
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.

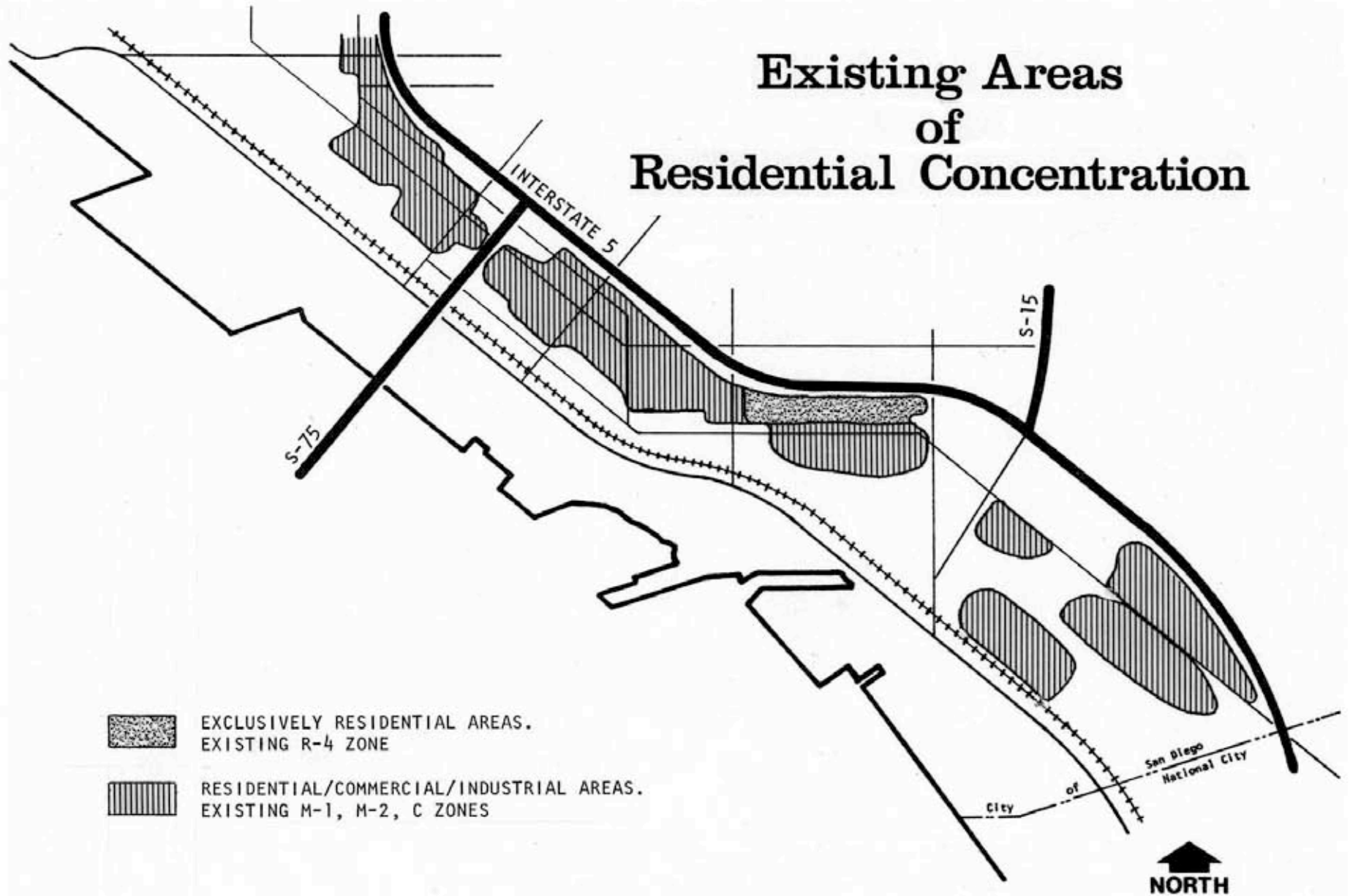
In the late 1950s and the early 1960s, I-5 was constructed and many residents were displaced. The Barrio Logan area became separated from the Logan Heights area. The construction of the San Diego-Coronado Bay Bridge in the late 1960s further severed the community. This, coupled with the impact of I-5,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



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.

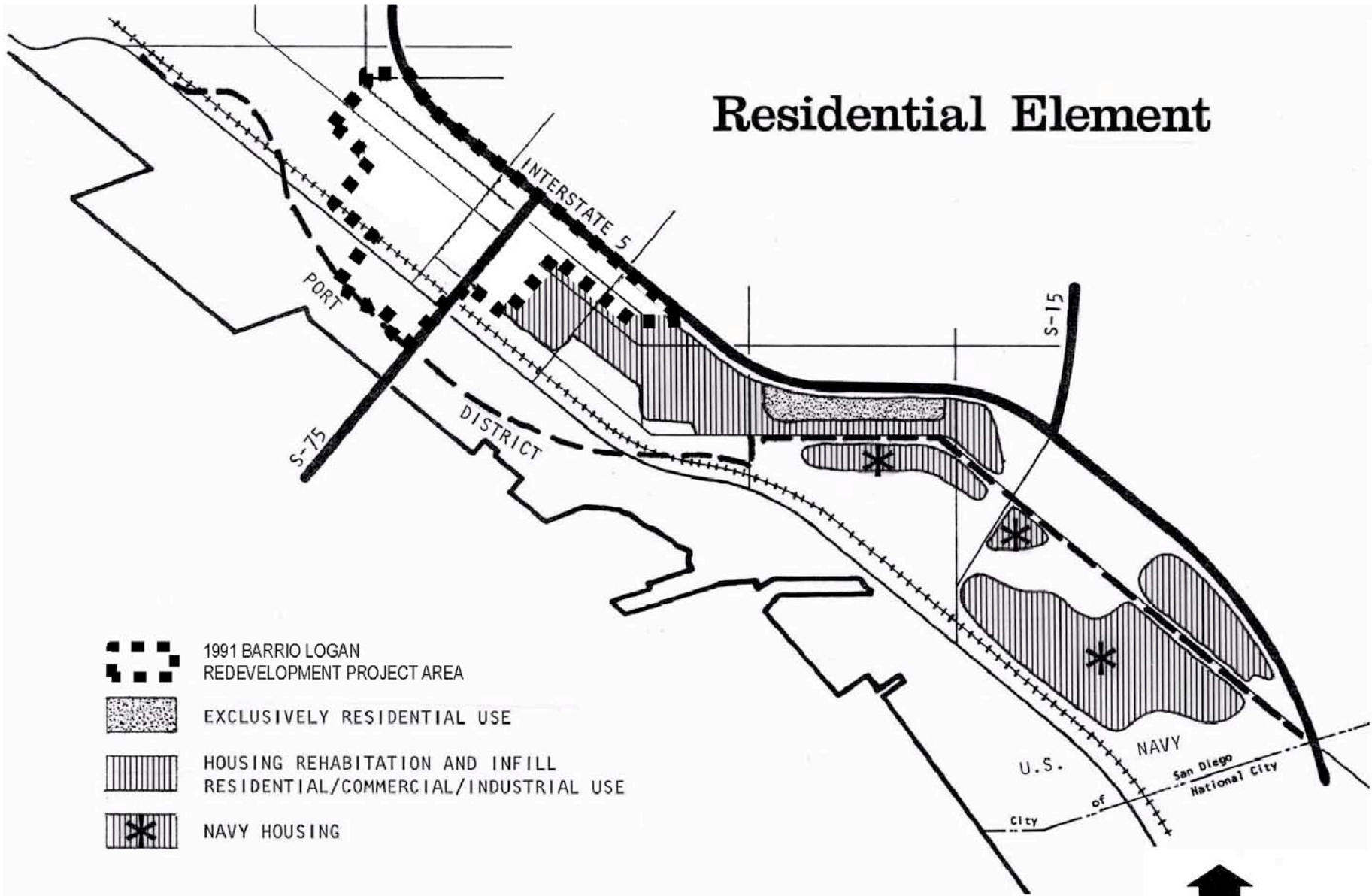
The Plan proposes that a paint up/fix up program be conducted to make minor but immediate improvements to housing and commercial structures within the community, possibly through a program that utilizes Barrio Logan community agencies and residents.

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



Barrio Logan
Harbor 101

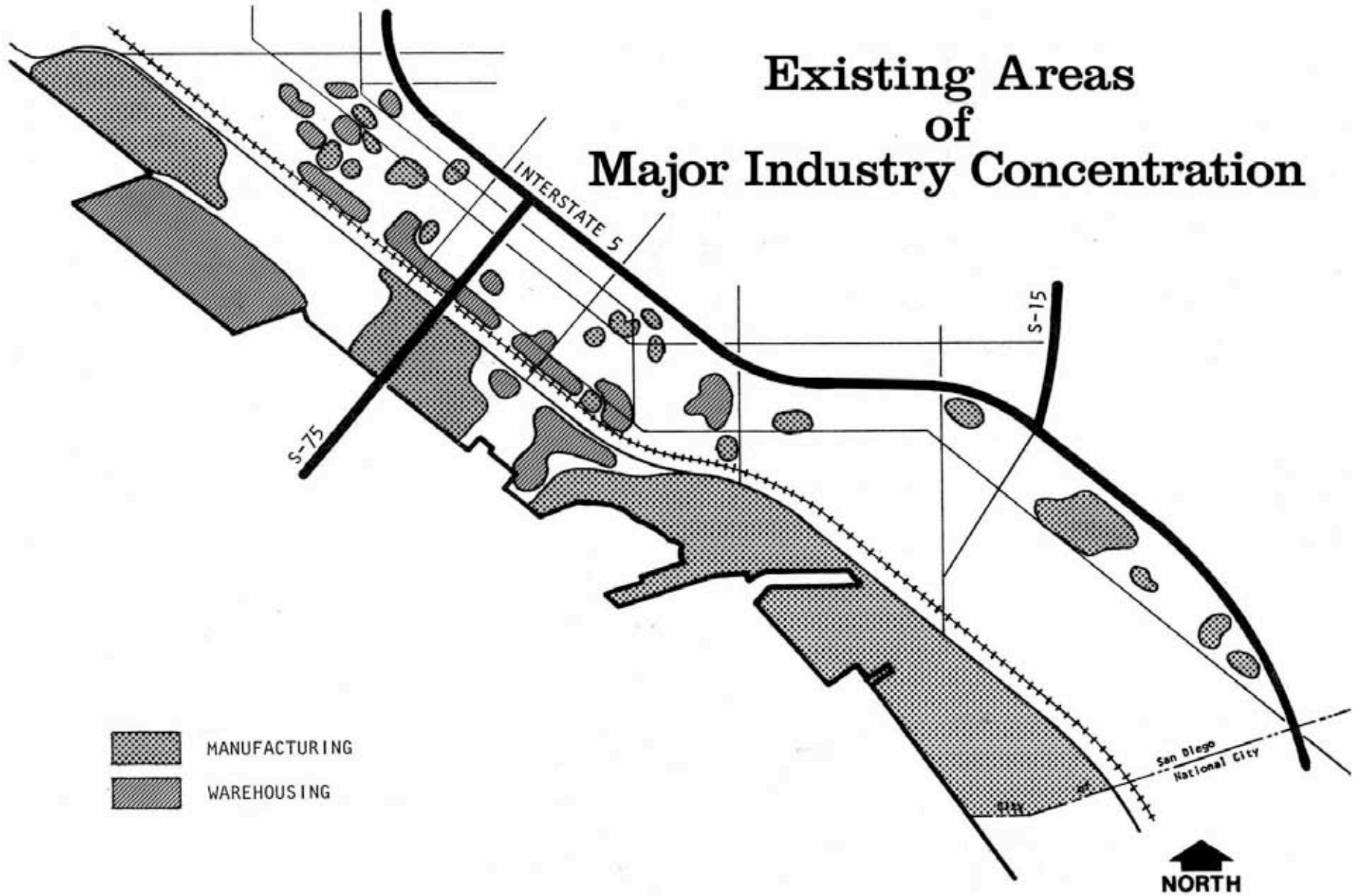
IMPLEMENTATION RECOMMENDATIONS

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

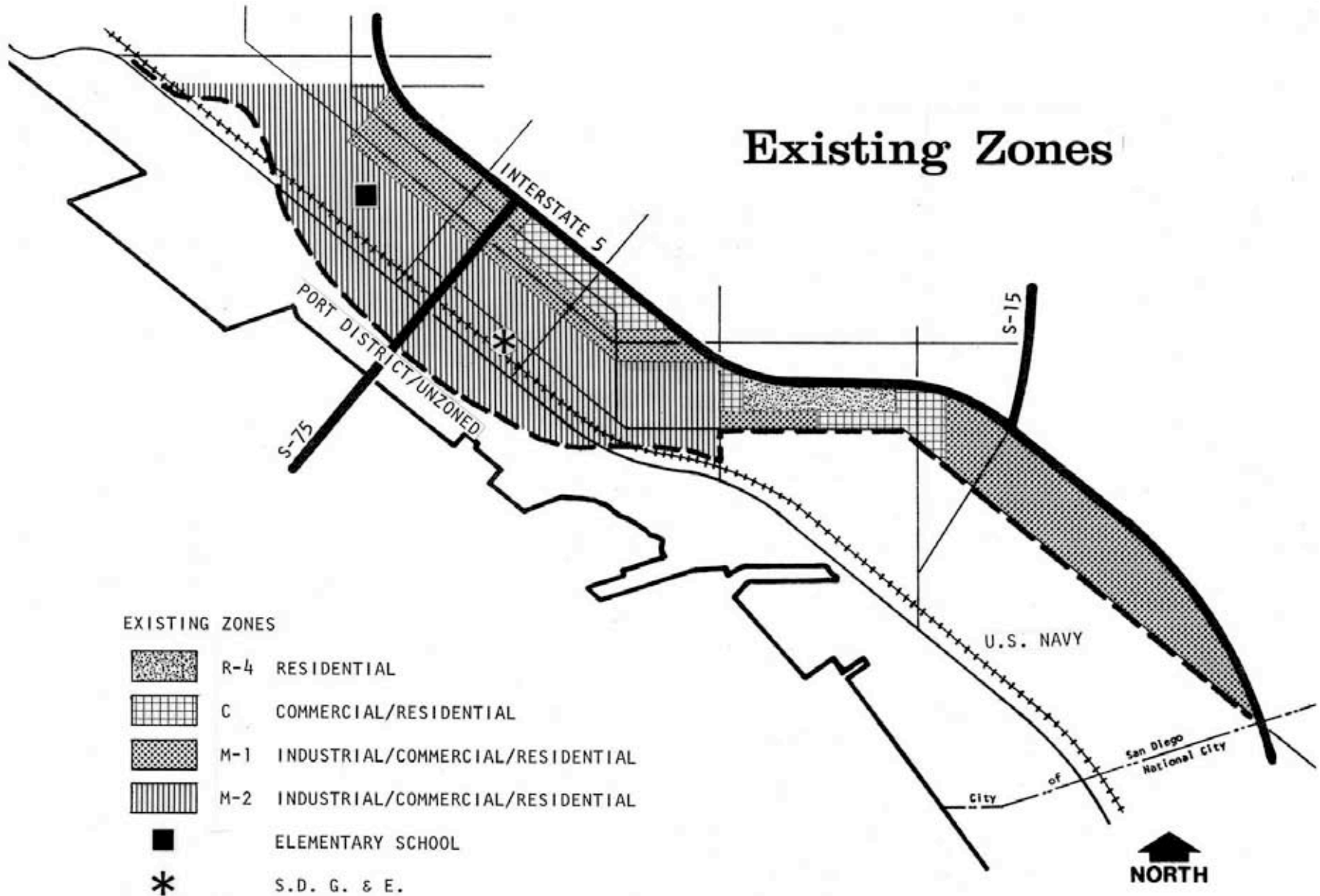
Among the most notable of Barrio Logan's characteristics is the industrial complex situated along the waterfront of San Diego Harbor. This complex of activities and structures represents many diverse privately and publicly-owned enterprises (U.S. Naval Base), employing well over 50,000 individuals, and 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.

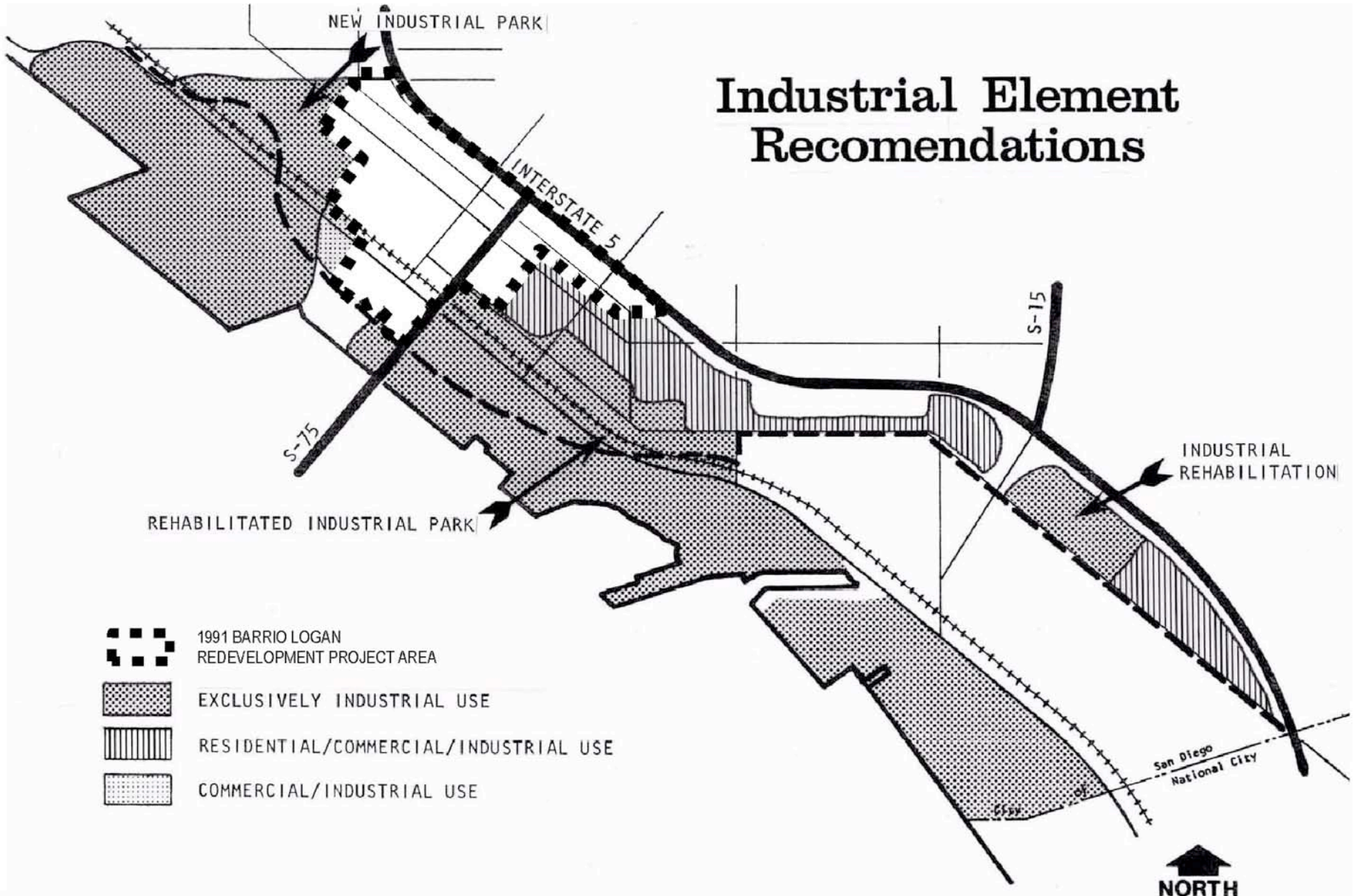
Existing identifiable areas totally developed industrially, should be upgraded and rehabilitated as exclusively industrial areas.

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



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.

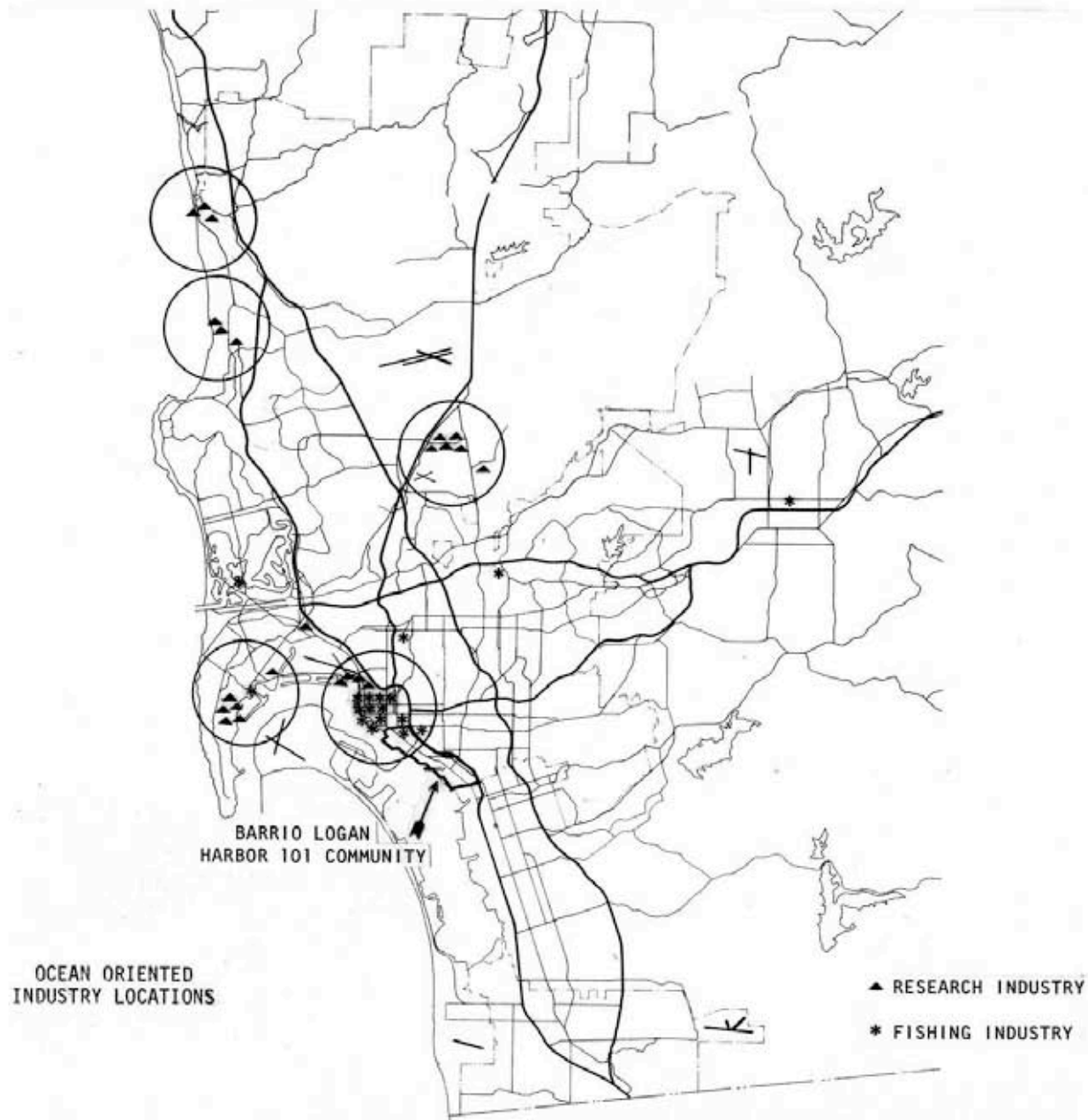
Encourage industrial growth and waterfront industrial expansion through the development of a major industrial park for exclusive industrial use.

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:



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).

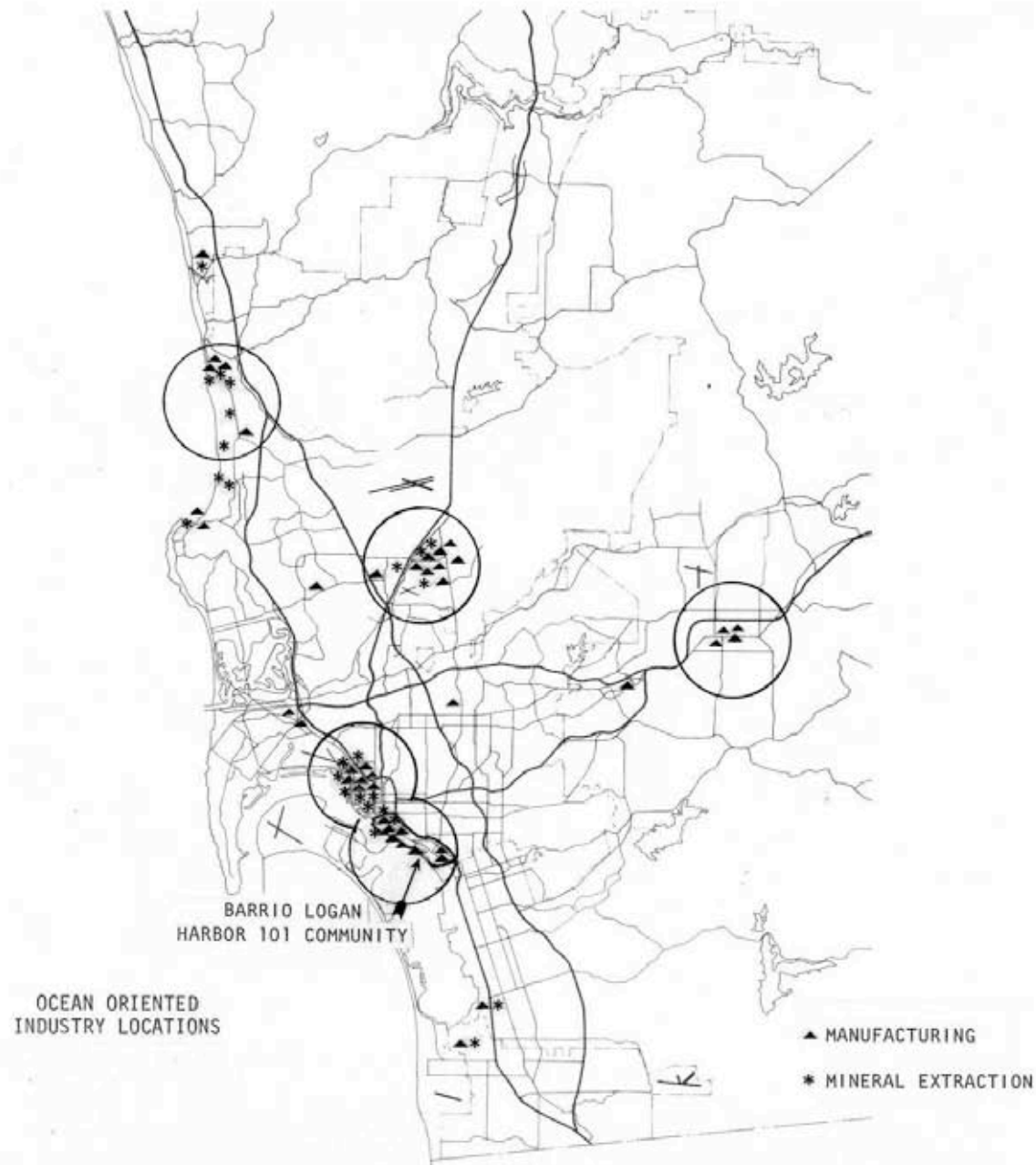
The fish processing industry could develop as local fisheries become more stable with the most promising area for development being packaging and gourmet foods. The canning of new species of fish and alternate methods of processing, such as smoking, quick-freezing, and pickling, are all part of a future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

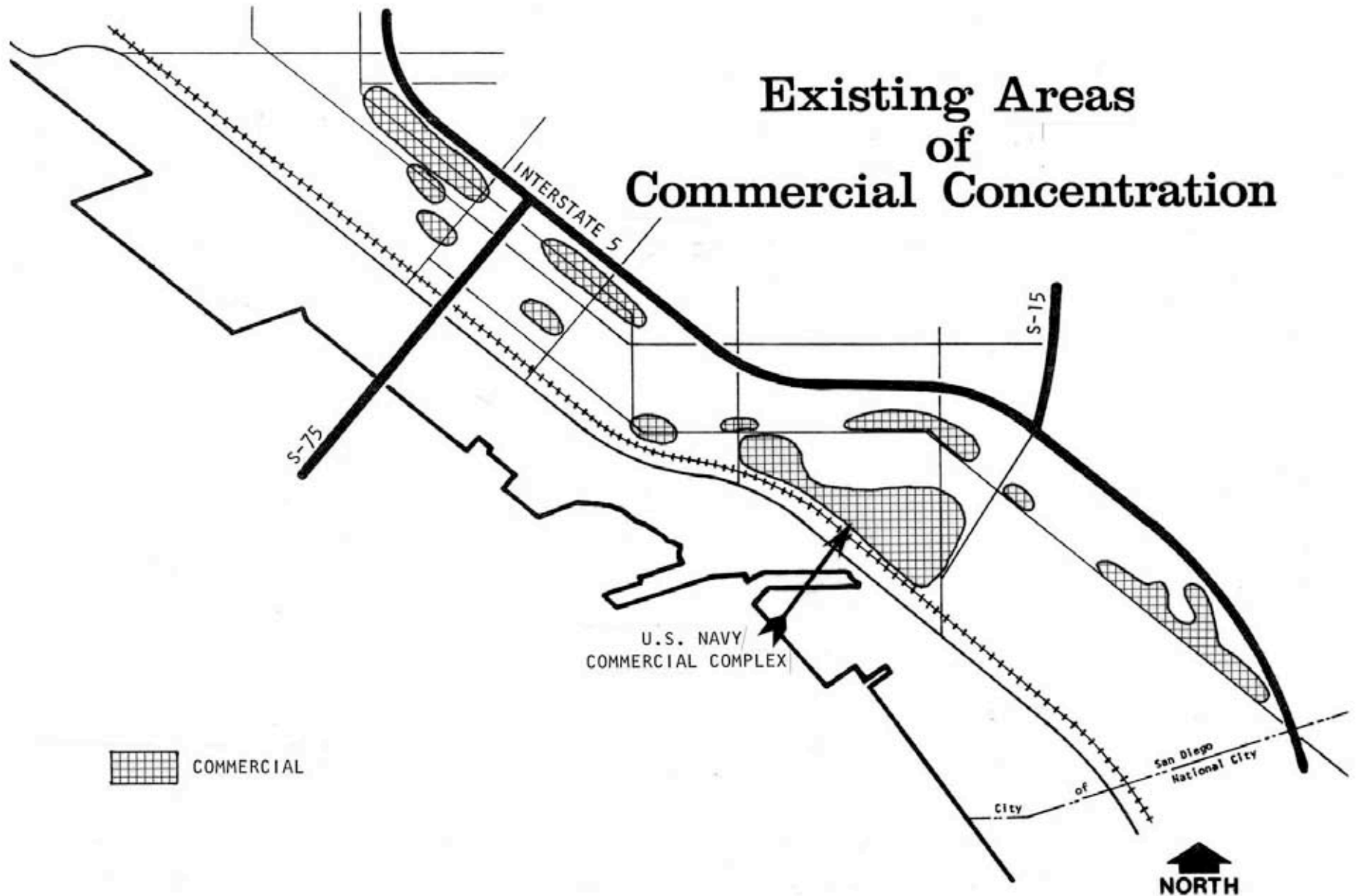
This Plan proposes that development controls be drafted to mitigate existing problems of visual pollution, as well as air, noise and water pollution. The latter is expected to be rectified by federal and state pollution regulation agencies which have direct permit control over these industrial developments.

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

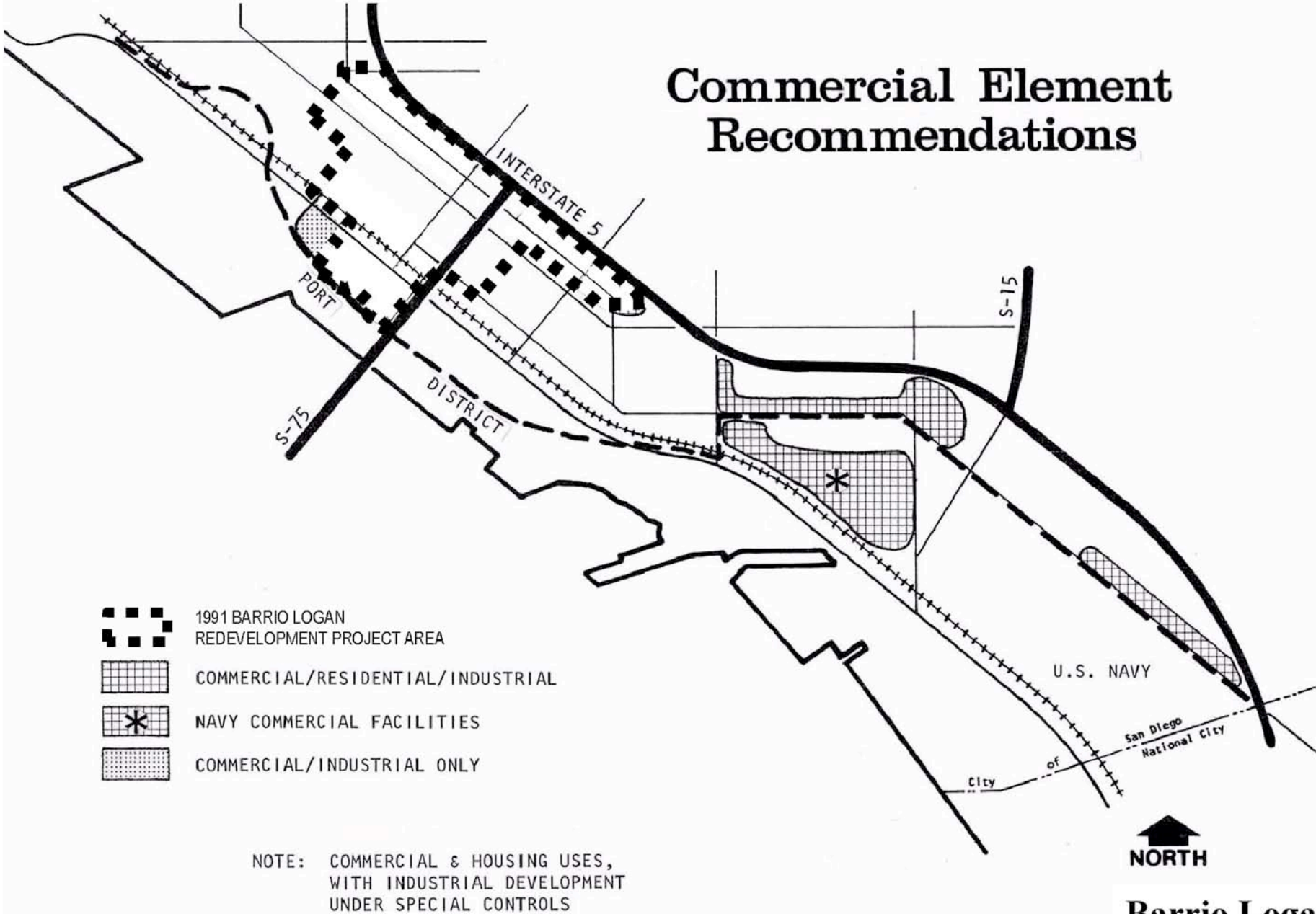
Retain and enhance existing commercial uses in the community.

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



**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

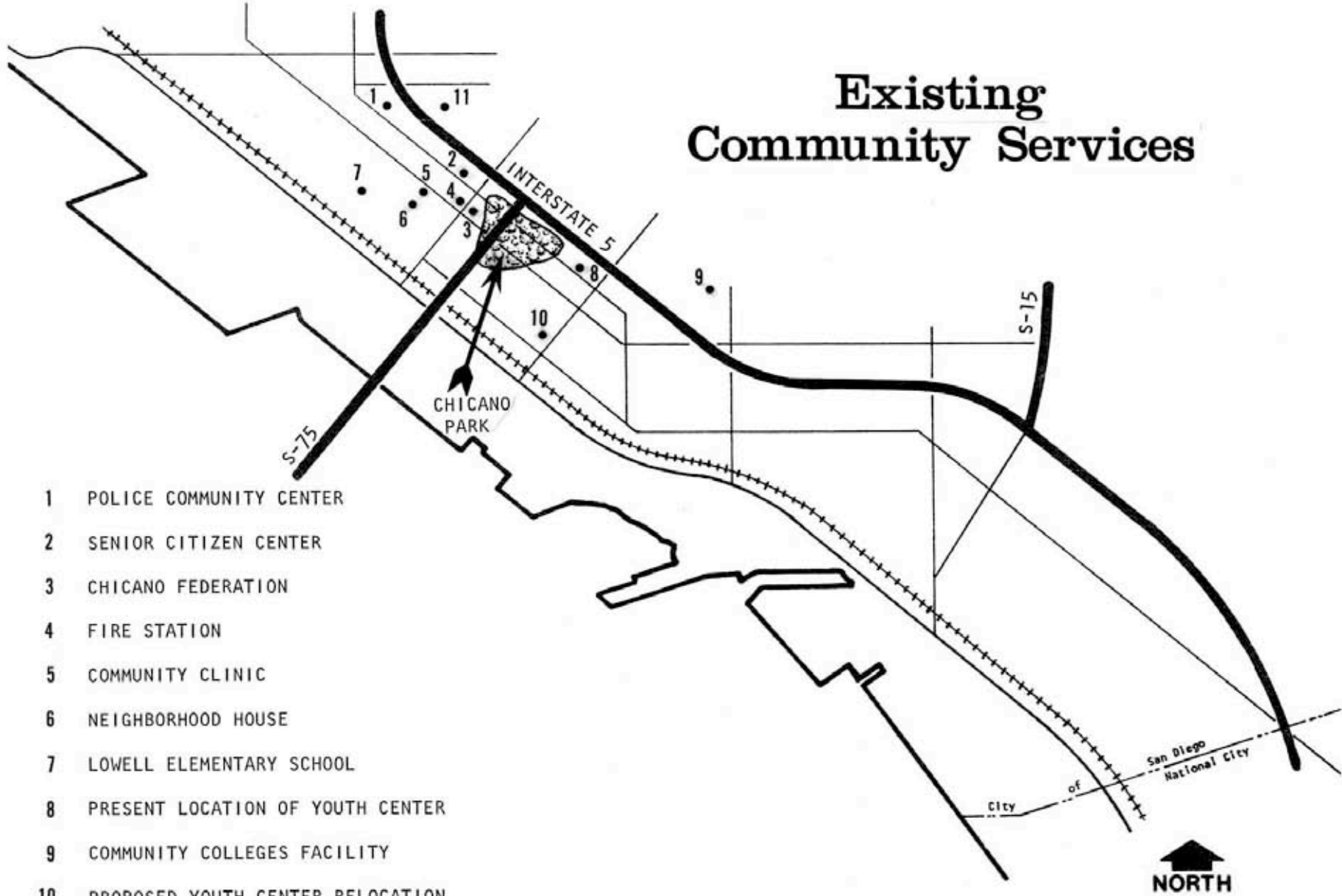
The community's sewer and water utility system seems adequate at this time and will be able to accommodate proposed growth. The City of San Diego has a sewage facility in the Barrio within Navy properties that the Navy wants to relocate. Present proposals are to improve the facility at another location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

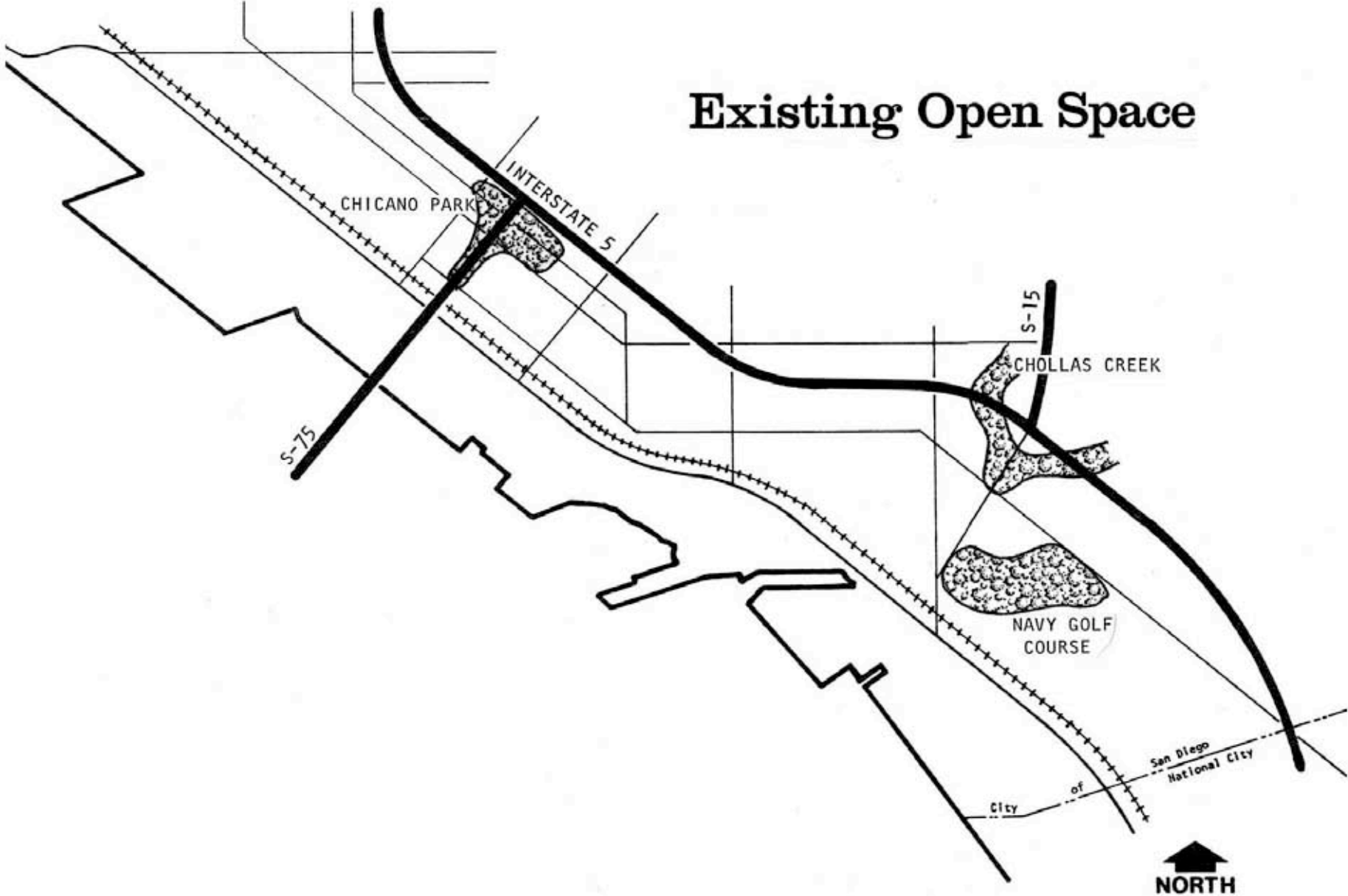
Consolidate the fire and police community relations facilities at the present fire house site.

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




NORTH

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

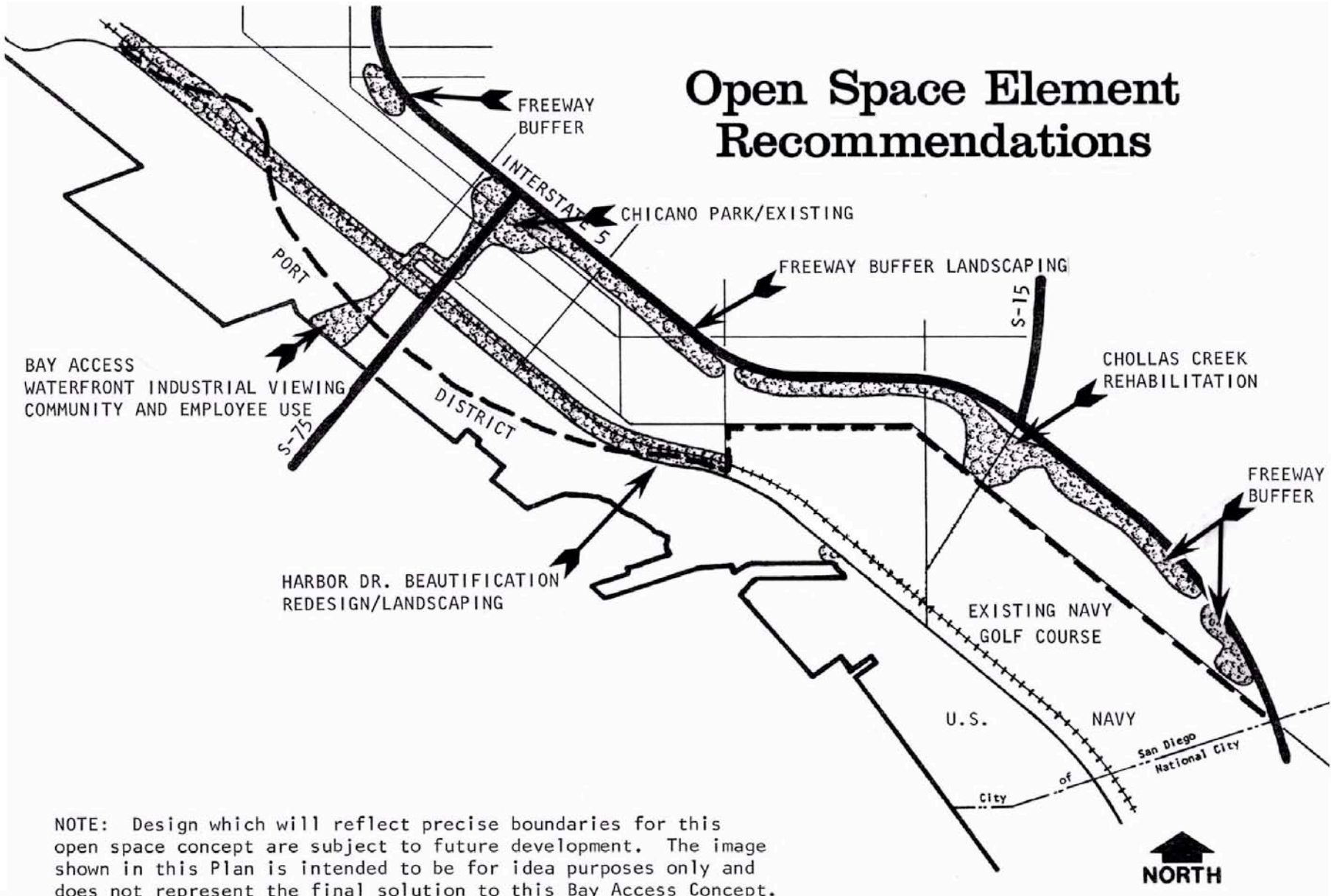
Provide for the completion and further enhancement of Chicano Park as a community focus for both the Barrio Logan/Harbor 101 community and the larger community outside the planning area.

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.
