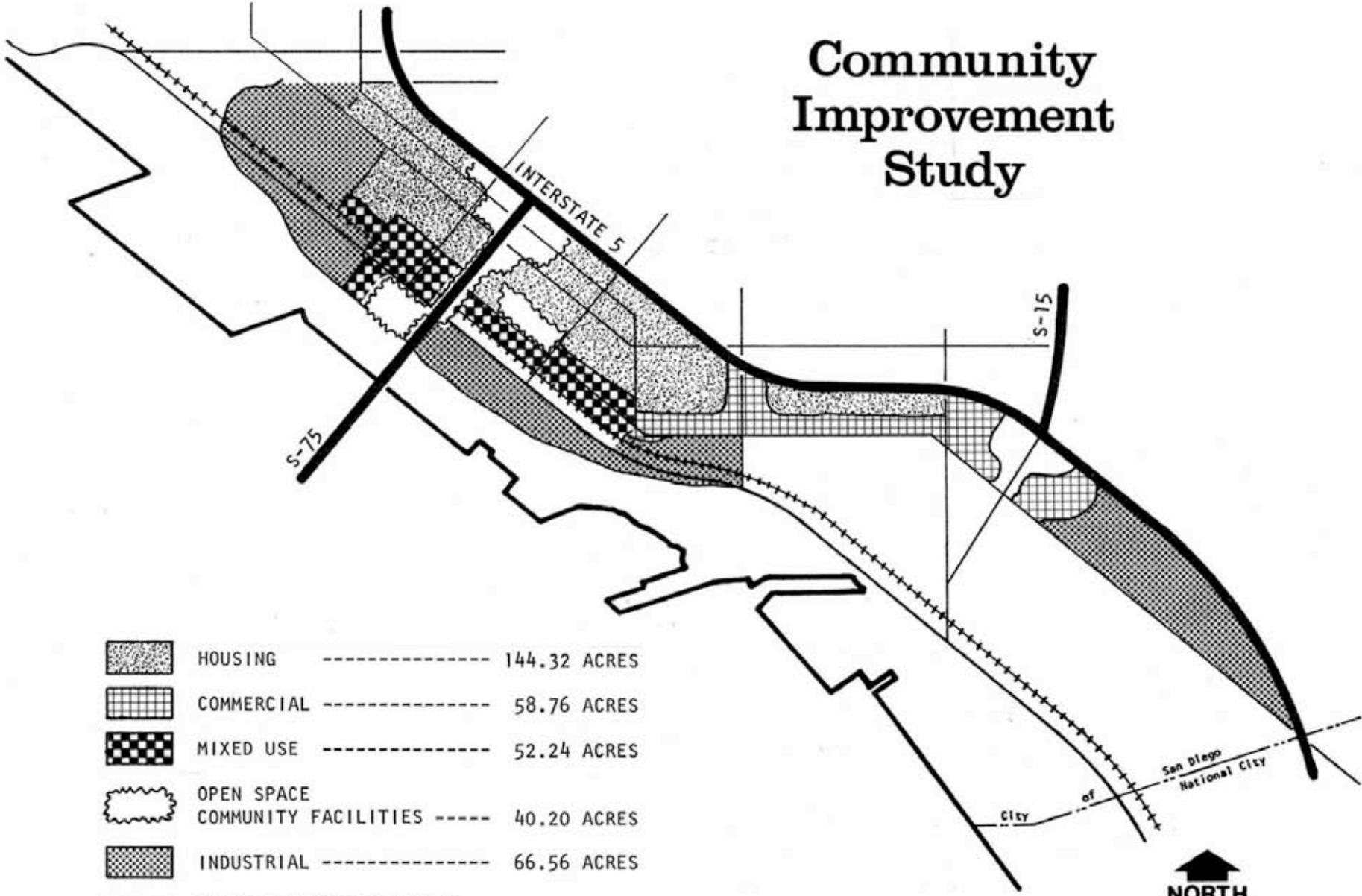
Goals and Recommendations made in writing by the Barrio residents on June 6, 1978.

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



	HOUSING	-----	144.32 ACRES
	COMMERCIAL	-----	58.76 ACRES
	MIXED USE	-----	52.24 ACRES
	OPEN SPACE COMMUNITY FACILITIES	-----	40.20 ACRES
	INDUSTRIAL	-----	66.56 ACRES
	REMAINING PORT DISTRICT & NAVY	-----	857.14 ACRES



**Barrio Logan
Harbor 101**

ALTERNATIVE 4. COMMUNITY IMPROVEMENT STUDY PLAN

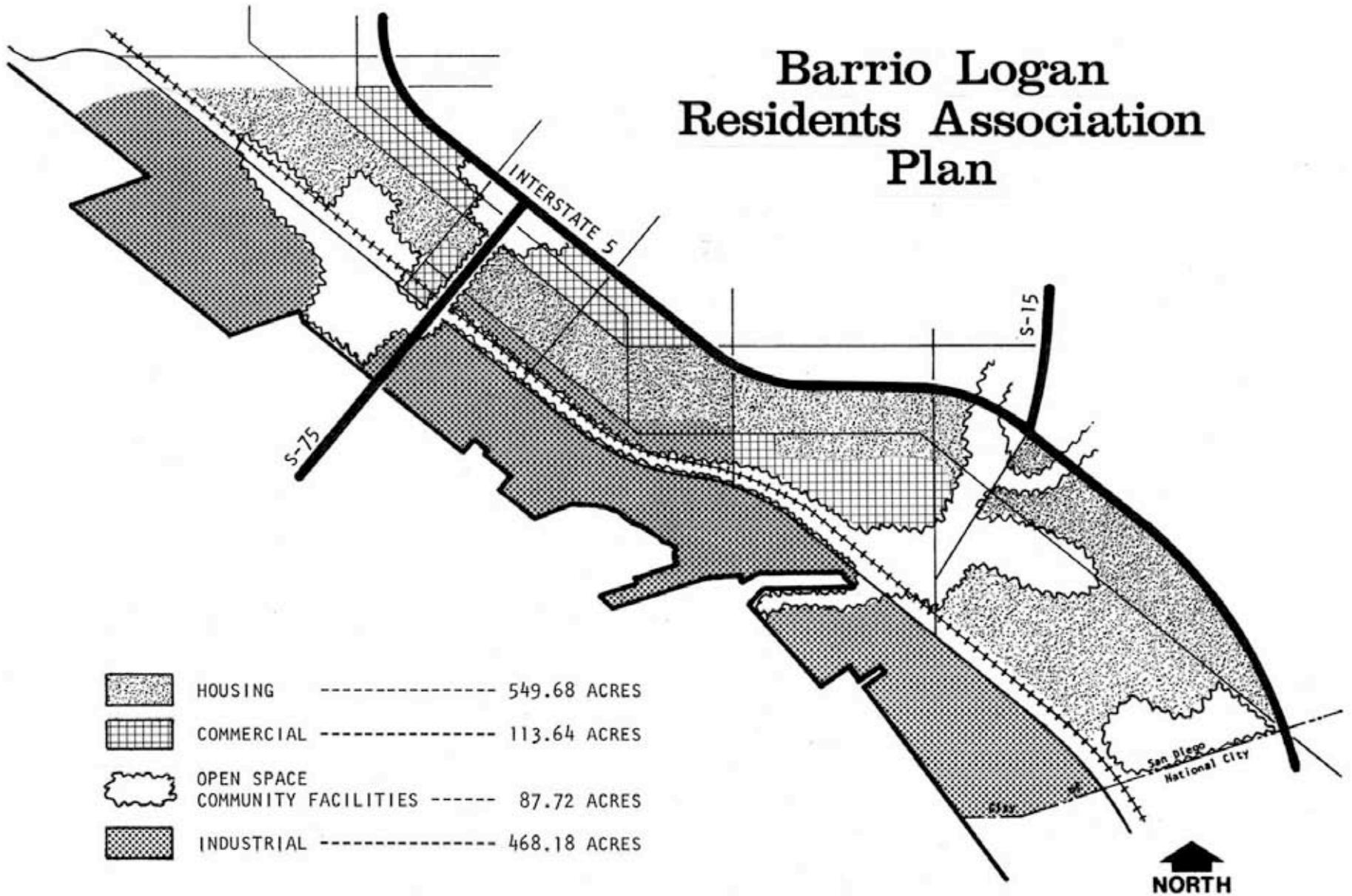
For specific information review the “Community Improvement Study” report of August 1977.

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



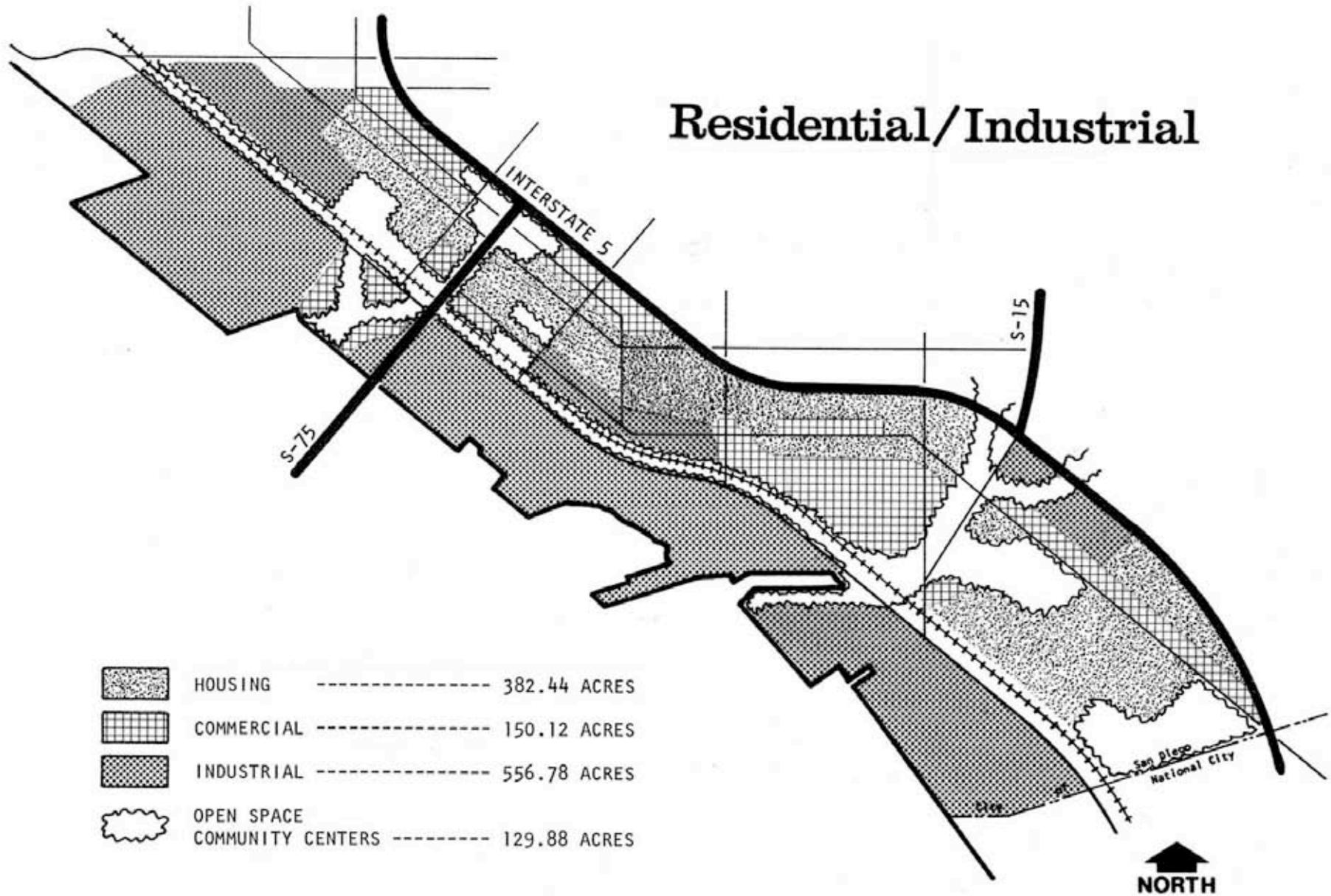
Barrio Logan
Harbor 101

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



**Barrio Logan
Harbor 101**

ALTERNATIVE 6. RESIDENTIAL/INDUSTRIAL PLAN

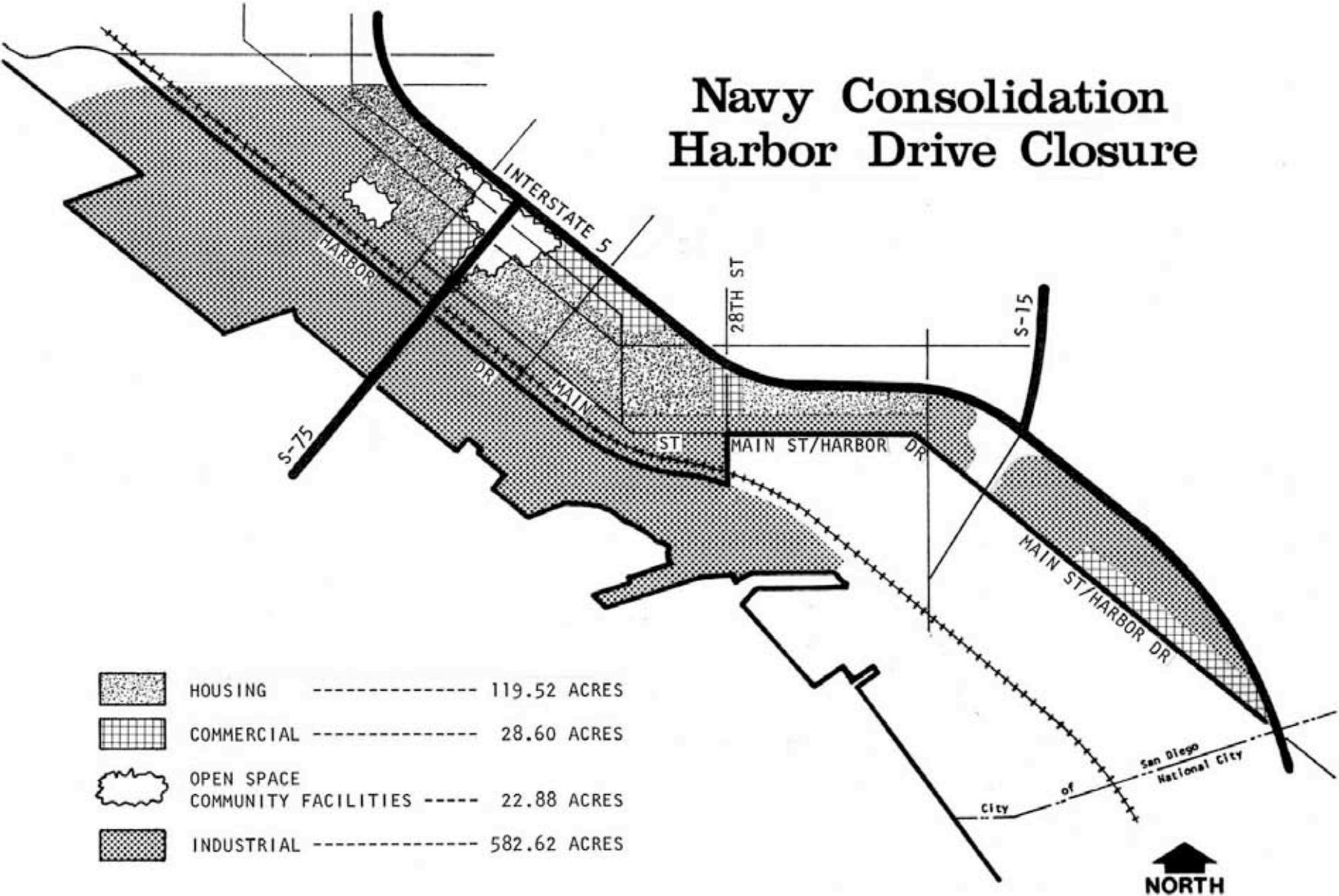
Proposals for this plan are based on the findings of the report “Action Scenarios - A Redevelopment Strategy for the Model Neighborhood of San Diego Community Redevelopment Feasibility Study” dated April 1972. This alternative also is a modification of the “Community Improvement Study” alternative 4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



NORTH

**Barrio Logan
Harbor 101**

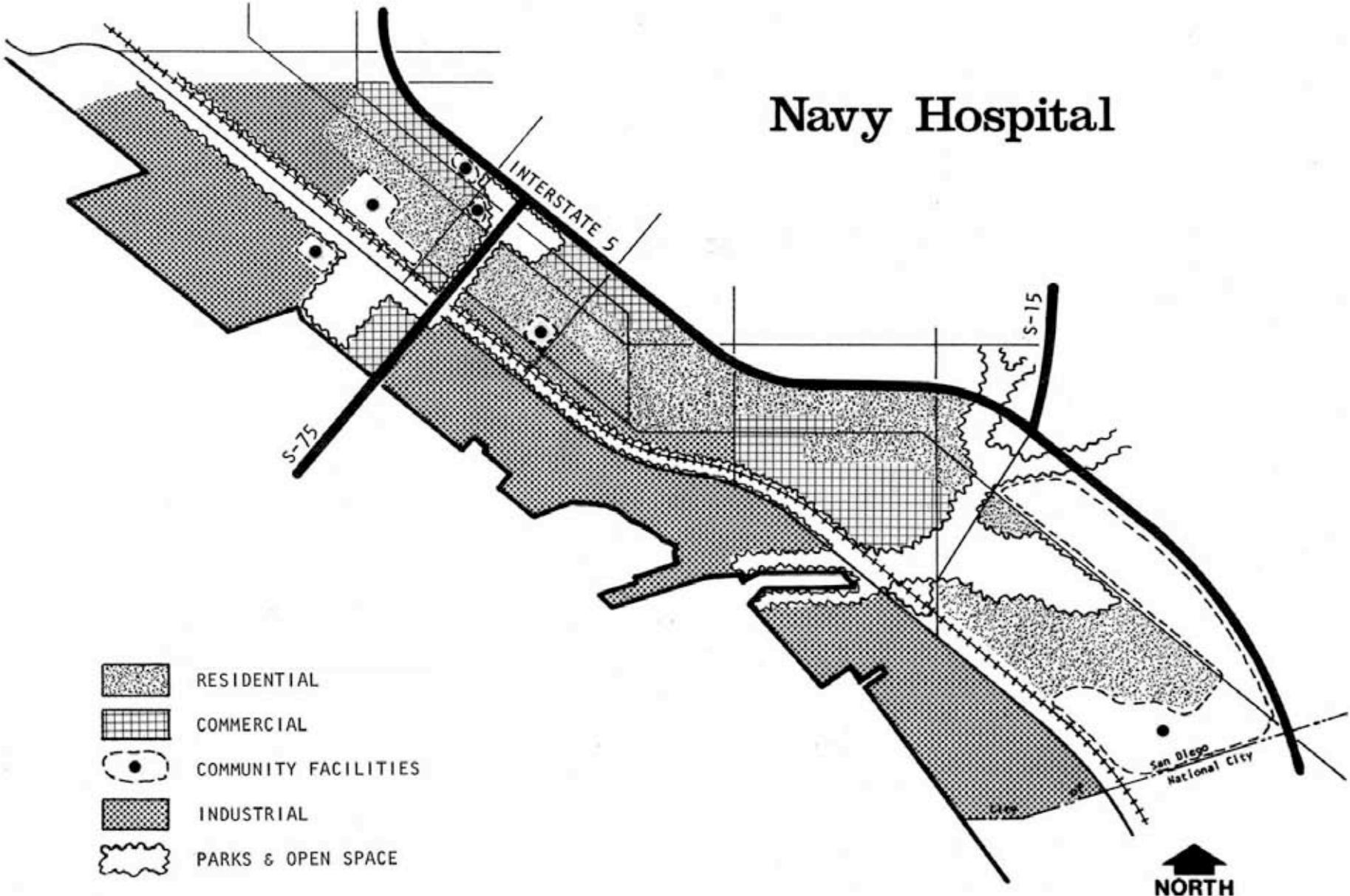
ALTERNATIVE 7. NAVY CONSOLIDATION PLAN

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



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	2	3
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.)

	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
Evaluation Factors	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.
