
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.

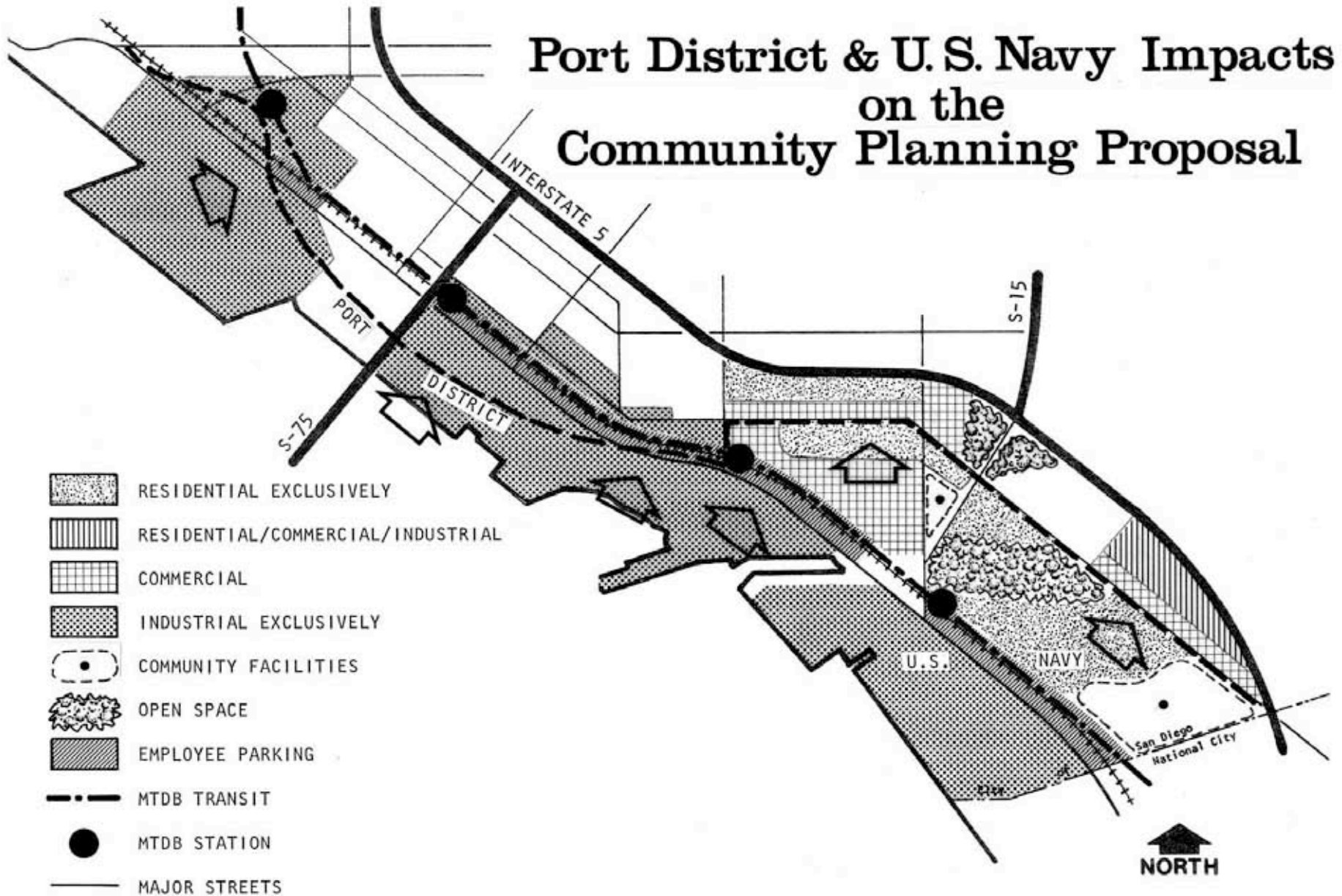
It is reasonable to conclude that land use commitments and existing development in some areas are such that those commitments should be seriously considered and complemented by the corresponding agency. It is in such spirit of cooperation that the Barrio Logan/Harbor 101 Plan makes specific development 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

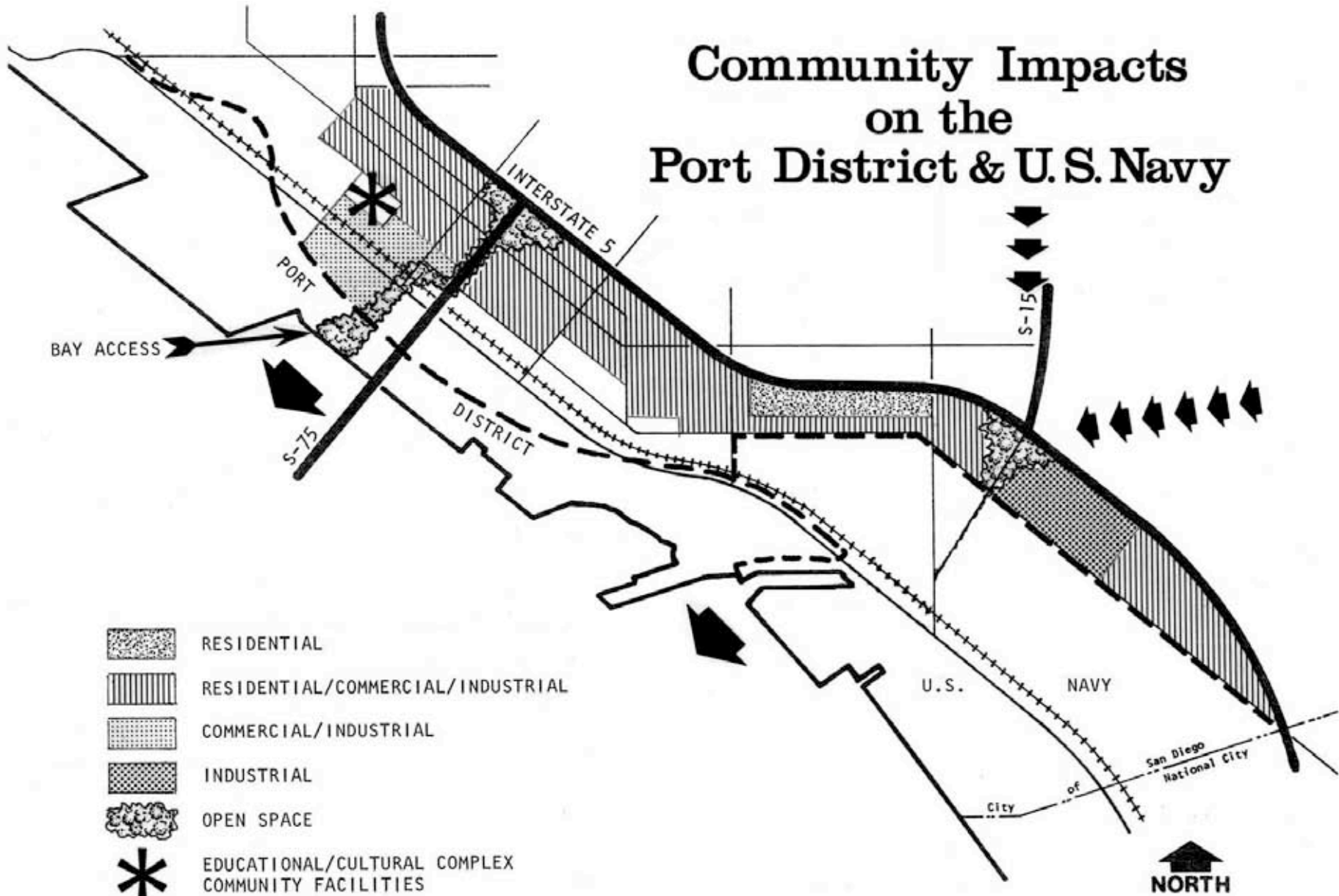
The U.S. Navy owns and has jurisdiction over 700 acres within the 32nd Street Naval Station. Approximately 300 of these acres are within City boundaries in the Barrio Logan/Harbor 101 community. Thus, the U.S. Navy controls the development of all the southeastern portion of the Barrio area. The Navy, 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



NORTH

**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.