

FIGURE 3-8: Buildout StreetClassifications

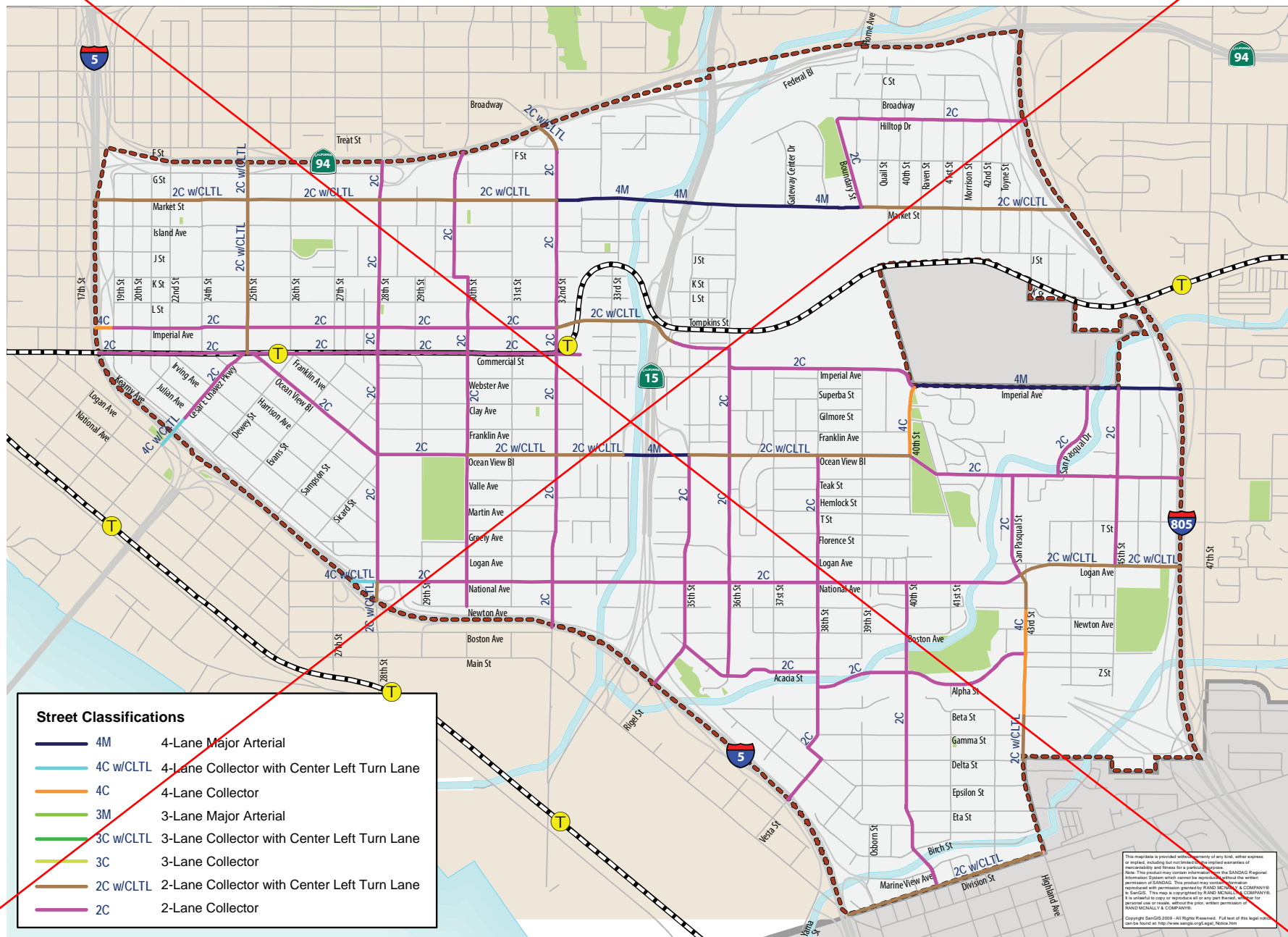


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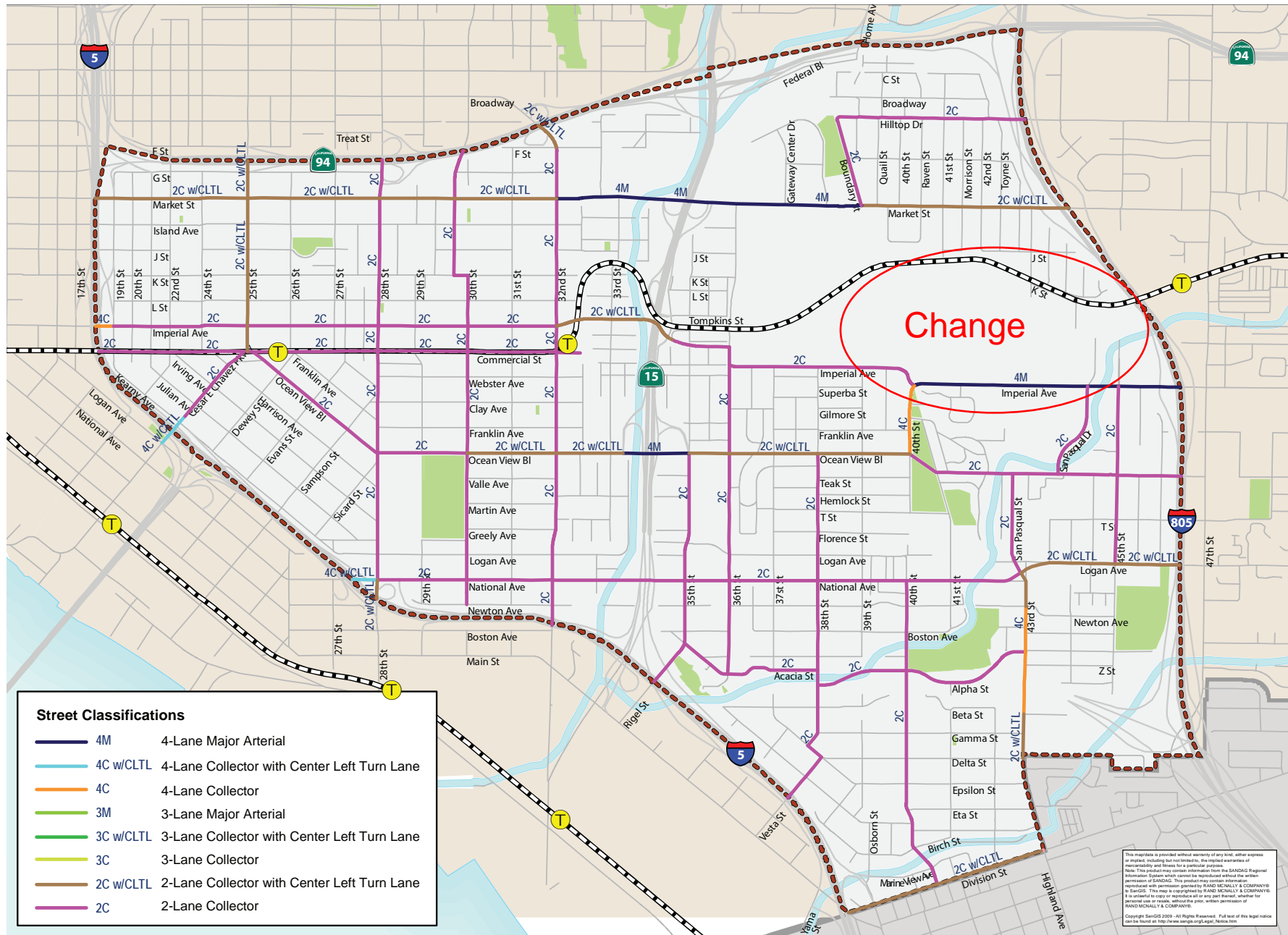
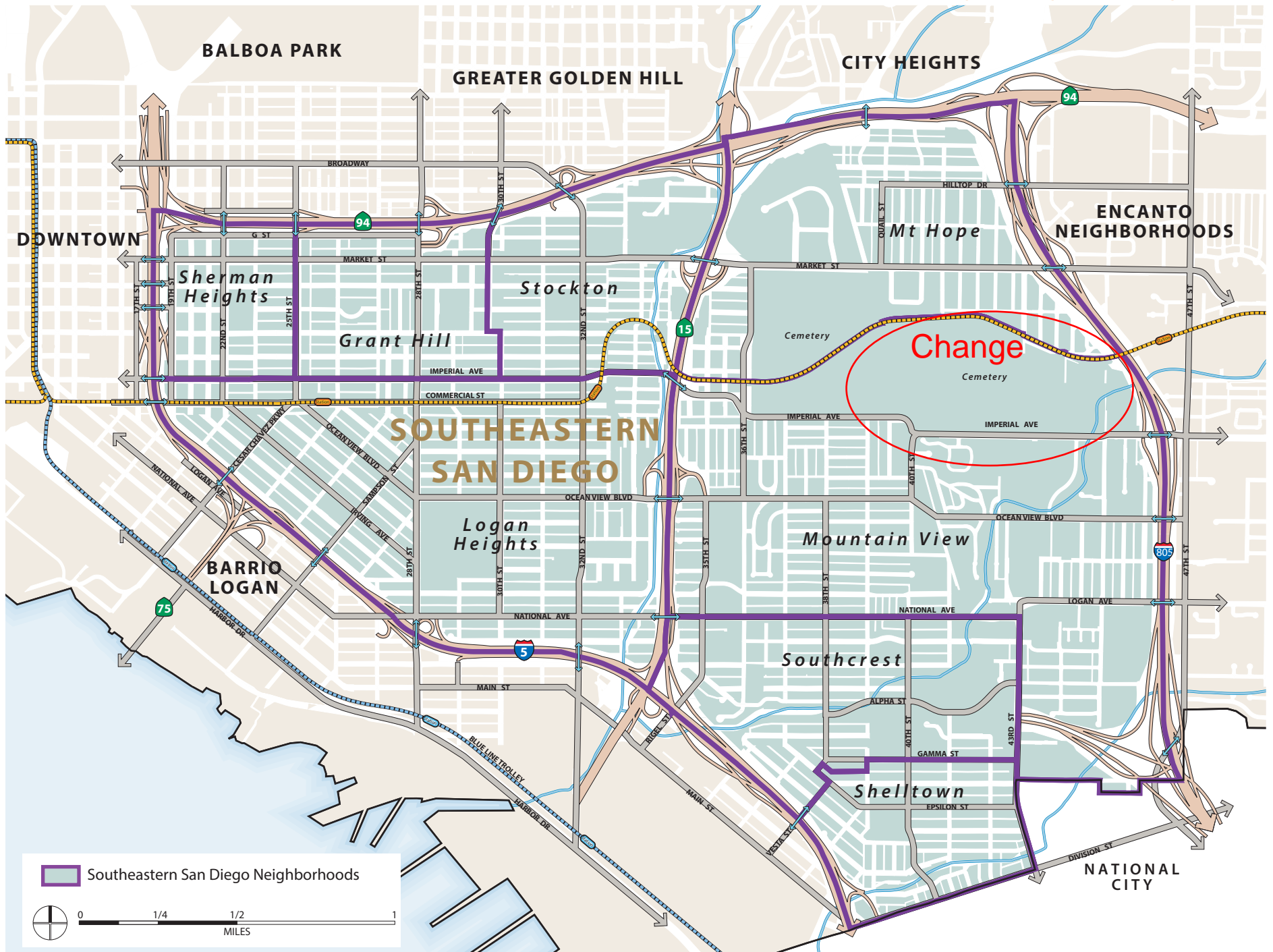


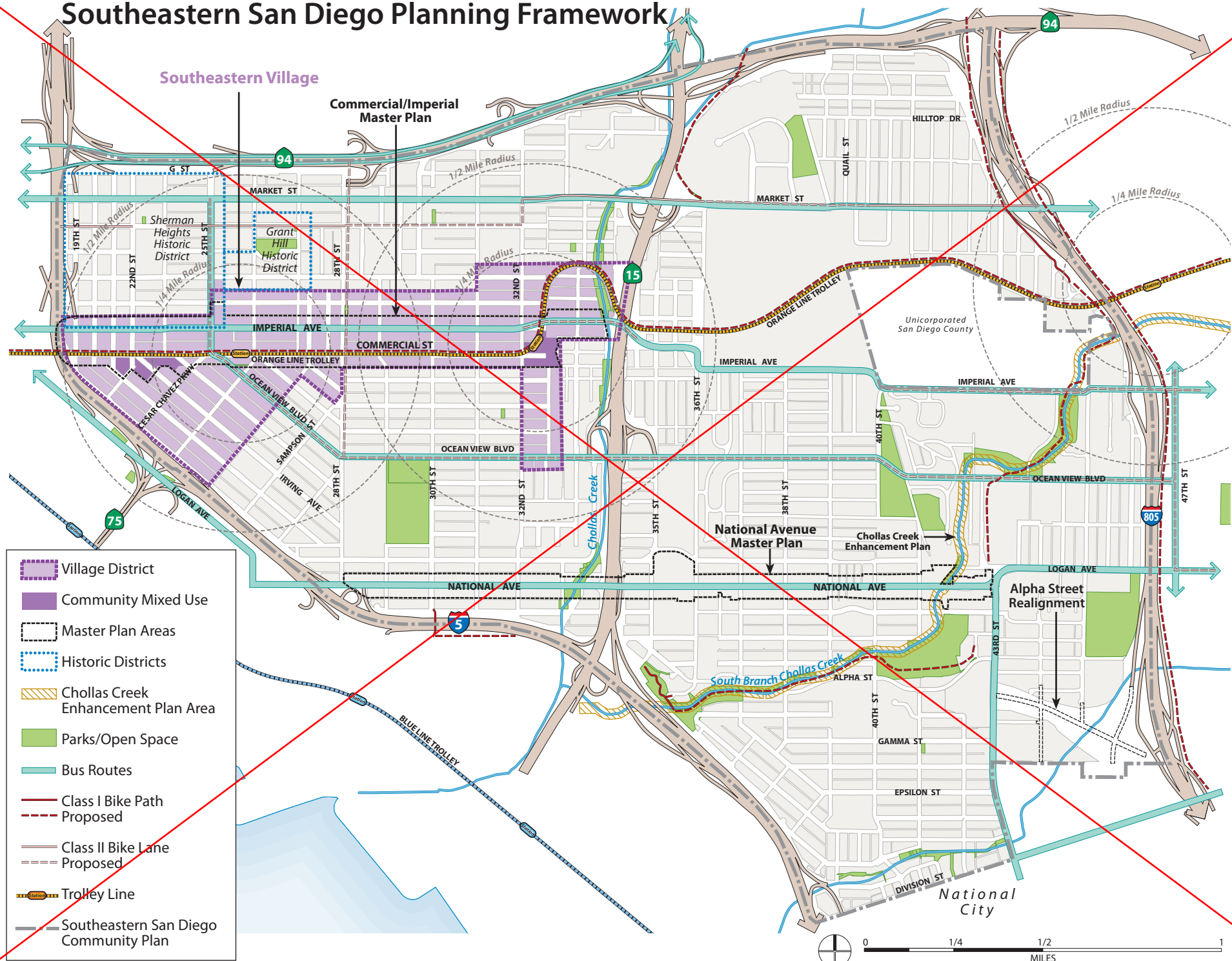
FIGURE 1-2: Southeastern San Diego Planning Area and Neighborhoods



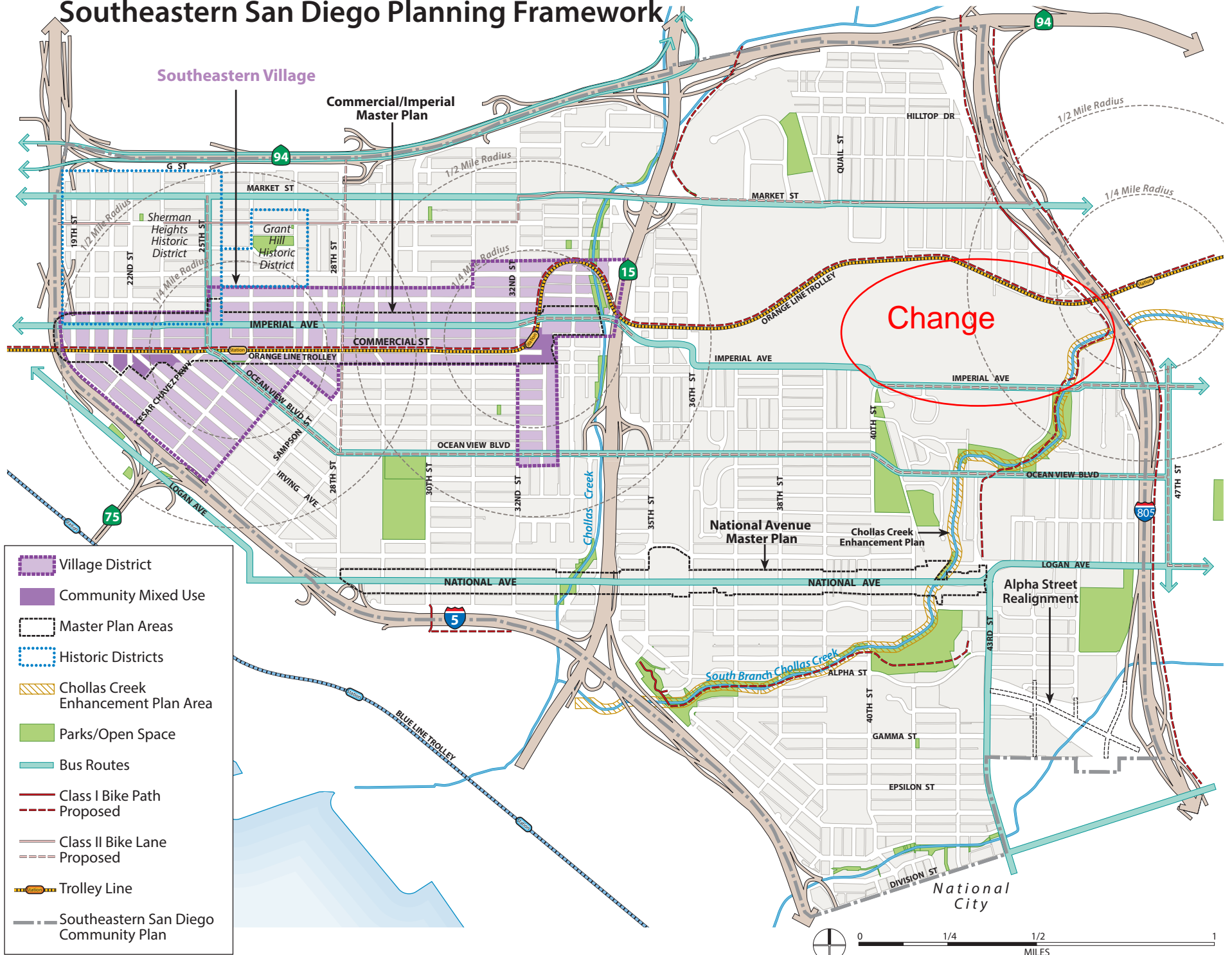
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Southeastern San Diego Planning Framework



Southeastern San Diego Planning Framework





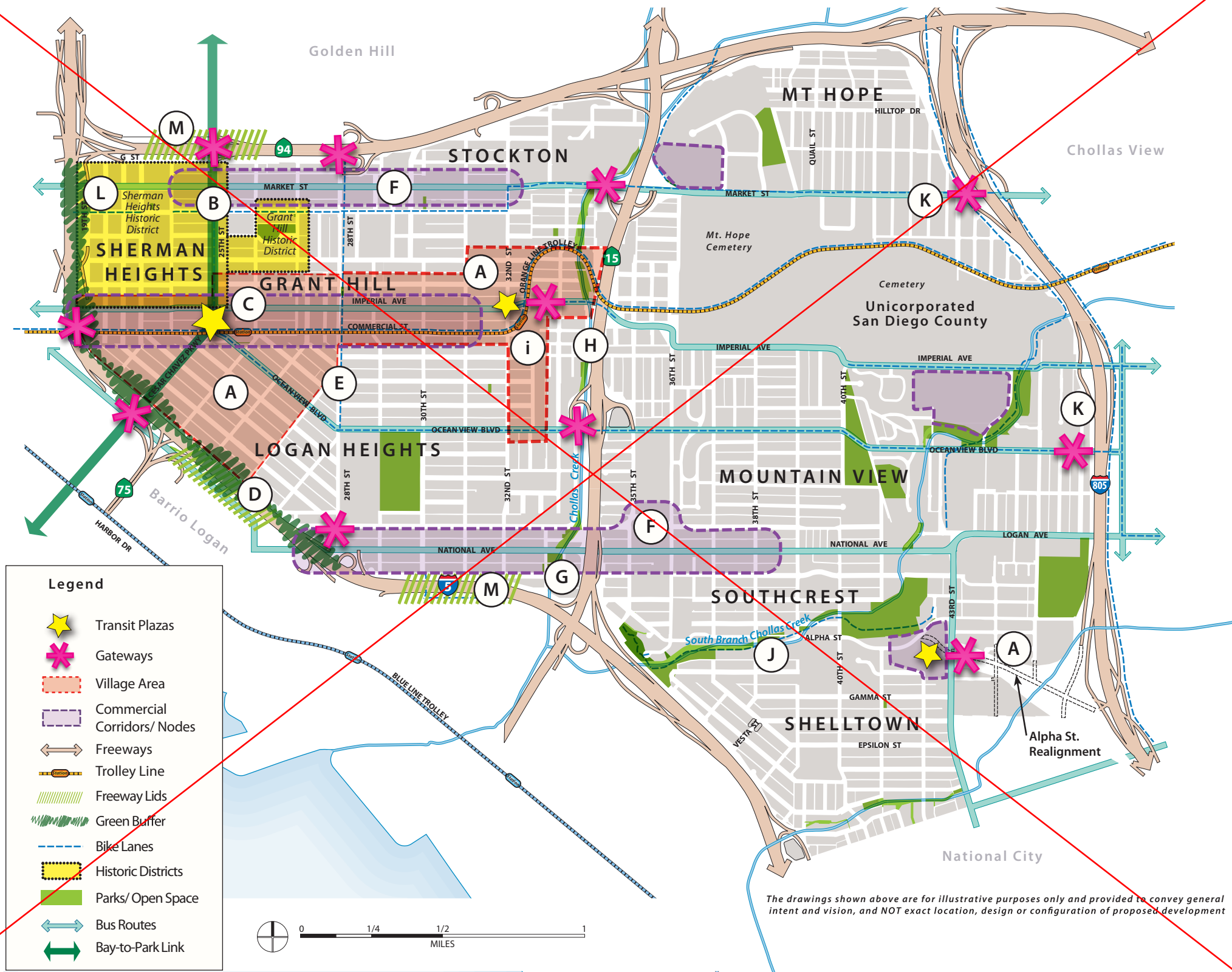
Southeastern San Diego Community Plan Major Community Anchors & Gateways

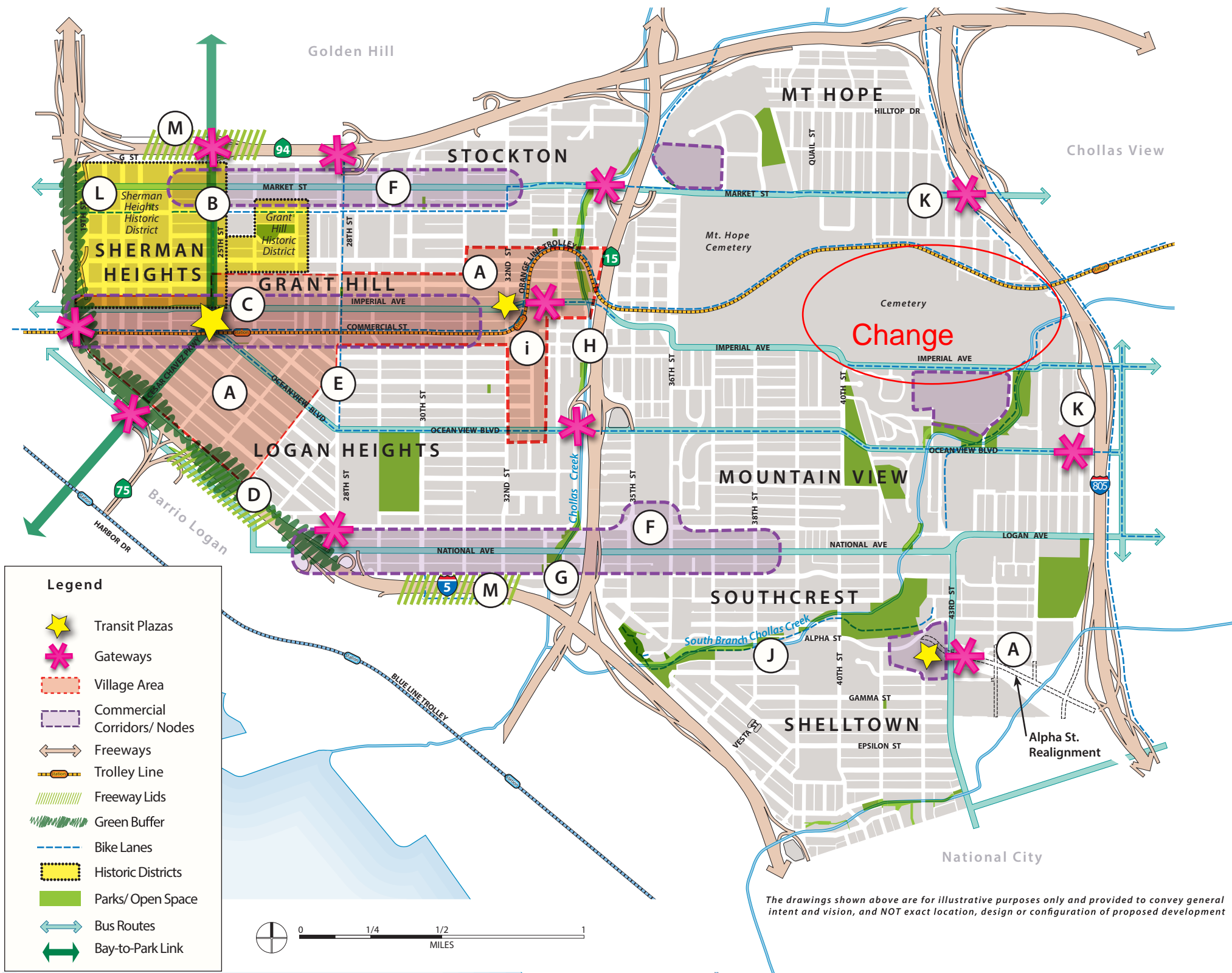


Community Anchors and Gateways shown are a representative selection of facilities in the community and not inclusive of all gateways and anchoring institutions in the area

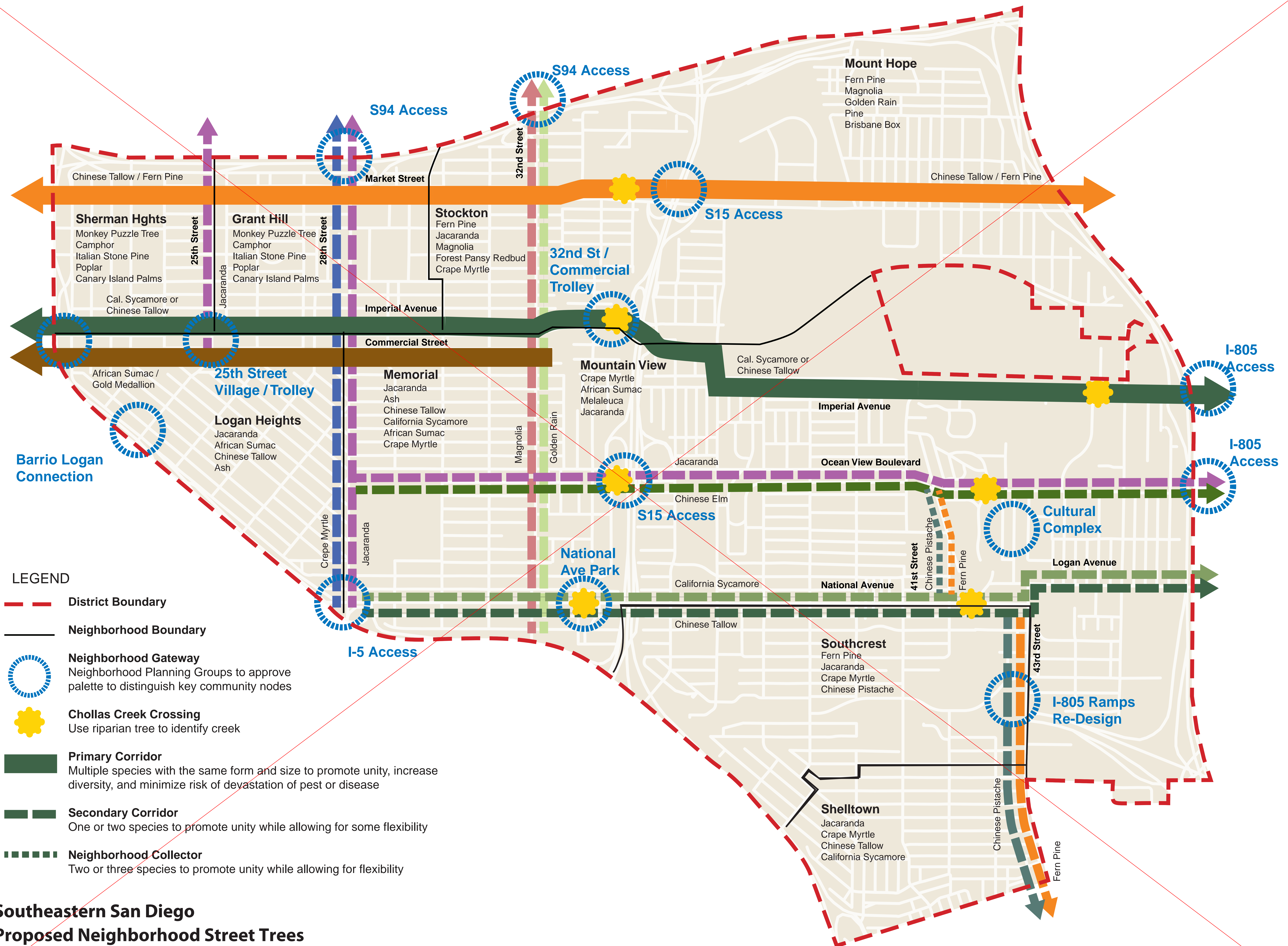


Southeastern San Diego Community Plan Major Community Anchors & Gateways





Southeastern San Diego Proposed Neighborhood Street Trees



Southeastern San Diego Proposed Neighborhood Street Trees



6. Develop a mix of residential, light industrial, retail, restaurant, and cultural uses and a variety of amenities and services to support a balanced and vibrant community.
7. Enhance existing parks with improvements to landscaping, lighting, signage, walkways and play facilities, promote joint use of parks with schools, and provide new parks and gathering places.
8. Ensure that Southeastern San Diego's families are well served by schools within the community, and provide opportunities for education and job training for all community members.
9. Develop sustainable practices in new development, mobility, water and energy conservation in order to reduce greenhouse gas emissions.

1.3 Community Profile

Social and Historical Context

The built environment in Southeastern San Diego had its start with the Mexican land grants in the San Diego area, which would serve as the base for all future development. American settlement of San Diego began in 1850.

In the 1880s, with the arrival of railroads, the city underwent a building boom. Residential development during this early period was primarily concentrated west of 28th Street. The 1915 Panama-California Exposition and military buildup during World War I brought new people to the city, many of whom settled in Southeastern San Diego. During the 1920s and

1930s, the area experienced denser and more ethnically diverse residential development.

The city again grew rapidly in the post-World War II years, which saw the creation of new suburban development in the Chollas Valley. Restrictive zoning and discriminatory covenants in other parts of the city reinforced segregated living conditions that had begun in the 1920s, and Southeastern San Diego became home to a majority of San Diego's poor and non-white residents. Southeastern San Diego today remains one of the most ethnically diverse and historic communities in San Diego.

Location and Boundaries

Located just east of Downtown San Diego, the Southeastern San Diego community is located proximate to major employment and commercial centers in the South Bay and Downtown and linked to them by trolleys and buses. It is surrounded by several other community planning areas: Golden Hill and City Heights to the north, and Encanto Neighborhoods to the east. It also lies near major recreation facilities in Balboa Park and San Diego Bay. Although the community is divided by its freeways, the access that they provide is a key resource for the community. See Figure 1-1.

The Planning Area encompasses ~~2,930 acres, not including 121 acres of unincorporated San Diego County land (Greenwood Cemetery).~~ ^{3,051} As shown in Figure 1-2, the community lies south of State Route 94 (SR-94), between Interstate 5 (I-5) and Interstate 805 (I-805), and north of the city limits of National City. Neighborhoods contained in Southeastern San Diego include Sherman Heights, Grant Hill, Stockton, Mt. Hope, Logan Heights, Mountain View, Southcrest and Shelltown.



Much of Southeastern San Diego was first developed beginning in the 1880s. The community became denser and more ethnically diverse during the 1920s and 1930s.

2.1 Land Use Framework

Existing Land Use Snapshot

Southeastern San Diego is primarily residential with a mix of single-family homes and multi-family developments. There are large-scale commercial spaces, parks and school sites.

Southeastern San Diego consists of residential neighborhoods and commercial corridors, industrial areas, shopping and employment centers, and schools and other community amenities framed by the freeway system.

The community has a mix of single-family and multi-family housing in all neighborhoods. Commercial development is concentrated along commercial corridors west of Highway 15 and at shopping centers to the east. Industrial and employment uses are found on both sides of Highway 15 south of Highway 94 (Gateway West and East) as well as along Commercial Street.

Table 2-2 and Chart 2-1 show the proportion of land area occupied by different uses in the community as of 2013. Southeastern San Diego encompasses 3,051 ~~2,950 acres, not including 121 acres of unincorporated San Diego County land at Greenwood Cemetery.~~

A majority of Southeastern San Diego is not anticipated to change significantly in land use or development intensity. Some sites, because of the current land use and intensity of development, have a heightened potential for reuse or intensification; these areas are clustered along the principal corridors in the community. Discussion or mapping of a site as an area of change

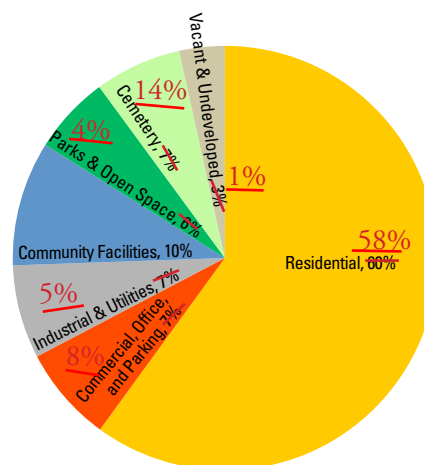
TABLE 2-2: EXISTING LAND USES IN SOUTHEASTERN SAN DIEGO¹

| COMMUNITY PLAN LAND USE | ACRES | PERCENT |
|--|--------------------|-------------------|
| Single-family Housing | 668 667 | 36% |
| Multifamily Housing | 454 | 22 24% |
| Community Facilities | 180 178 | 10% |
| Parks and Open Space | 111 | 4% 6% |
| Commercial Uses | 164 136 | 8% 7% |
| Industrial Uses and Utilities | 133 | 5% 7% |
| Mount Hope Cemetery <u>ries</u> | 213 123 | 14% 7% |
| Vacant Land | 65 | 1% 3% |
| SUB-TOTAL | 1,867 | 100% |
| Streets and Public Right-of-Way | 1,062 | |
| TOTAL | 2,929 | 3,051 |

1. Does not include streets and public right-of-way.

Source: Dyett & Bhatia, 2013.

CHART 2-1: Existing Land Use in the Planning Area, by Percent Share



Source: City of San Diego, 2008; Dyett & Bhatia, 2013.



Southeastern San Diego is primarily residential with a mix of single-family homes and multi-family developments. There are large-scale commercial spaces, parks and school sites.

- P-LU-29:** Develop shopkeeper units and live/work units that allow residents to own and operate office, professional, and retail uses.
- P-LU-30:** Mitigate potential negative effects where industrial uses are located through zoning performance measures (such as glare and noise standards), landscaping and/or screening to reduce noise, dust, toxins, and unattractive presence along streets and sidewalks.
- P-LU-31:** Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than larger or more intensive uses.

2.7 Institutional Uses and Open Space

Institutional Uses

Community facilities, including schools and churches, represent a large share of non-residential space in Southeastern San Diego. These facilities are spread throughout the community, and provide meeting rooms, education and recreation classes, and cultural events. Mount Hope Cemetery, owned and operated by the City of San Diego, occupies 123 acres in the community's eastern section, while Greenwood Cemetery, privately owned and operated ~~by the County of San Diego~~, occupies 121 acres on the far eastern side of the community. Refer to the Public Facilities, Services and Safety Element for more information.

Parks and Open Space

Parks and open space play an important role in sustaining and improving neighborhood quality of life and providing opportunities for social interaction, physical activity, environmental benefits, and visual relief in the urban environment. In total, there are about 111 acres of park land and open space in Southeastern San Diego spread throughout the community. Parks and open space are covered in depth in the Recreation Element.

Airport Land Use Compatibility

The Airport Influence Area for the San Diego International Airport (SDIA) affects the Southeastern San Diego Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for SDIA and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for SDIA to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibil-