

Greater Logan Heights: Five Neighborhoods, One Community



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Urban Studies and Planning 193
Winter 2011

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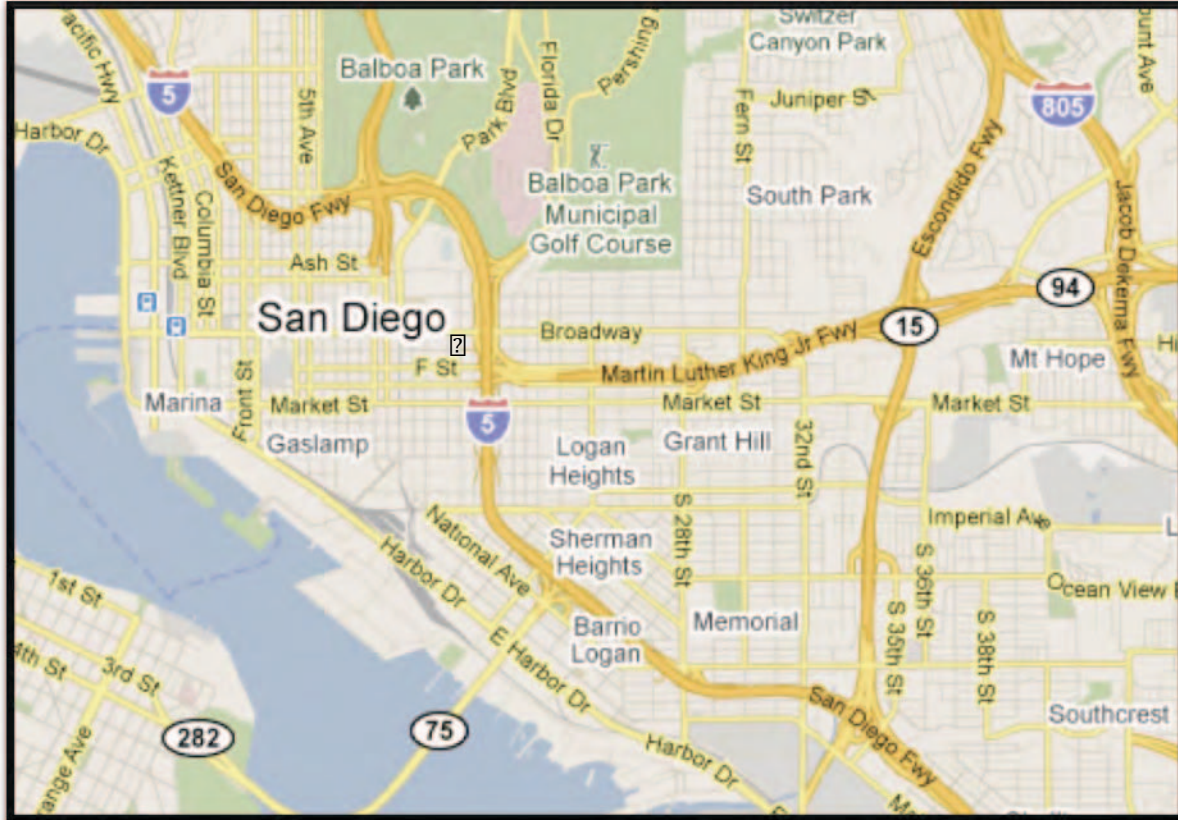
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Chapter 1: Introduction

Jillian Wolter

Figure 1.00: Map of Greater Logan Heights



Source: Google Maps

Greater Logan Heights is located just east of downtown San Diego, where the Coronado Bridge meets Interstate 5. This report focuses on the cluster of five small neighborhoods that constitute this community: Grant Hill, Logan Heights, Memorial, Sherman Heights, and Stockton. Figure 1.00 depicts the location of these neighborhoods, but mistakenly mislabels Sherman Heights and Logan Heights. Additionally, in this figure, Stockton is located to the east of Grant Hill. The close proximity of Greater Logan Heights to the Mexico International Border has profoundly impacted its population, with about 80 percent of the community's of Hispanic ethnicity. The cultural traditions of the residents have influenced the community in a variety of

direct and indirect ways, including the types of local businesses, housing structures, and family dynamics. The ethnic climate is easily recognizable and has resulted in a distinctive cultural identity. This reports balances quantitative analysis with a consideration of other qualitative sources in order to provide insight and explanation regarding the trends and progress in the Greater Logan Heights community over the past 60 years.

The community's outdated plan and subsequent land use regulations are partially to blame for the lack of growth since most areas that have yet to be developed are zoned for industrial development. The area is almost entirely residential with only a few small businesses, meaning the area does not generate nearly enough tax increment money to provide funding for revitalization of the community. These five neighborhoods fall under the jurisdiction of the Southeastern Development Corporation (SEDC), an arm of the city of San Diego's redevelopment agency though the community is not a main focus for SEDC.

This report aims to determine the validity of the perception that the fractured nature of the neighborhoods in Greater Logan Heights has created problems in determining a vision for the revitalization of the community, therefore preventing the support of potential redevelopment projects. By analyzing distinct variables such as housing conditions, employment rates, education levels, transportation infrastructure, racial demographics, and ethnicity, this study will determine whether the initial premise is either true or false. With a wide variety of data, this study will provide in a comprehensive analysis of the Greater Logan Heights community and identify trends over time between 1950 and 2009. This detailed, longitudinal analysis will provide evidence for a better understanding of how the community has arrived at its current state. The next chapter documents the history of Greater Logan Heights and identifies some of the factors that have contributed to the community's lack of cohesion over time.

Chapter 2: History

Caitlin Jafolla, Ashley Shelburne and Kristy Shields

Figure 2.00: View from Grant Hill Park toward Coronado



Source: Ashley Shelburne

Introduction and the Early Years of Greater Logan Heights

The Greater Logan Heights area of San Diego has experienced significant growth and change since its initial settlement in the late nineteenth century. The community has been affected by major changes in regional transportation routes and modes, an influx of industrial uses, and major shifts in the ethnic fabric of the population partly due to restrictive covenants in other areas of the city. The current combination of land uses, transportation networks, and a distinctly minority population make Greater Logan Heights a dynamic community. Alonzo Horton's "New Town" development began in 1867 in the area that is now downtown San Diego, CA, and became the anchor for the city's future growth. The success of Horton's project spurred the subdivision of adjacent land, sometimes decades later, including the area of concern for this

study. Logan Heights, named after a Civil War general, was originally referred to as “The East End.” The area eventually attracted development in the early 1880s in the form of a rail line and a train depot constructed by Southern California Southern Railroad, later to become the renowned Santa Fe line. By 1887, the area had still not experienced a significant boom, with just 12 homes and a single school under construction (Norris 1983). Though the area experienced a slow growth, the Logan Heights Grammar School undoubtedly gained some regional notoriety when they won the A.G. Spaulding Baseball Championship in 1913 (see Figure 2.01 and 2.02 for a view of the school).

Figure 2.01: Logan Heights Grammar School, Winners of A. G. Spaulding Championship Trophy Plaque, 1913



Source: <http://www.sandiegohistory.org/collections/sports/baseball.htm>

Figure 2.02: View across Logan Avenue toward Logan Heights School at Twenty-Seventh and Marcy, 1905.



Source: <http://www.sandiegohistory.org/journal/79spring/pastimages1.htm>

While Greater Logan Heights had a high concentration of Mexican-Americans, there was also a strong African American presence in the area. The migration of a Mexican population to the area in the beginning of the twentieth century likely occurred as a result of poor Mexican economy and the Mexican Revolution (Harris 1974). Research on the reasons contributing to the large Black population was inconclusive, as there was no one distinct reason for the influx. Restrictive covenants did prevent many ethnicities from living elsewhere in San Diego during this time period, so it could be hypothesized that the Black community settled in Greater Logan Heights simply due to lack of options or because they felt welcome (Norris 1983). In the early 1900s Greater Logan Heights contained one of the city's three black churches and by 1920 that number rapidly increased to six of the city's seven churches. Within the following ten years the area would contain all eight of the city's black churches within Logan Heights or in direct

proximity (Harris 1974, 97-100).

Like most of the United States after the end of the First World War, San Diego was experiencing a change in settlement patterns that was influenced by the rise of automobile travel, rising family incomes, and an increased interest in homogenized neighborhoods. Many of the original Anglo settlers chose to move away from the increasing industrialized area of Greater Logan Heights beginning in the 1920s and continuing through the 1950s. These residents were replaced by increasingly Mexican-American and Black populations, as restrictive covenants prevented many ethnicities from living elsewhere in San Diego (Norris 1983).

Bisected Communities: Greater Logan Heights From 1950-1980

Between 1950 and 1980 the terms Logan Heights and Southeast San Diego had been used interchangeably for the loosely defined area, which ran all the way to the bay front at the south. A current map showing the general area of Greater Logan Heights and its proximity to the water front can be seen in Figure 1.00 in the Introduction, Chapter 1. Discriminatory housing practices and physical changes to the site continued to shape the Greater Logan Heights area in the decades that followed. A distinct line was drawn through the community with the construction of the Interstate 5 freeway in 1963. Interstate 5 served to separate the area that is known today as Barrio Logan (to the south) from the rest of the Greater Logan Heights communities. Figure 2.03 below illustrates the physical changes that impacted the region over time. The bay front access that was one of the area's assets had been previously restricted with influx of the defense industry in the years leading up to the Second World War, and the military's dominant claim on the waterfront was further cemented by building the bridge linking the Naval Station at Coronado to Greater Logan Heights and Barrio Logan to the south in 1969 (Delgado 1998).

Figure 2.03: Major changes in Greater Logan Heights area, 1905-1983.



Source: Frank Norris

The tense racial climate of the post World War II era was felt in San Diego as well as in the rest of the country. Federal housing loan practices known as redlining started in the 1930s and, coupled with private racial covenants as mentioned previously, served to isolate the majority of San Diego's Black families along with a high number of Mexican-American and other minority families in the Greater Logan Heights area. One African American resident, Bert Ritchey, recalled his experiences from when his family had moved to San Diego in 1929:

In those days blacks lived throughout the city [...] the only concentrated area was in the Logan Heights district from Thirtieth to Thirty-second, from Ocean View to Logan Avenue, a small area. I would say twenty-five or thirty families lived there [...] but there were blacks living all over, East San Diego, North Park [...] your problem today of course stems from the fact that it's a lot of people now in one area of blacks. You didn't have that way back forty, fifty years ago. (Knight 1996)

By the late 1960s the concentration of the Black population had become so pronounced in the area that an article in the *Los Angeles Times* referred to Logan Heights as the community “where the overwhelming majority of San Diego’s estimated nearly 6,000 Negroes live” (Reich 1967). Racial tensions were running high throughout the decade and the Mayor of San Diego during this time period, Frank Curran, put forth efforts to calm race relations. An effort at community policing was also undertaken by a group called the Volunteer Parents, which worked together with the Mayor to help patrol the younger generations and diffuse conflicts (*Ebony Magazine* October 1966). Many of the programs were targeted at youth populations of African and Mexican Americans, including a program called “Operation Cool-it”, meant to calm tensions by giving kids access to pools (Reich 1967). In local government during this time period, the Black community made strides with the election of Leon Williams to the City Council District 4 in 1969. Today Greater Logan Heights falls under District 8, but Williams is credited as representing “southeast San Diego’s Logan Heights, the Negro area” (*Los Angeles Times* July 16, 1969). Educational desegregation started by the city of San Diego in the 1960s greatly affected the residents of Greater Logan Heights where, as has been mentioned, a majority of the minority population resided. Throughout the 1970s housing practices were discussed, and there was debate over whether redlining was still being used to discourage home ownership and investment in the area or whether this perception hindered the efforts of low-income loan programs (Decker June 28 & 30, 1978).

A rich history of images from Greater Logan Heights became publicly available in early 2011 at the San Diego History Center, through the collection of a commercial photographer named Norman Baynard who was active throughout the 20th century. Figures 2.04 and 2.05 below are just two examples of the cultural life in Greater Logan Heights in the 1960s and 1970s.

Figure 2.04: Big Gospel Tent Baptism circa 1967



Source: San Diego History Center

Figure 2.05: Musical Group, Everyday People with Willie Mitchell circa 1970



Source: San Diego History Center

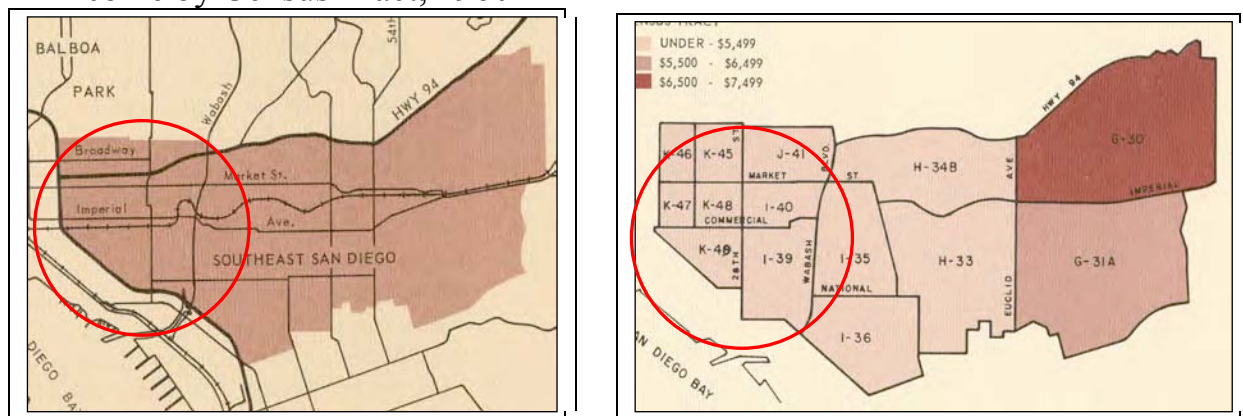
The changes within the city of San Diego throughout the Sixties into the Eighties were encouraged by the various communities present within Greater Logan Heights. Groups began to mobilize in attempt to address the inequalities and injustices that became apparent in the availability of housing, education, environmental degradation from the presence of industrial uses, and lack of open space. The much documented victory in reclaiming the land under Interstate 5 as Chicano Park in the Seventies illustrates one of the many movements that happened in the area. On April 22, 1970 bulldozers had arrived in Chicano Park to grade the land in preparation for a Highway Patrol Station in an area the community had desired for a park expansion. The community fought against the station through peaceful protest. Residents of the area worked together with local and regional supporters to plant a garden on the site. On July 1, 1970, after much negotiation on state and local levels, a bill was signed that would allow the parcel to be developed as parkland. This victory represented a significant win for the Hispanic population (Robles n.d.). As Bonilla points out, “[...] the racialization of Barrio Logan in the 1960s and 1970s was actually a re-racialization of this space, since the Logan Heights neighborhood had long been segregated and disadvantaged because of the area’s minority characterization” (2007, 7). Still, successful community organizing was seen again when another freeway that had been proposed in 1969 and would again divide Greater Logan Heights, was defeated despite a large monetary loss to the state (Brown 1978).

Community Planning and Greater Logan Heights

In addition to community organizing, formal planning from the city of San Diego came to Greater Logan Heights with the adoption of the Southeast San Diego Community Plan by City Council in 1969. The five neighborhoods in our study area are included in the boundaries of the

planning area, but are not distinguished by any separate focus. The plan also does not identify any specific neighborhood designations more than by the Census tracts in the area from the 1960 decennial period. Figure 2.06 presents two examples of how the five communities of Greater Logan Heights were represented visually in the plan, with no specific mention of the any communities by name. The map at left shows Greater Logan Height’s location in the larger community plan area and at right is an illustration of how neighborhood boundaries in the plan were distinguished above the identification by Census tract number.

Figure 2.06: Location Map of Southeast San Diego and Map of Median Family Income by Census Tract, 1960



Source: Southeast Community Plan 1969, 6 & 9

A new plan was adopted in 1987, which is also the current plan to date. The updated plan includes greater detail than the 1969 version about the specific neighborhoods encompassed in the planning area. Here the five neighborhoods that constitute Greater Logan Heights are named, but they are done so as individual entities like the rest of the communities included in the Southeast Community Plan. The stated goal of the plan is to “guide the future development of the community and [...] assist the community in achieving its full potential as a place to live and work” (City of San Diego 1987, 3). Objectives are spelled out to meet this goal across a range of

categories. The plan aims to create visually appealing and economically balanced communities while maintaining the character of current urbanized areas and pursuing new development in an orderly manner. Additionally, industrial and commercial objectives look to decrease conflicts between the different types of land uses in the community and develop commercial areas that emphasize the historic character of buildings and meet the needs of residents. There are also objectives addressing urban design, open space, transportation and other public facilities (City of San Diego 1987, 7-10).

Within the neighborhood element it is acknowledged that the plan encompasses “a number of distinct neighborhoods with contrasting needs and existing conditions” (City of San Diego 1987, 137). Regionally, the five neighborhoods of Greater Logan Heights are distinguished together as the group comprising the West Sector. This section identifies the existing conditions and recommendations for each of the neighborhoods, under the common consideration that the character of the area be preserved while supplemented with infill development. Even though the recommendations were neighborhood specific, mentions of rezoning, usually to permit different residential densities and to allow more mixed and multiple uses of commercial and residential, with some light industrial where appropriate, were noted throughout Greater Logan Heights. Also, redevelopment was mentioned specifically in regards to Grant Hill, Memorial and Stockton, but the “Dells Redevelopment Area” was proposed to cover “all lands east and north of Interstate 5, south of Highway 94, west of Interstate 15” (City of San Diego 1987, 162); the boundaries describe the exact area included in this study under the name Greater Logan Heights. At the publishing of the Southeastern Community Plan in 1987, it states the Southeastern Economic Development Corporation (SEDC) was in the “final preparations of the Dells/Imperial Redevelopment Plan ” (City of San Diego 1987, 189).

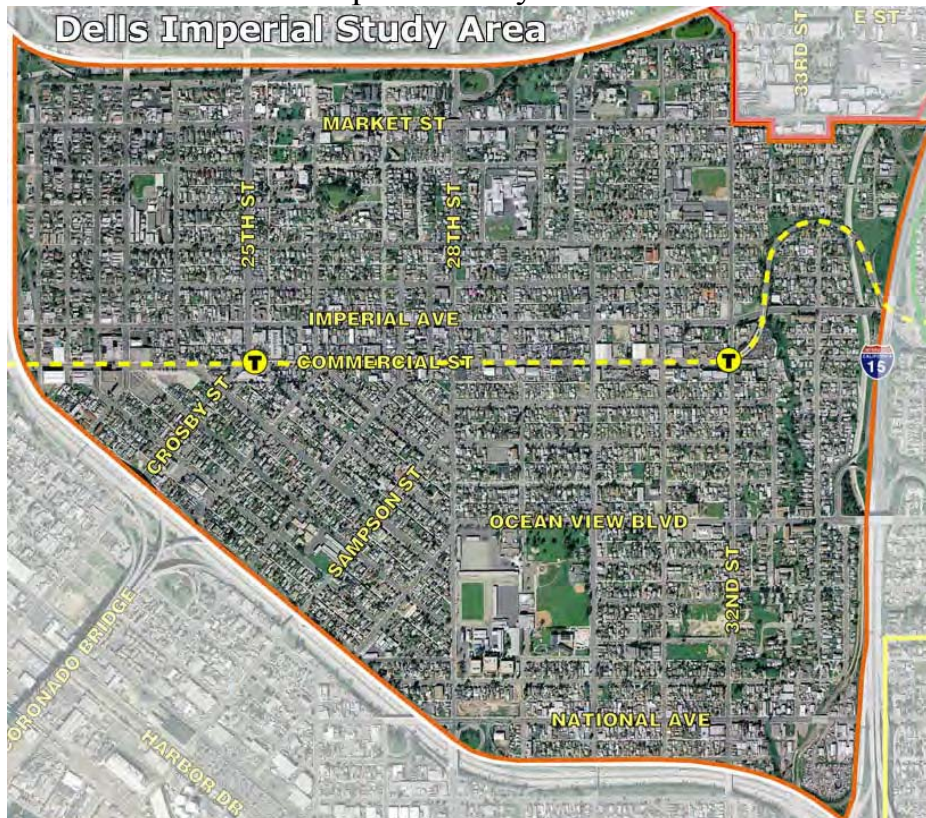
SEDC was formed in 1981 to “invest local dollars, support and create jobs, eliminate blight and strengthen economies by building safe, healthy affordable and sustainable communities in Southeastern San Diego” (SEDC 2011). Since that time, SEDC has helped to bring business opportunities into their project area with large retailers like Home Depot and Albertson’s, as well as developed housing units and funded public improvements in the four Project Areas of Gateway Center West, Mount Hope, Central Imperial, and Southcrest (see Figure 2.08). As mentioned above, the five neighborhoods we are terming Greater Logan Heights for this study fall under their sphere of influence, which extends from Hwy 94 to the North, 5 to the South/West and 69th St. to the east (see Figure 2.08). Since the inception of SEDC, these five neighborhoods have been included under the name “Dells Imperial” as a Study Area (SEDC 2011). The name Dells is noted as being another historic named used for the area, which may be derived from a U.S. Government Defense Housing Project that was built in the area circa 1945 under the same name (Killory 1993). Nancy Lytle, Vice President of the Projects and Development Department for SEDC, explained that being a Study Area means redevelopment money has been used to determine if Greater Logan Heights meets the criteria to qualify to become a Project Area. Once deemed a Project Area the SEDC can start utilizing the tools of redevelopment, incentivizing development through tax-increment bonding and, if the communities elected to, the ability to use eminent domain to assemble land. The area has been deemed as a good candidate to become a Project Area in the future, but the critical component of community consensus is still missing to convert the designation (Lytle 2011).

Figure 2.07: SEDC Map - Area of Influence Map



Source: http://71.6.170.26/revize/sedc/project_areas/docs/AOI_colormap.JPG

Figure 2.08: SEDC Detail Map of the Dells Imperial Study Area



Source: http://www.sedcinc.org/project_areas/docs/dells_imperial_amap.jpg

Greater Logan Heights Today

Greater Logan Heights has remained continuously disconnected on certain levels within the five communities, as well as from the rest of the city at large. Among the neighborhoods, one reason for an increasingly fractured community may be the presence of gangs in the area. Multiple gangs have been acknowledged and unofficial territorial boundaries have resulted from these associations, but further research would be needed to quantify how this impacts interaction between the five communities within Greater Logan Heights. Consequently, the presence of gangs along with the spate of crime the area experienced in the 1980s as described in conversations with residents of the community may serve to leave lingering negative connotations associated with Greater Logan Heights. As recently as 2004, Southeastern San Diego was mentioned in the San Diego Union Tribune as suffering from high crime rates (Caldwell 2004). Even though the specific communities named in the article were not in Greater Logan Heights, some not familiar with the layout of Southeastern San Diego may still unfairly associate these stories with the area, especially as Greater Logan Heights is included in the Southeastern San Diego Community Plan. However, since organizing in the 1970s to unify communities and clean up the area the neighborhoods have not let the pessimistic attitude towards the area obstruct their proud cultural heritage.

According to the Census data from 1980 until present day, Greater Logan Heights has remained a largely Hispanic and African American community with a small percentage of Whites and Asians (as discussed in more detail in Chapter 6: Race and Ethnicity). The cultural roots within the area have remained strong partly due to the nearby Chicano Park, which has become a social space for Chicano justice and heritage.

Even though these neighborhoods are small, there are active community groups and

organizations throughout Greater Logan Heights but unfortunately there has been no consistent progress throughout all neighborhoods. Even the representation from Councilman David Alvarez’s District 8 staff is divided with Grant Hill, Sherman, Memorial and Stockton together under staff member Martha Zapata and Logan Heights represented separately by staff member Melina Meza. It is this disjointed representation that perhaps has perpetuated the stagnation of redevelopment and community consensus. Even though the communities have not yet come to a consensus on future growth, they have added two new developments. In 2004, a skate park funded by the city was built in Memorial next to the recreation center (see Figure 2.09) and in 2007; a new library was built in the same area in close proximity to schools and a community park (Figure 2.10).

Figure 2.09: Memorial Skate Park



Source: Caitlin Jafolla

Figure 2.10: Logan Heights Library located in Memorial



Source: Caitlin Jafolla

This chapter presented a condensed overview of the larger themes that have historically shaped the development of Greater Logan Heights. The methodology used to tie in the rich history of the area to our larger research question for this study will be detailed in the following chapter.

Chapter 3: Methodology

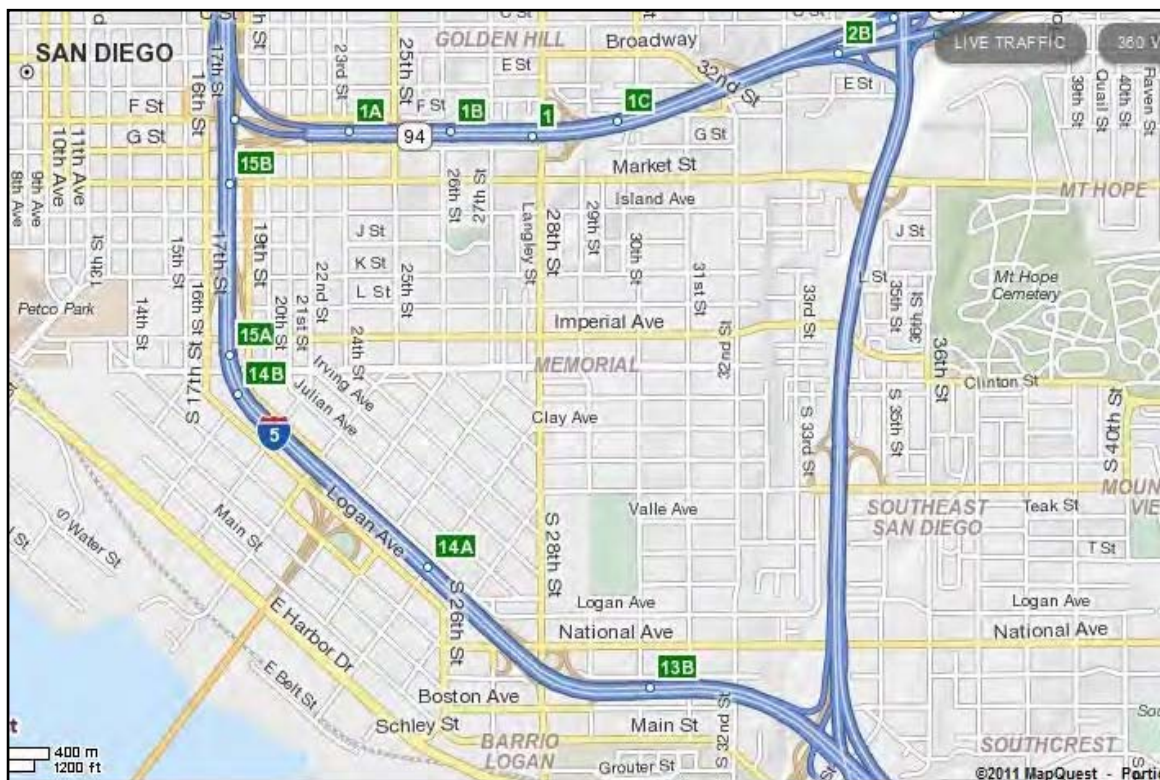
Julie Nelson

Introduction

Greater Logan Heights is unique in that it can be defined as five separate neighborhoods that combine to form a single community. The potential problem with this division is that it may discourage compromise among community members for future development. Memorial, Stockton, Sherman Heights, Grant Hill, and Logan Heights are the five neighborhoods that make up Greater Logan Heights, and each have distinctive characteristics that must be studied and analyzed closely. The analysis contained in this report considers the barriers to a complete consensus on the community's goals and objectives.

The map below (Figure 3.00) shows the area included in the Greater Logan Heights community. It is encompassed by Interstate 5 to the south and west, Highway 94 to the north, and Interstate 15 to the east. The surrounding region shows its proximity to the Pacific Ocean, as well as to other communities, such as Golden Hill and Barrio Logan. There is some disagreement among various governmental agencies and non-profit organizations on how to define the area this report refers to as Greater Logan Heights. One of our challenges stems from this lack of consensus, as we have to find a way to communicate our questions and findings to local residents, the city of San Diego planning staff and members of the community planning committee of Southeastern San Diego, as well as our client, BAME Renaissance. For this reason, it is extremely important that we are aware of this inconsistency; and that our methodologies are fluid, easily able to react to changing definitions of the region. This approach will hopefully foster future communication among various stakeholders in the community.

Figure 3.00: The Greater Logan Heights Community



Source: MapQuest

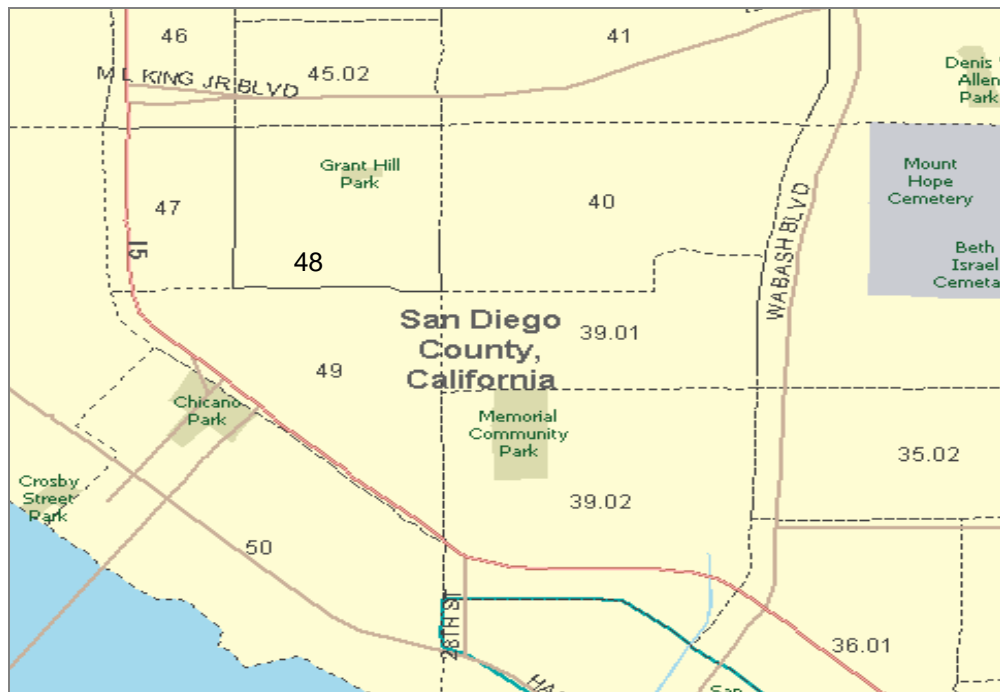
In this area, a disconnect among the five separate neighborhoods is the basis of our hypothesis. From a windshield survey of the area conducted in January 2011, as well as from conversations with our client, BAME Renaissance, we acknowledge that this apparent lack of cohesiveness has been instrumental in preventing an inclusive dialogue about how to better the entire community. Many residents only seem to be concerned with their respective neighborhoods, which is preventing a wide-scale approach incorporating the needs of the entire population. Without more cooperation, a future pattern of uneven development and neglected neighborhoods could develop. As the potential consequences are so significant, various methods were employed to ensure a comprehensive approach to this problem. Within the larger research question that deals with a fractured community, there are also concerns of redevelopment and

environmental injustice that appear as important factors. Group members investigated these potential influences to identify the causes for the lack of agreement in the community.

Data – United States Census and American Community Survey

In this report, we analyze Census data from the decennial periods 1950, 1980, 2000, and 2010. For the 2010 data, the American Community Survey (ACS) 2005-2009 estimates are used, because the 2010 data was not yet available at the time of our analysis. There are challenges associated with using these estimates, as most of the data contains a margin of error, which can be very large at times, and is discussed in greater detail in the following chapters. The decennial periods were chosen because they allowed us to delve into current trends, as well as to ascertain the community's composition before and after the construction of Interstate 5 in 1963, and its subsequent impact on the community. The broad time range also allowed the group to better understand the formation and function of the five neighborhoods. Figure 3.01 depicts the Census tracts in Greater Logan Heights for the 2000 and 2010 Census data; tracts 39.01, 39.02, 40, 47, 48, and 49 are clearly displayed below.

Figure 3.01: Census Tracts for Greater Logan Heights 2000, ACS 2005-2009 Data



Source: Social Explorer

For the purposes of this project, we define the five neighborhoods according to the Census tracts given. Since the research claim is based on the fractured nature of the neighborhoods, we refer primarily to each of those by name, rather than by Census tract. Figure 3.02 below indicates which Census tract numbers are included in each neighborhood, grouped by decennial period. Given the time constraints, we did not have time to analyze block group data, but tables with this information for the decennial period 2000 are provided in Appendix A. For additional data tables at the tract level for selected variables, refer to Appendices B through E. The city of San Diego serves as our benchmark data, against which we compare neighborhood and community figures. The Census is all-inclusive by definition, and it was therefore the most useful source for statistics in Greater Logan Heights over the given time period.

Figure 3.02: Table Defining Neighborhoods

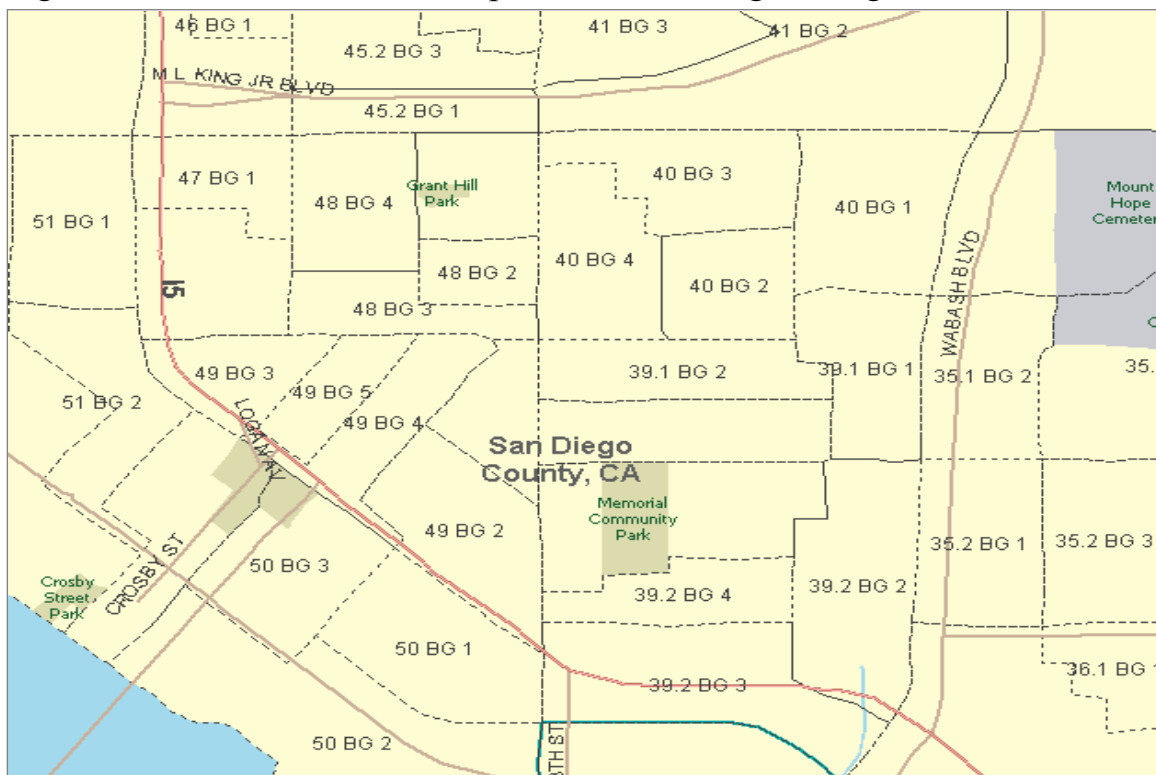
2010, 2000	
Neighborhood	Census Tract Number
Memorial	39.01, 39.02
Stockton	40
Sherman Heights	47
Grant Hill	48
Logan Heights	49
1980	
Memorial	0039
Stockton	0040
Sherman Heights	0047
Grant Hill	0048
Logan Heights	0049
1950	
Memorial	I-39
Stockton	I-40
Sherman Heights	K-47
Grant Hill	K-48
Logan Heights	K-49

Source: U.S. Census and American Community Survey

As evident from the table, there has been little change over time with respect to the identification of Census tracts in this community. In 1950, the numbers included prefixes of “I” and “K,” while 1980 data used “00” before the assigned number. In 2000 and 2010, they use numbers without any prefixes. The only significant change occurred in 2000 – tract 39 split into the two tracts 39.01 and 39.02. This illustrates a substantial population increase in Memorial from 1980 to 2000, which may have larger implications for the future research of that neighborhood. We included block group 3 of 39.02, even though it does extend below Interstate 5. There are three block groups that were omitted from our analysis because we have concluded that they were well represented by the larger populations in the included Census tracts. We did

not include block group 2 of Census tract 41, block group 2 of Census tract 46, or block group 1 of Census tract 45.02. These three block groups run along the top edge of the community, and our observations from the windshield survey indicate that the demographics of these areas did not differ significantly. We made these choices based on time constraints, the volume of data within the given Census tracts, and the fact that the block groups omitted were very similar to their respective neighborhoods. Few residents will be excluded from the project, ensuring that the Census tracts are representative. The details of the Census block groups for the 2000 and 2010 data are shown below, in Figure 3.03.

Figure 3.03: Census Block Groups for Greater Logan Heights 2000, 2010 Data



Source: Social Explorer

Challenges

Analysis of many of the variables in this research project was accompanied by methodological challenges derived from inconsistencies with the Census data. Since the methods of categorization change frequently, many group members found that certain information was not present in all decennial periods. For some variables, categories were combined to make the analysis more clear and concise. Each individual chapter in this report addresses the unique challenges that accompanied the analysis of the variable under study. All monetary values were adjusted for inflation to 2009 values, since this is the most current data available. Also, colors were assigned to each of the geographic regions that appear consistently throughout the project in charts and graphs, in order to facilitate a comparison of trends within the different variables. The city of San Diego is represented in gray, Greater Logan Heights is blue, Grant Hill is orange, Logan Heights is red, Memorial is purple, Sherman Heights is green, and Stockton is yellow.

Other Methods

We approach the issues identified in the research question comprehensively through each variable. These include General Population Characteristics, Ethnicity, Country of Origin and Language Spoken at Home, Educational Attainment, School Enrollment, Housing, Mode of Transportation, Commute Patterns, Employment, and Occupation. In order to further our knowledge on these topics, we used the following methodologies: reviewing relevant literature and case studies, visiting the neighborhoods, conducting field interviews, collecting visual evidence, compiling Census data, and using statistics from local organizations. It is necessary to understand how these variables have changed over time, and to place those findings within a larger context that deals with the fractured nature of the five neighborhoods. Comprehensive

analysis of the data enabled us to identify insights into the following questions: are the educational levels of residents across neighborhoods drastically different? Has this changed over time, and has this been a source of resentment for some members of the community? Concerning ethnicity, how and why have these demographics changed over time? What are the underlying reasons that account for changes of housing price, the number of renters versus the number of owners, and zoning laws? All of these questions, among others, are essential in widening our understanding of the differences and similarities among the given neighborhoods.

Site visits and time in the field allowed us to supplement the quantitative analysis with observation-based data. Interviews with key stakeholders who are affected by the shortcomings of the community gave us greater insight and evidence to add to our research. We visited the area once as a group, led by Tiffanie Morla and Rojo Garcia of BAME Renaissance, and have returned separately throughout the quarter. Several of us attended the “Future of Housing in Greater Logan Heights” meetings conducted by BAME Renaissance and MAAC Project, two of the organizations working toward change in the community. Chapter 10: Housing references some of the topics highlighted at the meetings, such as the Comm 22 development project and affordable housing. We interviewed some of the participants from these meetings. Initial impressions, as well as background research and contact with our client, led us to our research question. The ability to witness disparity in areas like housing, maintenance, and access to services shows that more attention and critical analysis is needed in this community.

Similar to site visits, field interviews resulting in community narratives are also necessary to give an added depth to the project. The community’s input is essential to this report since it will likely have an impact on their lives, whether directly or indirectly. We contacted newly elected Councilmember David Alvarez’ office for interviews, but both staff representatives for

the community, Martha Zapata and Melina Meza, were still transitioning into their positions, and were unable to meet with us. In addition to community members, we also interviewed key stakeholders such as Nancy Lytle, the Vice President of Projects and Development at Southeastern Economic Development Corporation (SEDC), a local business owner, and a school counselor from Kimbrough Elementary School.

Visual documentation of the community includes, but is not limited to, photographs of the community, paintings, murals, and historical images. And while Census data provides the statistical evidence to support the trends we observed, additional information was also needed. For this, we turned to other organizations and forms of data, including SANDAG, student test scores, and the Business Analyst Data for 2010. Our analysis of employment trends also incorporated data on federal poverty thresholds, and one of the chapters included walkability surveys and data from the local transit authorities.

Using these methodological tools, we conducted a thorough analysis of longitudinal trends in the community. The next chapter contains a review of the literature, analyzing previous findings on subjects that relate to our research question of fractured communities. This enables us to identify significant trends in this field and provides a way to contribute to the scholarly dialogue in a new way.

Chapter 4: Literature Review

Josh Childs, Rance Leslie, Daniel Sipin

Introduction

Our research evaluated redevelopment issues in fractured low-income communities similar to Greater Logan Heights. Redevelopment is defined as new construction on sites that have been previously used in the community, such as the conversion of a prior industrial site into housing projects. It also refers to state and federal statutes that give cities and counties the authorization to create redevelopment agencies that have the ability to address issues of urban decay (Woodbury, 1953). There are many methods by which to do this, such as acquiring real property in the community, eminent domain, developing properties and selling them, and relocating people who have interests in the newly acquired property. Funding for such activities is acquired from state and federal lending as well as selling bonds. There has been a significant amount of research accomplished on this topic in various planning journals and other academic publications.

Urban redevelopment projects in the United States carry a degree of controversy along with them, because in some instances they force displacement of low-income class populations and transfer the land to redevelopers at a price much lower than market price, sometimes even for free. This occurs because these residents are often unaware of their legal rights and do not have the resources or will to prepare a competent defense in valuation trials. However, those who actually go through with the preparation of a strong legal defense are greatly compensated when compared to what they would have received from the redevelopment agencies. In cases where the residents do not challenge the redevelopment agencies, the land is utilized for the construction of private sites such as malls, office buildings, and automobile dealerships even

though the Fifth Amendment permits eminent domain only in the cases of public use (Woodbury, 1953).

Discussion

Throughout the academic research on Logan Heights, redevelopment becomes common in conversations surrounding the idea of implementing a plan that will solve the issues within this particular community. Molotch and Kee (1995) discuss factors surrounding redevelopment by asserting that it is a positive thing within a community, but that urban planners have to control the growth that goes along with it. They argue that communities have to control growth with sustainability in mind in order to achieve a complete sustainable environment. Gospodini (2005) explains through case studies, how twelve European communities realized the importance of redevelopment in the achievement of sustainability. He continues to describe how redevelopment does have some negative effects such as development costs and an increase in land values. Both of these sources aid the project in explaining and establishing positive and negative factors surrounding redevelopment, such as the creation of new infrastructures and the displacement of residents.

The overall theme that was consistent throughout these particular cases is the benefits a community receives through reconstruction and redevelopment. The need to come into these communities and make things better only highlighted which communities needed it most while retaining all the benefits of improved infrastructure. These decisions to construct projects are made for the betterment of the city as a whole. This article speaks about the positive aspects of redevelopment and Greater Logan Heights is a community in need of redevelopment.

Molotoch (1995) addresses the need to achieve redevelopment in the most environmentally friendly way and how this development should be monitored and controlled in order to be more sustainable. In order to meet public goals there needs to be compromise between the powerful growth machines, environmentalists, and land regulations. It may be argued that these regulations slow the economic growth of a community. However, in order to preserve the environment and sustain our planet, these controls need to exist. Despite these target goals, growth will still continue regardless of the control due to high governmental powers. To control this growth, it is necessary to create general plans and specific land uses for each area.

Recent topics surrounding redevelopment have also examined the idea of community involvement within the planning process to redevelop a particular community. The idea of community involvement explores how community members can help create a better-redeveloped community because input would come directly from members who live in the community. Ahmad and Beza (2010) describe community involvement by the statement: “Participation is a vehicle to achieve development that community members can be involved directly in the development process” (67). This particular source will help the project establish that redevelopment requires involvement from the community to succeed and is an important part of the planning process. Stoecker (1997) adds to the discussion by examining the viability of urban redevelopment models that utilize small community development corporations (CDCs) in a major role in redevelopment of communities such as Greater Logan Heights. He also explains that many issues come with these organizations because they have limited resources that prevent them from keeping pace with the problems that continue to plague the community. Although the CDC may be based within the community, there is very little community control over them as their resources are mostly controlled from outside the area. Stoecker continues to argue that

development of CDCs has the potential to disorganize poor communities by generating competition from within the community and disordering social networks. The emphasis that is placed on the success of small CDCs allows elites to blame the CDCs themselves instead of peripheral conditions that led to the failure of redevelopment projects. His solution to these problems brought about by small CDCs is to use a program that “emphasizes community organizing, community-controlled planning, and high-capacity multi-local CDCs held accountable through a strong community organizing process” (Stoecker, 1). These particular sources explore the idea of increasing community involvement in the redevelopment process, which is a big and substantial part of the Greater Logan Heights community.

One major issue in the redevelopment of fractured communities is bringing together the residents and community planning groups, as it is very difficult to relay information between them. This is caused by the lack of engagement of residents as well as the limitations in areas such as race relations and immigration. Local grassroots community groups act as vital medium for discussion of these problems to occur so that a solution can be discovered and brought into action (Hum 2010).

Hum (2010) argues that community groups achieve this communication by scheduling times where residents can present their thoughts and ideas on various issues to elected officials and community leaders. This idea was developed from a case study of the efforts of two New York neighborhoods to resolve racial tensions present in the area from developments brought on by changes in demographics. By involving many public residents in communication with community planners, the local non-profit grassroots groups contribute mightily to the reconciliation of racial tensions and other problems in the area as they allow for neighborhoods to be heard and represented at the higher levels of government. In contrast, Roach and Roach’s

(1978) research focuses on how the independent activities of low-income classes will not result in improvement of their status and that for substantial improvement to occur, activity must be carried out within organized labor groups. They observe the effects of unifying labor forces, while Hum discusses the method of communication with non-profit organizations attempting to provide a place of discussion between residents and their community leaders.

In findings on whether or not independent mobilization and disruptive tactics are the only ways for those of poor socioeconomic status to improve their situation, Roach and Roach (1978) discovered that it was significantly difficult for this to result in success. They assert that in order to provide a substantial increase in this status, organized labor activities within the community must occur. This is a stark contrast to Piven and Cloward's (1971) seminal text, which argues that lack of organization was the cause for the poor not being able to achieve what they should have been able to economically and that mobilization would be a better alternative. Piven and Cloward's ideas are formulated from time spent as a part of the National Welfare Rights Organization (NWRO). From their time spent in the organization, they had come to the understanding that the NWRO would not elicit a response from the political system regardless of how many members were present. Their view represents that of many activists in the field at the time of their research; however it is possible that these views have changed over time. However, Roach and Roach (1978) strongly disagree with this statement because they feel that the NWRO did have the resources and ability to grant the poor political influence by mass disruptive protesting.

Roach and Roach (1978) argue against this by discussing previous attempts to diminish poverty that mostly involved individual action by the poor and how substantial success was not achieved. It is also evident that by organizing into a workforce, these workers stand to gain more

benefits while they work, thus reducing the effect that being unemployed due to layoffs, illness, or age has on their income. A potential roadblock to organization has been racial tension, but Roach and Roach (1978) suggest that it will not completely prevent different races from coexisting, as they will have the same goal of strengthening the union by focusing on their negotiations with management. Another potential area for analysis in this area is the difference between genders in community organization.

Gender plays a significant role in community organizing and institutional framework, as organizations that are run by women are often very different from those that men run. Silverman (2003) argues that each gender-centered model is geared towards the leadership qualities and styles prevalent of the person in charge so they do differ by a considerable margin. These female-oriented models are granted some support from the community but they are unable to act on it due to limitations faced by these organizational committees, so the male-oriented models are utilized more often. Silverman (2003) concludes that the main idea needing to be promoted is not which model is the most effective, but rather that community based organizations need to focus more on promoting unifying topics such as equality, inclusiveness, empowerment, and social justice so that they can mobilize groups of people who have been hindered by differences in common areas of prejudice such as gender or race. This expands on the ideas presented previously, as the area of focus was only a single item.

Greater Logan Heights requires a special kind of redevelopment because of the various amounts of different businesses that surround the community. Jackson (2006) discusses the idea of mixed-use development and the benefits that it can have for a community. These benefits include the reduction of travel times and the provision of shops, employment opportunities and restaurants that are in close proximity to housing units. Many of these mixed-use developments

are designed to be within a reasonable walking distance as a method to increase social interaction in a community. They also tend to have a higher density and use land in the city more efficiently. However, cost considerations need to be taken into account as these projects require a considerable amount of funding to get started. There are also unique problems that are posed by mixed-use development that require reconciliation such as the need for parking and the amount of noise generated from development sites.

Conclusion

The purpose of this literature review was to establish a working definition of redevelopment and examine how it can be sustained as well as the role that organizations play in community redevelopment projects. The review discusses the major issues and theories on studies on redevelopment, sustainability, and community organizations' role in redevelopment. This resulted in a definition of redevelopment useful in our study as it relates to the Greater Logan Heights community that has struggled to initiate redevelopment projects due to the apparent fractured nature of the community.

While studying the neighborhoods in the Greater Logan Heights community, one acknowledges that the community is in dire need of redevelopment. Even though the community appears to be fractured by neighborhoods, new building and infrastructures might inspire the community to rally again, as there is already a prominent presence in the community but a lack of unity. This is important for discussion of the community when planners begin to think about the negative effects or factors that redevelopment will have on the community. As redevelopment begins to come into play, planners have to realize that the positive will outweigh the negatives in that the redevelopment will bring more people into the community, bringing

more equity to the neighborhoods while creating a better environment that strives towards sustainability.

Redevelopment organizations relate with the research that was completed in this project. First off, the client BAME Renaissance is a CDC that seeks to bring together elected officials and residents as just one of the many ways it attempts to promote a stronger community by keeping these two sides connected. They can also strengthen a community by providing for the development of community assets such as housing and the promotion of economic and leadership development. It is also possible that they struggle from the lack of interest that residents have in order to stand unified for a better community. However, this is not completely ignored by the organization. The research conducted in this project contributes to the theories presented in the literature by examining the effectiveness of the CDCs currently in place in the Greater Logan Heights community through the census data analysis. The next chapter will discuss the general population characteristics as a potential source of disconnect between the five neighborhoods of Greater Logan Heights.

Chapter 5: General Population Characteristics

Figure 5.00: Community Center in Sherman Heights

Source: Kathryn Turner



Introduction

Greater Logan Heights consists of five neighborhoods, each with a slightly different population. Sherman Heights, Logan Heights, Memorial, Grant Hill, and Stockton create a small but distinct community in a tract of land just southeast of downtown San Diego. Despite the area's close proximity to downtown, Greater Logan Heights exists within its own set of social norms, independent of the San Diego community as a whole. This chapter explores the

differences between the populations of each neighborhood, and collectively compares them to San Diego City over time.

Methodology

The General Population Characteristics displays trends in the population of the Greater Logan Heights community from 1950 to present day. Utilizing the centennial Census data from the United States Census Bureau, the topics of Population, Family Size, Family Type, Household Size, and Median Age will be displayed in order to compare the neighborhoods of Greater Logan Heights to San Diego City's general demographics. In order to compile a comprehensive understanding of Greater Logan Heights within a regional context, the differences between the lifestyle of the community compared to the San Diego norms must be identified in order to determine the social, economical, and organizational implications that these differences have in turn impressed upon the community over the last 60 years.

Analysis of the data will be based on a combination of community interaction and scholarly research. The rich yet sparingly-documented history of Greater Logan Heights, as well as the history of San Diego county, will serve as contextual support for the raw data, allowing conclusions to be drawn about the causation of any notable trends that may appear.

Demographic Characteristics

The development of Greater Logan Heights as a community has been impacted tremendously by the people who call it home. Demographically, Hispanics have dominated the majority of Greater Logan Heights's population, increasing from 62.2% in 1980 to 85.3% in 2000 (for further analysis of Race and Ethnicity, please see Chapter 6). However, should this

overwhelming majority be attributed primarily to the community's close proximity to the Mexico International Border, or are there other reasons why it has become such a popular place of residence for the Hispanic community? What sets Greater Logan Heights apart from other communities in the region?

According to migration theory specialist Richard C. Jones, the process of migrants choosing a place in which to relocate, also referred to as "spatial selectivity," deals more with accessibility and opportunity than with location alone (Jones 1995). There are two overarching factors that typically influence geographic selectivity. To put it simply, both "obstacles and origin-destination factors determine the degree to which migrants select one place over other places" (Jones 1995). Migration rate is affected by a community's location relative to its surrounding areas, as well as accessibility to and from other nearby destinations. Ideally, migrants would choose a location that has an absence of "intervening obstacles" such as undesirable or unavailable public transit or long commute times to urban areas or job hubs. Second, "a place's absolute locational characteristics" such as the size of the community, prospective places of employment, education systems, and cultural opportunities also make select areas much more appealing to migrants than others (Jones 1995).

Even without taking its close proximity to the Mexico International Border into consideration, Greater Logan Heights fits perfectly into Jones's description of an ideal place for a migrant to choose to inhabit. The community's physical location is prime, sitting just miles east of downtown San Diego, a constantly growing commercial hub with a large job market. The five neighborhoods of study rest just outside the city, maintaining a regional balance between the urban areas and rural neighborhoods. Downtown's focus on modern markets and entertainment capital is contrasted by the large clusters of family-oriented housing tracts, dotted with large

public schools, community parks, and a few sections of small-scale grocers, retail stores, locally-owned restaurants, and some service-oriented businesses that make up Greater Logan Heights. The lack of commercial development in Greater Logan Heights is in most ways supplemented by utilization of neighboring areas, where residents of Greater Logan Heights can easily access the employment, entertainment, and educational resources such as museums and libraries that Greater Logan Heights may not have to offer, while still benefitting from the more quiet, culturally-influenced lifestyle that Greater Logan Heights does have to offer. The commute can be easily done by bus or rail transit, making daily commutes into downtown (and many other districts of the county) relatively manageable for those whose livelihoods require it, which is not something that can be easily said for many residential areas in California. In all, these characteristics have continually drawn a very unique demographic to Greater Logan Heights, which has in turn created a notable community culture shaped by the traditions of its residents.

Longitudinal Analysis

It has been said that “San Diego [has] typically attracted native-born whites for most of its history, even though it is in an area that was once part of Mexico and is on the Mexican border” (Martinez, Lee and Nielsen 2004). Still, San Diego “has always had a Mexican-origin population that ebbed and flowed, in part because of cyclical fluctuations in federal policy towards immigrants.”ⁱ Without a consistent immigration policy, Southern California has become a questionable place for immigrants to settle. What is surprising, however, is that these issues have been affecting the community for generations.

It appears that the negative sentiments felt today by some Americans toward immigrant populations are not an original result of the current economic recession. In fact, the same

sentiments were expressed during the Great Depression, as the population of Mexican laborers living in the United States provided the federal government with someone to blame for the nation's crisis. Unfriendly sentiments aimed at immigrants quickly spread, creating a "virulent anti-Mexican attitude" among Americans (Jones 2005). With unsympathetic reactions to the immigrant community continuing to increase, the federal government adjusted its policies and harshly lashed out at the immigrant population by implementing forced deportation of masses of Mexican immigrants. Unfortunately, the mass deportation efforts caused early traces of racial profiling, causing many California-born Mexican-Americans to be deported along with those who lacked formal citizenship (Branton and Dunaway 2009). Of course, some immigrants were able to remain in the US, and continued to be a part of the San Diego community. The process was not necessarily fair, but it kept the peace for the time being. However, those who were forced to leave did not have to wait too long before they saw a golden opportunity to return.

With World War II on the horizon in 1942, America found itself needing extra hands to for military preparation as well as general laborers to fill the jobs that had become unfulfilled by men who were enlisted in the military (Martinez, Lee and Nielsen 2004). Once more the prospect of obtaining a little slice of the American Dream seemed like a realistic pursuit for those who were unhappy living in their native country, especially to the thousands of Mexican workers struggling in Mexico. With the creation of the Bracero program, the US government sought out laborers to work on agricultural projects, weapon production, and to temporarily replace men in the workforce who were serving in the military (Martinez, Lee and Nielsen 2004). Floods of Mexican workers poured back into San Diego, many who had lived and worked in San Diego previously but were forced to leave during the Great Depression either by means of deportation or out of financial need. In fact, so many Mexican immigrants responded to the call of the

Bracero program that soon agricultural jobs became sparse (Martinez, Lee and Nielsen 2004). In need of work, the unemployed immigrant laborers headed into the city, hoping for any job they could find. Those who were unsuccessful yet again began to move north, creating a new demographic in southern California’s population with the addition of large numbers of Mexican immigrants, a trend that still exists today.

Figure 5.01 is notably less detailed than the tables that follow it, due to the availability of Census data. Data for married and unmarried couples is the closest available to describe household structure within the Census Tracts, however, the results were not recorded on the “city” level for this year. Still, equivalent data between decennial periods allows for progressive analysis.

Figure 5.01: Greater Logan Heights 1950 Decennial Census

1950 Census	San Diego City	Greater Logan Heights	Memorial Tract 0039	Stockton Tract 0040	Sherman Heights Tract 0047	Grant Hill Tract 0048	Logan Heights Tract 0049
Total Population	110,005	18,929	5,352	3,176	2,832	3,049	4,520
Total Number of Married Couples	N/A	4,395	1,320	650	720	640	1,065
Total Number of Unmarried Couples	N/A	7,410	2,105	1,190	1,245	1,110	1,760
Total Number of Households	104,790	5,980	1,697	922	988	1,012	1,361
Average Household Size	2.6	3	3.1	3.3	2.8	3	3.3

Source: United States Census Bureau

Between the year 1950 and 1980, San Diego experienced rapid expansion, while Greater Logan Heights remained relatively the same. San Diego’s number of households more than

tripled in the thirty-year span, increasing from about 100,000 households to 300,000. On the other hand, Greater Logan Heights showed minimal change in number of households. While each neighborhood either added or removed at least a couple hundred households during this time, the final result shows Greater Logan Heights with only 200 more households in 1980 than in 1950. Progress may not have been rampant in prior to the 1980s, but perhaps the community was simply not in need of readjusting at the time.

Figure 5.02: Greater Logan Heights 1980 Decennial Census

1980 Census	San Diego City	Greater Logan Heights	Memorial Tract 0039	Stockton Tract 0040	Sherman Heights Tract 0047	Grant Hill Tract 0048	Logan Heights Tract 0049
Total Population	875,538	19,310	3,573	4,159	6,055	2,217	3,306
Population in Families	638,558	16,944	3,148	3,714	5,264	2,028	2,790
Percent	72.9	87.7	88.1	89.3	86.9	91.5	84.4
Total Number of Families	201,438	2,731	470	652	874	348	387
Average Family Size	3.2	6.2	6.7	5.7	6.02	5.8	7.2
Total Number of Households	321,035	6,164	1,142	1,275	1,925	716	1,106
Average Household Size	2.5	3.1	3.2	3.02	3.3	3.3	3.24
Median Age	28.3	29.5	23.7	24.2	22.8	23.2	24.7

Source: United States Census Bureau

A similar occurrence in the number of households between 1980 and 2000 reveals that a lack of physical change in the Greater Logan Heights community is not a new problem. Yet again, San Diego City increased by thousands of households while Greater Logan Heights varied by a mere 400 households in the twenty-year time span. The community's structure at the turn of the century was essentially the same as it was in 1950, albeit with slightly more ethnic diversity.

2000 Census	San Diego City	Greater Logan Heights	Memorial Tract 0039	Stockton Tract 0040	Sherman Heights Tract 0047	Grant Hill Tract 0048	Logan Heights Tract 0049
Total Population	1,223,400	26,578	9,176	5,036	2,521	4,831	5,014
Population in Families	933,800	2,6450	9,176	4,960	2,519	4,796	4,999
Percent	76.3	99.4	100	98.5	98.8	99.3	99.7
Total Number of Families	271,398	5,215	1,797	944	484	932	1,058
Average Family Size	3.4	5.1	5.1	5.3	5.2	5.2	4.7
Total Number of Households	450,691	6,524	2,186	1,176	692	1,144	1,326
Average Household Size	2.6	4.1	4.2	4.2	3.6	4.2	3.8
Median Age	32.5	23.9	23.05	23.2	25.2	23.3	25.3

Figure 5.03: Greater Logan Heights 2000 Decennial Census

Source: United States Census Bureau

Figure 5.04 illustrates that every neighborhood’s median household size increased between 2000 and 2009 with the exception of Sherman Heights. According to ACS, Sherman Heights could experience no change over time, and maintain an average household size of 3.6, which is also very low compared to the other neighborhoods.

Figure 5.04: Greater Logan Heights 2005-2009 ACS Estimates

2005-2009 ACS	San Diego City	Greater Logan Heights	Memorial Tract 0039	Stockton Tract 0040	Sherman Heights Tract 0047	Grant Hill Tract 0048	Logan Heights Tract 0049
Total Population	1,297,618	24,312	8,587	4,933	1,856	4,153	4,783
Population in Families	966,097	21,496	7,888	4,072	1,483	3,758	4,295
Percent	74.5	88.4	91.9	82.6	79.9	90.5	89.8
Total Number of Families	281,345	4,688	1,634	902	408	755	989
Percent	58.7	73.7	75.6	76.7	63.5	71.8	73.4
Average Family Size	3.4	4.6	4.8	4.5	3.6	5	4.3
Total Number of Households	479,393	6,359	2,160	1,176	643	1,051	1,347
Average Household Size	2.6	3.7	4.1	3.8	2.9	4.0	3.6
Median Age	33.6	27	25.2	27.7	28.4	26.1	27.6

Source: American Community Survey

The charts above provide all information needed to draw useful conclusions about the community's population. With a general understanding of the community as a whole, more specific aspects of the community can be documented and used to study the progression of the community into the future in an attempt to predict future trends.

Family and Household Demographics

Figure 5.05: Neighborhood Life



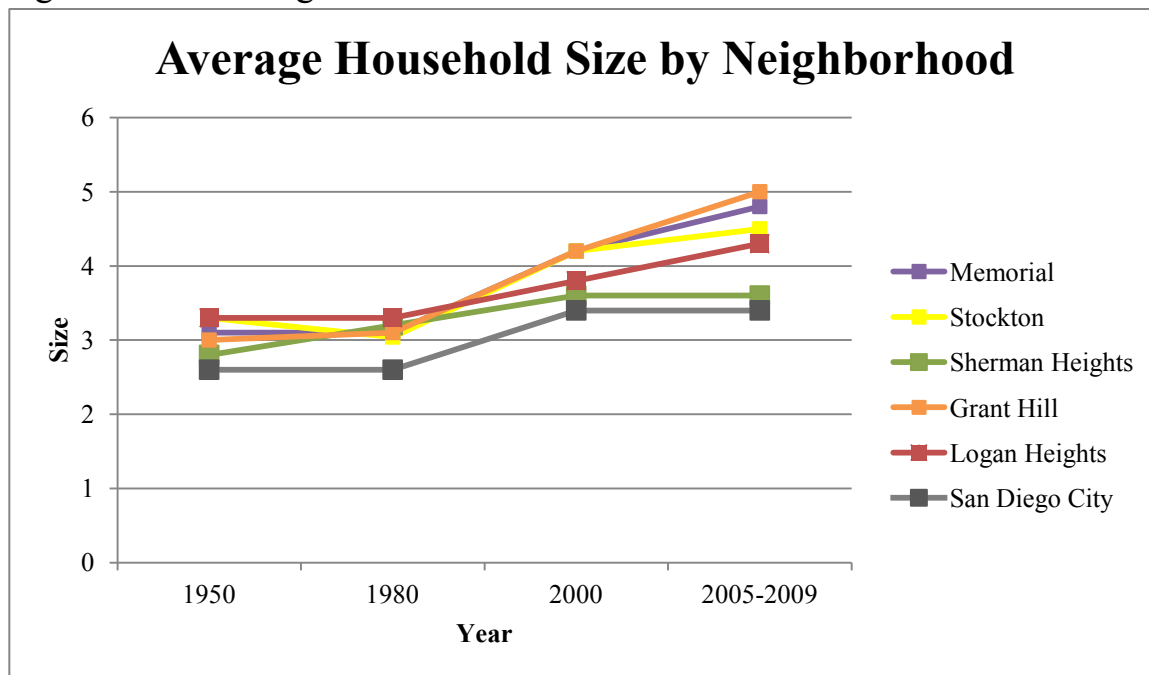
Source: Jillian Wolter

Perhaps what sets Greater Logan Heights apart from the rest of San Diego is the deep-rooted commitment to family values and cultural traditions because family structure plays a crucial role in the structure of the Greater Logan Heights community. While Greater Logan Heights may not have been founded as a “cultural” community, the familial ties maintained by its residents have continually echoed throughout the area’s basic structure. Because many residents of Greater Logan Heights have at some point migrated from Mexico or other regions, immigrants have depended heavily on the support of their families to make adjusting to a new life much easier and more comfortable (Glick, Bean and Van Hook 1997). The family support

system can be noticed mostly through the community’s household sizes and types, as well as types of family structures.

The data indicates an increase in family size in Greater Logan Heights over the years. Large single families could be the reason for the reasonably high average household size in Greater Logan Heights. In both the City of San Diego and Greater Logan Heights there is an upward trend in the average household size over time. However, Figure 5.06 points out the notable difference between the households of the two areas.

Figure 5.06: Average Household Size



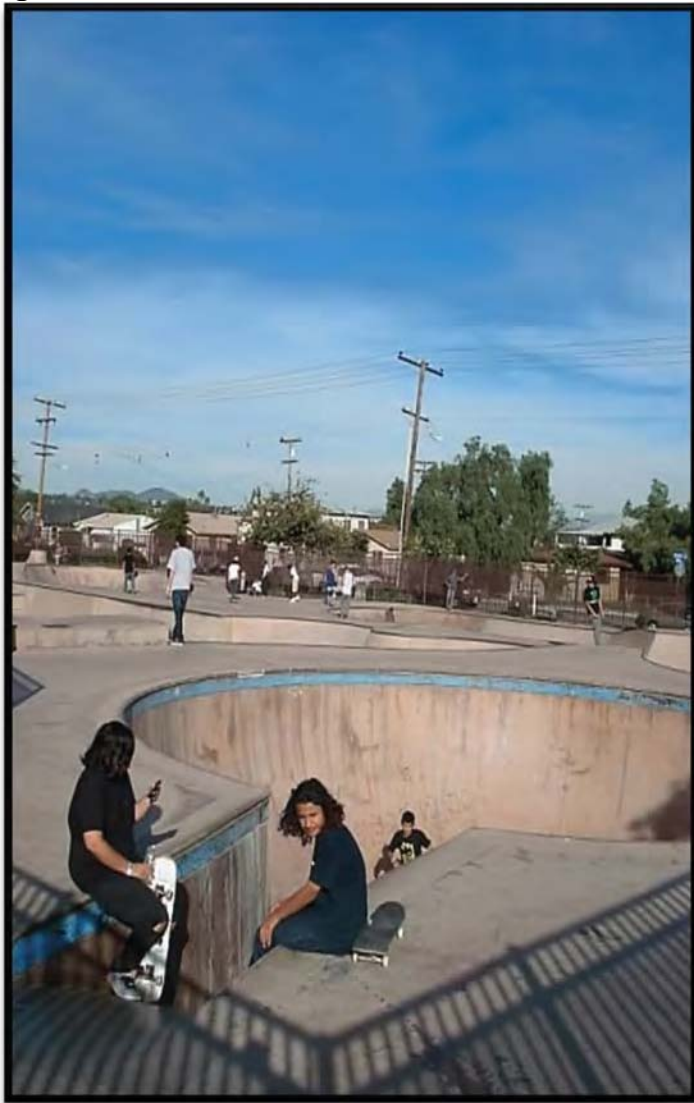
Source: United States Census Bureau

In 1950, the difference between Greater Logan Heights and San Diego City is minimal, with the greatest variation between tracts at only 7/10 of a person. However, as time progresses, the gap between Greater Logan Heights and San Diego City continues to grow, although both communities follow the same overall trend of increasing household size. Sherman Heights

stands out among the rest of Greater Logan Heights, with estimates predicting that the average household size will be 2.9 in 2009, which is almost in line with San Diego City's estimated 2.6. Otherwise, the neighborhoods of Greater Logan Heights consistently range from 4-5 residents while the San Diego City average continually falls below 4 residents per household. However, it is important to note the similarity between the five individual neighborhoods, clearly demonstrating that the five neighborhoods have very similar demographics to one another, but a very unique population as a whole compared to San Diego overall.

Age Demographics

Figure 5.07: Memorial Skate Park

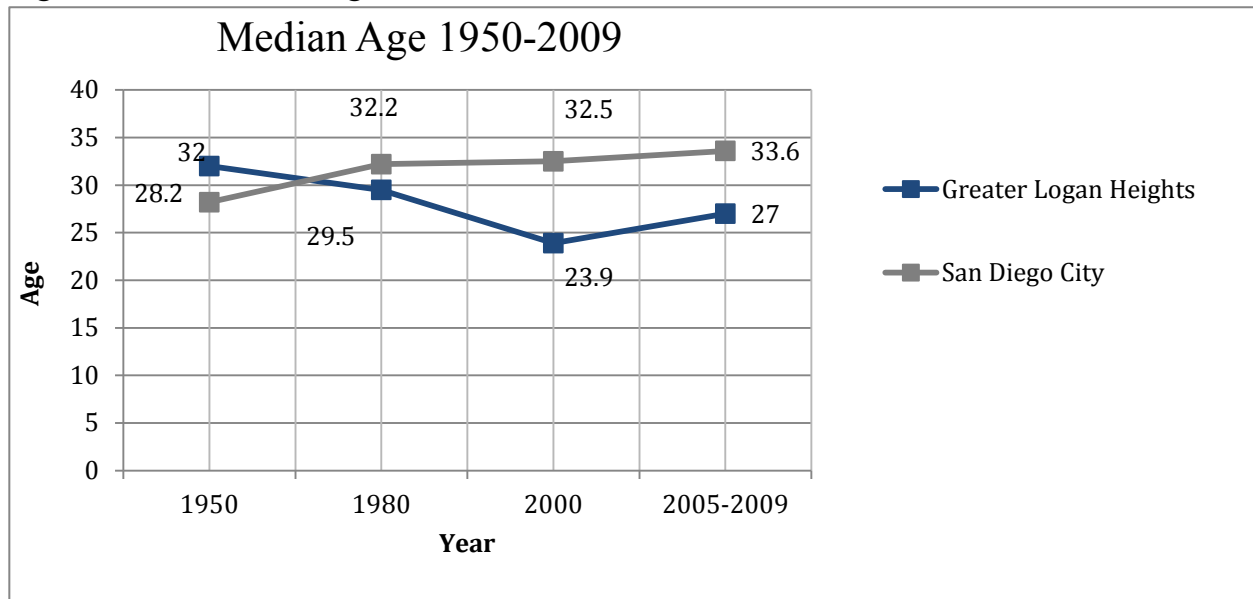


Source: Jillian Wolter

A strong youth presence in a community can have a variety of impacts. The age demographics of a community can tell much about the interests and priorities of its residents. The ways in which this fact has impacted the community overall can be observed in Figure 5.07, which shows teens utilizing one of the community’s greatest resources for kids: the Memorial Skate Park. While buildings may not be the most beautiful, the community is lined with schools,

parks, and recreation centers, catering to the needs of the youth, which will prove to be the community's most prevalent demographic.

Figure 5.08: Median Age



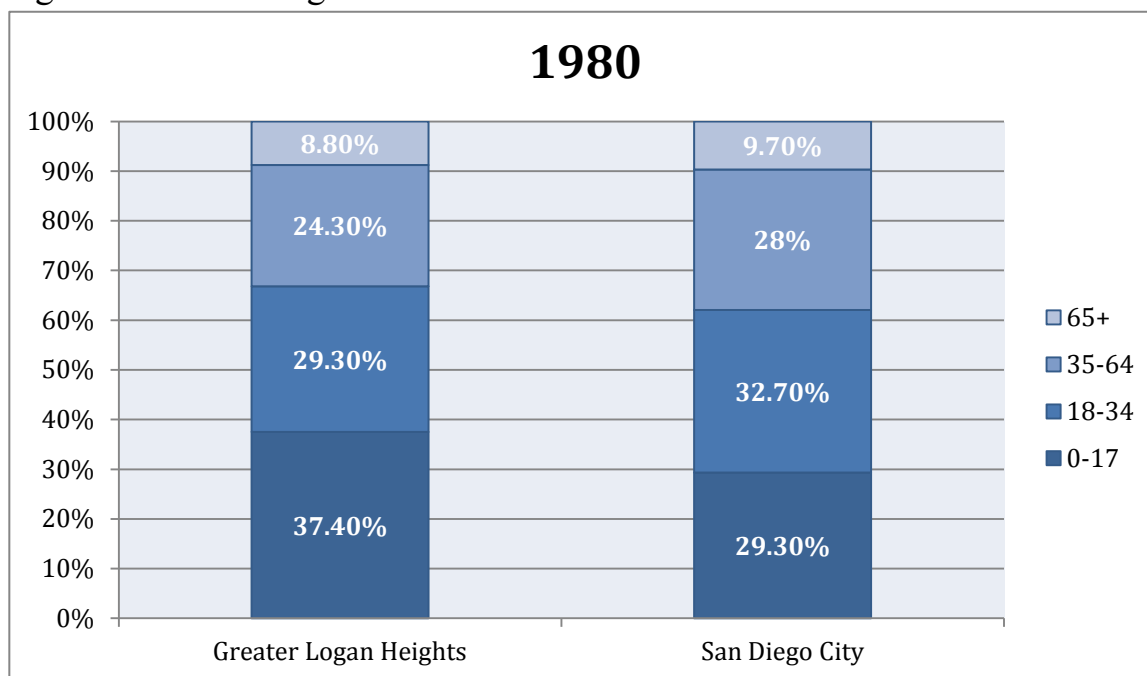
Source: United States Census Bureau

Figure 5.08 compares the median age of Greater Logan Heights residents to median age of San Diego City residents. Interestingly, the San Diego City median age was about 4 years younger than the median age of Greater Logan Heights residents in 1950. However, this trend does not continue throughout the later decennial periods. In fact, after 1950 the median age of Greater Logan Heights residents is consistently much lower than San Diego City. In 2000, Greater Logan Heights experienced a vast decrease in median age, dropping from 29.5 in 1980 to 23.9 in 2000. While the ACS Estimates predict a three year increase in the median age of Greater Logan Heights by 2009, San Diego's median age estimate still remains 6.6 years higher than that of Greater Logan Heights.

Reaching one step further, Figures 5.09-5.11 represent the age breakdown of Greater Logan Heights compared to San Diego City in 1980, 2000, and 2005-2009 respectively.

Unfortunately, San Diego City data was not available for 1950, and thus no comparisons could be made. However, please note that the distribution for Greater Logan Heights in 1950 is as follows: 0-17: 30.2%, 18-34: 28.2, 35-64: 34.20%, 65+: 7.5%. Between 1950 and 1980, Greater Logan Heights became dominated by its under the age of 18. The 35-64 year old demographic which was the largest demographic in Greater Logan Heights in 1950 was reduced by about 10% while the under 18 demographic increased by 7%.

Figure 5.09: 1980 Age Distributions

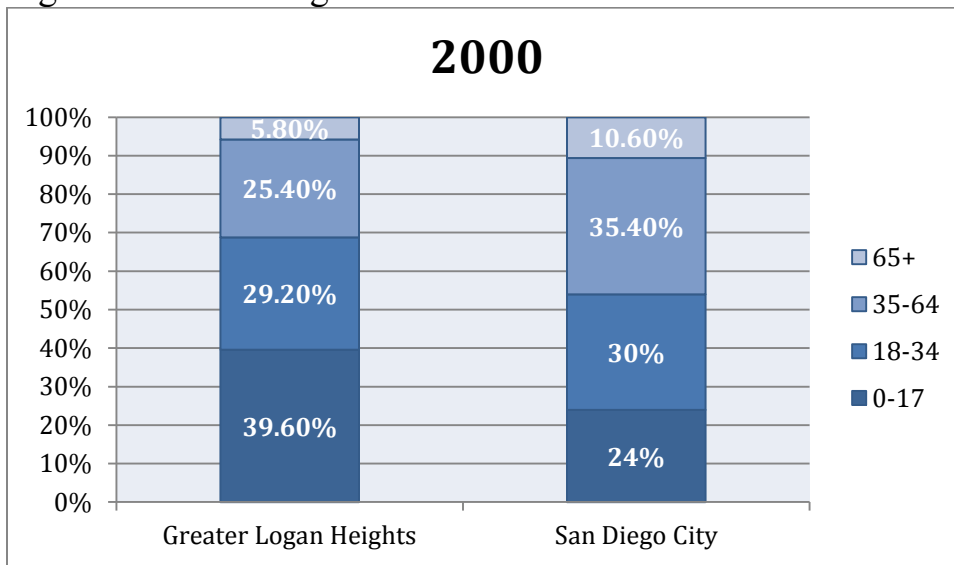


Source: United States Census Bureau

Overall, Greater Logan Heights has experienced a fairly consistent age demographic over the past thirty years. The community has not changed too much within itself, but the most interesting comparison is its relation to San Diego City’s demographics. Between 1980 and 2000, San Diego City experienced a 7% increase in residents ages 35-64 and a 5% decrease in kids under 18, while Greater Logan Heights saw its 35-64 population stay the same and its under 18 crowd continue to increase. It appears that Greater Logan Heights is not the location of

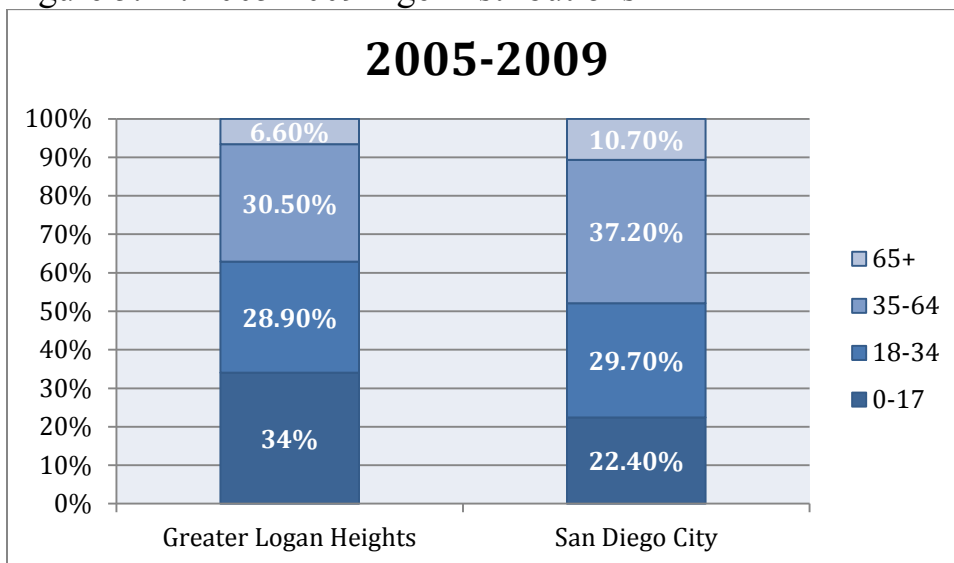
choice for adults moving to San Diego County, seeing as there does not seem to be much movement into the community by adults, but instead strengthened trends of a rising birth rate can be attributed to the shifts in age distributions.

Figure 5.10: 2000 Age Distributions



Source: United States Census Bureau

Figure 5.11: 2005-2009 Age Distributions



Source: American Community Survey

The number of kids and teens in Greater Logan Heights is consistently higher than San Diego City data, showing that the population of Greater Logan Heights has been dominated by younger residents for the at least the last thirty years.

Conclusion

Based on the basic demographics of the residents of the neighborhoods, Logan Heights, Sherman Heights, Stockton, Memorial, and Grant Hill have proven to be very similar to one another. Although each neighborhood has its own unique community distinction within Greater Logan Heights, the population characteristics themselves do not appear to be the cause of any divisions within the community. As a unit, Greater Logan Heights has quietly existed within the San Diego community without really drawing too much attention to itself. The population is mostly children and teenagers, followed closely by residents ages 18-34.

This chapter summarized trends over time with respect to Greater Logan Heights' general population characteristics. The next chapter looks at another dimension of the population – race and ethnicity – in greater detail.

Chapter 6: Race and Ethnicity

Julie Nelson

Figure 6.00: Mural in Greater Logan Heights



Source: Sam Hodgson, *Voice of San Diego*

Introduction

Community research and analysis requires a comprehensive survey of the population demographics. A study of race and ethnicity highlights and facilitates a greater understanding of the diversity present in each neighborhood. Chapter 2 discusses the trends following World War I that led to the concentration of Hispanics and Blacks in Greater Logan Heights: as incomes rose, there was an increased demand for homogenized neighborhoods. This trend, along with racially restrictive covenants and the practice of redlining, influenced the current racial composition of the community. The continually evolving settlement patterns in Greater Logan Heights explain

the development of cultural institutions and local customs. As the research question deals with the fractured nature of the five neighborhoods, we analyze the changing racial dynamics to interpret the ability of the community to build relationships and unite for a common goal. This helps us understand why no singular vision for future growth has yet emerged. While other factors contribute to the lack of consensus within the community, race and ethnicity are recurring themes that warrant further exploration. This chapter contains a detailed analysis of changes in the racial and ethnic composition in Greater Logan Heights over a sixty-year time period. It begins with a discussion of methodological approaches and challenges, followed by a presentation and analysis of trends over time.

Methodology

The majority of the data comes from the United States Census Bureau and Social Explorer. The four decennial periods, 1950, 1980, 2000, and 2010, allow us to witness change over time in the five neighborhoods, and also in comparison to the city of San Diego. For the 2010 data, we are using the American Community Survey (ACS) 2005-2009 estimates. The most recent Census data, from 2000 and the ACS estimates, allows us to examine any recent demographic changes. These periods also experienced a population influx, as tract 39 split into tracts 39.01 and 39.02. For the analysis within this chapter, tracts 39.01 and 39.02 are combined to continue representing the neighborhood Memorial. This should not affect the analysis, as we are dealing primarily with percentages. Refer to Appendix B for the complete racial and ethnic data at the tract level. The periods 1950 and 1980 are useful in examining the nature of the statistics before and after the completion of Interstate 5 in 1963. As discussed in Chapter 2, this

was a pivotal moment in the history of community; it separated residents of Barrio Logan from residents in the Greater Logan Heights region, which may have divided a previously connected group of people.

As racial and ethnic categories change significantly over time, one challenge concerns the attempt to maintain consistency throughout the four decennial periods. The U.S. Census Bureau continues to add racial classifications to be more inclusive of the heterogeneous American population, yet this presents a challenge for longitudinal data collection. The 1950 Census data only provides three racial categories, White, Black¹, and Other, which makes it difficult to identify the Hispanic presence in the community for that period. We will use the Foreign-Born Place of Birth variable to estimate how significant the Hispanic population may have been during that period. Though that data only shows the ancestry of first generation immigrants, the percentage that is Hispanic signifies larger migration trends into Greater Logan Heights. This information was also coupled with a historical background that helps us identify the Hispanic influence on the population during 1950.

In 1980, the Census categories on race and ethnicity included: White, Black, Hispanic, and Other². The decennial period 2000 introduces a new option for marking more than one race; in 2000 and in the ACS 2005-2009 estimates, the categories include White Alone, Black Alone³, Hispanic Alone⁴, Asian Alone, Some Other Race Alone⁵, and Two or More Races. For clarity

¹ For 1950, the U.S. Census Bureau classified Black as “Negro.”

² The “Other” category for 1980 includes “Asian/Pacific Islander and American Indian/Eskimo/Aleut.” The two groups only accounted for about 0.4% of the entire Greater Logan Heights population.

³ For the ACS data, it is referred to as “Black or African American Alone.”

⁴ For the ACS data, it is referred to as “Hispanic or Latino Alone.”

and continuity purposes, we identify the categories as White, Black, Hispanic, Asian, Other, and Two or More Races. The three categories White, Black, and Other exist in all decennial periods, which allows a longitudinal analysis of these variables. The Hispanic data can be compared from 1980 to the present.

In addition, Hispanic is defined by the U.S. Census Bureau as an ethnicity, and is therefore categorized separately from race. In order to present the data by race and ethnicity in one cohesive manner, we combine the data on population by race and population by ethnicity. This process allows us to include Hispanic as a race, alongside the other variables. Since the Hispanic influence in these five neighborhoods is so apparent from local observations taken during a windshield survey in January 2011, this comparative ability is essential to the analysis.

The charts displayed in this chapter follow the color guidelines provided in Chapter 3. In addition to these specifications, the racial categories will be designated by the following colors: Whites are represented by the color red, Blacks are displayed as yellow, Hispanic data uses the color green, Asians are shown as blue, “Other” is gray, and the population with two or more races is purple. The charts showcase some of the major trends seen in the five neighborhoods, the whole community, and in the city of San Diego.

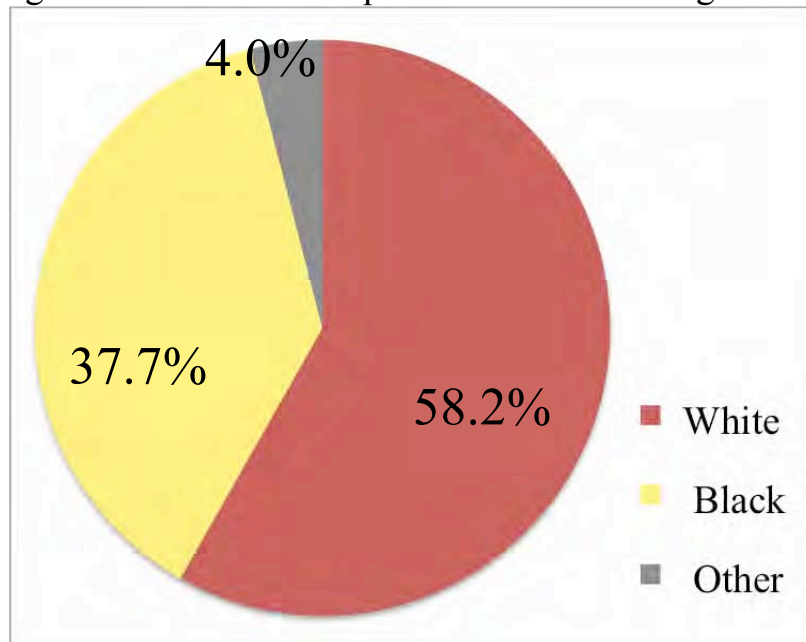
The following section discusses the racial and ethnic composition of Greater Logan Heights in 1950.

⁵ For 2000 and ACS 2005-2009, I combined “American Indian or Alaska Native” and “Native Hawaiian and Other Pacific Islander Alone” with “Some Other Race Alone” because the percentages were significantly small in both the Greater Logan Heights and in the city of San Diego.

Race and Ethnicity in Greater Logan Heights – 1950

In 1950, Greater Logan Heights experienced major demographic changes that continued for decades afterward. World War II had ended five years prior, and trends highlighted earlier were intensified by the newly acquired wealth in the United States. However, this development disproportionately helped Whites in America, and minorities became increasingly marginalized by racist practices, in terms of homeownership, job attainment, and social interaction. According to Census data, the population of Greater Logan Heights was overwhelmingly White. Figure 6.01 indicates that 58.2% of the population was White compared to 37.7% which was Black and 4.0% which fell into the “Other” category. To reiterate, the 1950 data did not include a Hispanic count. This distorts the data for this time period because all of the variables are affected: ethnic Hispanics had to label themselves as White, Black, or “Other,” which inflated each racial category.

Figure 6.01: Racial Composition of Greater Logan Heights, 1950



Source: Social Explorer

To compensate for this lack of available data, we include the percentage of foreign-born individuals residing in Greater Logan Heights in 1950 that were originally from Mexico. Though this criterion does not account for all Latin nationalities, the majority of the Hispanic population in Greater Logan Heights is from Mexico. Figure 6.02, the table below, indicates that 60.9% of first generation immigrants in the community were Mexican. The “Other” category includes various European countries, Asia, Canada, “Other Americas,” and “All Other Not Reported.” As the table shows, the foreign born population contains 1,947 people, which only makes up 10.3% of the entire community. So while this number of 1,186 individuals that immigrated from Mexico to Greater Logan Heights may seem insignificant, it is an indication of larger trends. It shows that the majority of immigrants in this area were Mexican; and considering that immigrants usually want to live where they feel comfortable with the people and the language spoken, there was probably already a large number of Hispanics in this community. Once again, Chapter 2 supplements our analysis in providing information about high levels of immigration from Mexico to the U.S. In the early 1900s, Mexico experienced an economic downturn, which was followed by the Mexican Revolution in 1910. At this time, conditions in Mexico were precarious; many people moved away in hopes that they would escape the chaos and uncertainty. The location of Greater Logan Heights is ideal for Mexican immigrants because of its proximity to the border. There was a spurt in immigration from Mexico to the United States prior to 1950, and this evidence shows that there was most likely already a significant Hispanic population in Greater Logan Heights.

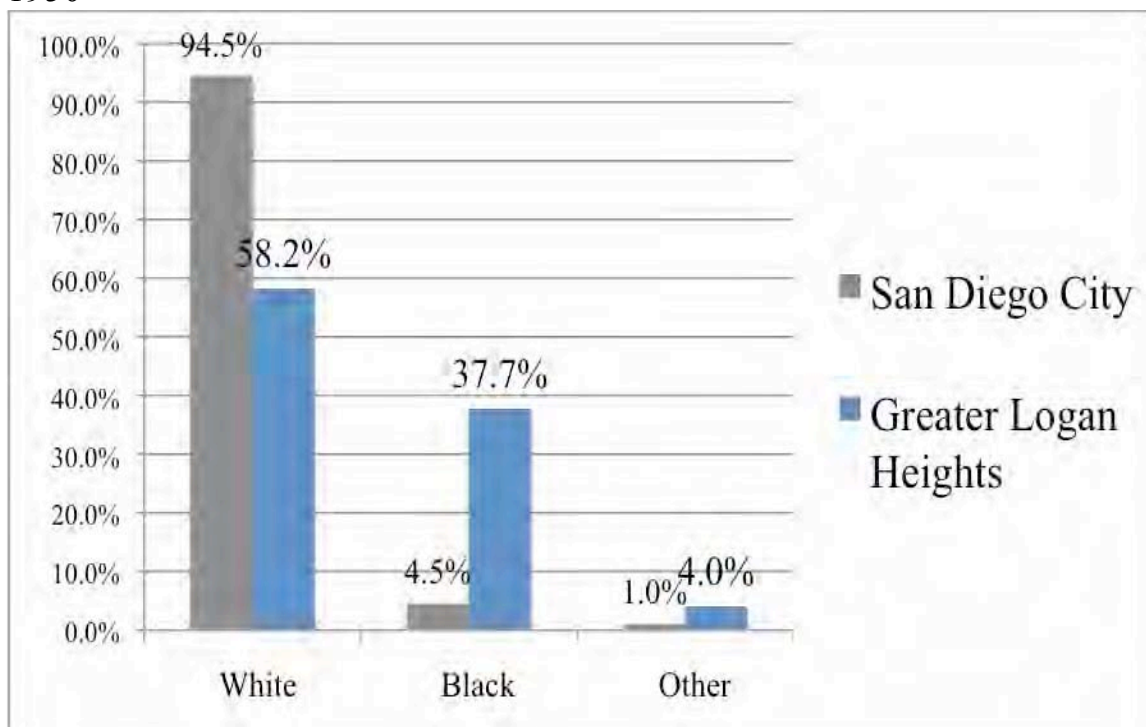
Figure 6.02: Foreign-Born Place of Birth
for Residents of Greater Logan
Heights, 1950



Source: Social Explorer

At the city level, the racial composition is considerably different from that of Greater Logan Heights. Figure 6.03 shows the distribution of the races in the city of San Diego compared to Greater Logan Heights. While both regions had a White majority, the city of San Diego had an even larger White population. San Diego was 94.5% White, and Greater Logan Heights was 58.2% White. This indicates an extreme lack of diversity in the city of San Diego. Since Greater Logan Heights did have a sizable Black population, their rate of Blacks in the community was much higher than that of San Diego. The city was only 4.5% black, and Greater Logan Heights was 37.7% Black in comparison. Greater Logan Heights also possesses a larger “Other” population: 4% of the community compared to 1% of the city of San Diego, illustrating another discrepancy between the two regions.

Figure 6.03: City of San Diego and Greater Logan Heights Racial Comparison, 1950

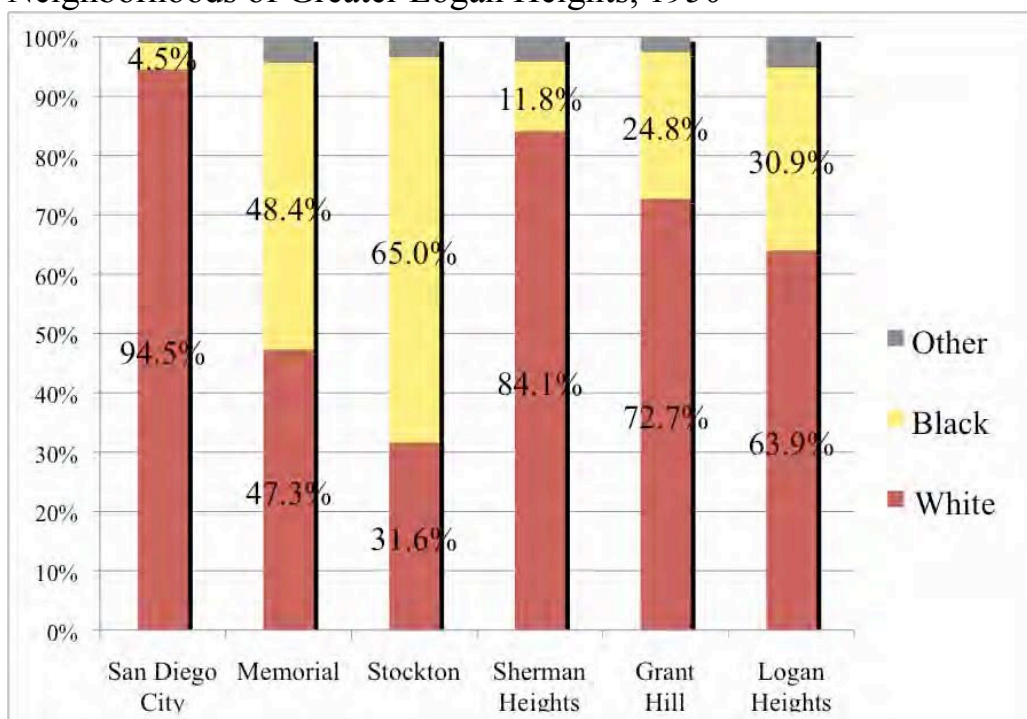


Source: *Social Explorer*

When we look at the data at the neighborhood level, we see a fair amount of variation between the five communities. In Figure 6.04, the racial composition of the city of San Diego is compared to that of the five neighborhoods. In Stockton, 65% of the population was Black, and only 31.6% of the population was White. This differs greatly from Greater Logan Heights, as 37.7% of the population was Black and 58.2% of the population was White. Memorial has slightly more Blacks (48.4%) than Whites (47.3%). The racial composition of Stockton and Memorial are partially explained by the presence of Black churches in the community. According to Chapter 2, by the 1930s, all eight Black churches within the city of San Diego were either located in Greater Logan Heights, or near the community. A jazz music movement was also developing the area, as shown by Norman Baynard's historic photographs in Chapter 2.

Sherman Heights had the largest White population at 84.1%, though it is still smaller than the White population of the city of San Diego (at 94.5%). This chart clearly shows that the racial composition of the five neighborhoods differed as early as 1950. This may have contributed to the fractured nature of the five neighborhoods, as Stockton may have clashed with the other White majority neighborhoods, Sherman Heights, Grant Hill, and Logan Heights.

Figure 6.04: Racial Composition of San Diego City and the Five Neighborhoods of Greater Logan Heights, 1950



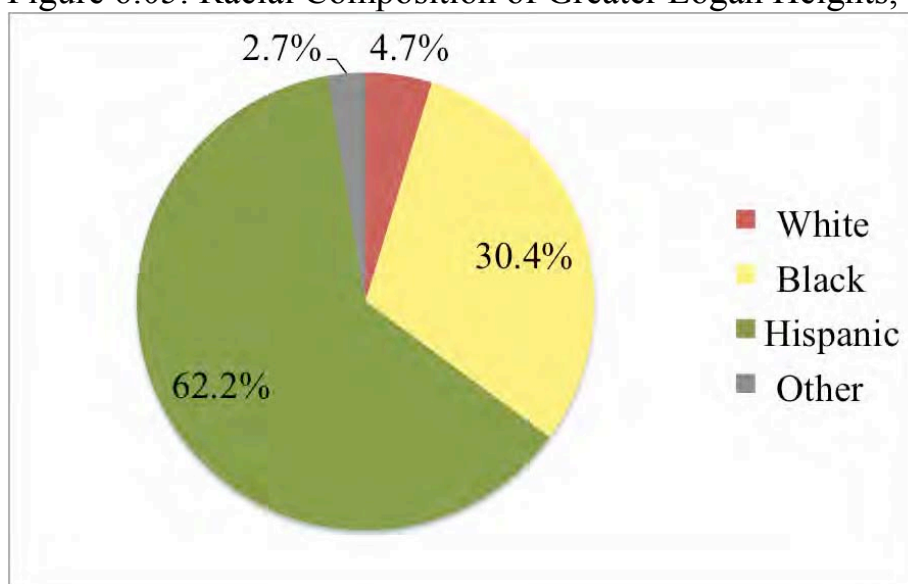
Source: Social Explorer

Race and Ethnicity in Greater Logan Heights – 1980

In 1980 the Census Bureau included Hispanic heritage for the first time; this data is shown below in Figure 6.05. During this decennial time period, 62.2% of the population in Greater Logan Heights was Hispanic, 4.7% was White, 30.4% was Black, and 2.7% was “Other.”

This data reveals that Hispanics occupied the majority of the Greater Logan Heights community. The White population decreased dramatically from 1950, changing from 58.2% to 4.7%. This can partially be explained by the fact that Hispanics were not counted in 1950, but it also indicates that Whites were moving out of Greater Logan Heights during this thirty-year time span. Chapter 2 corroborates this notion that minorities were redlined into communities like Greater Logan Heights, while Whites were able to move freely. It is important to note that the Black population, at 30.4%, is a significant portion of the community, and only slightly smaller than the percentage in 1950, which was 37.7%.

Figure 6.05: Racial Composition of Greater Logan Heights, 1980

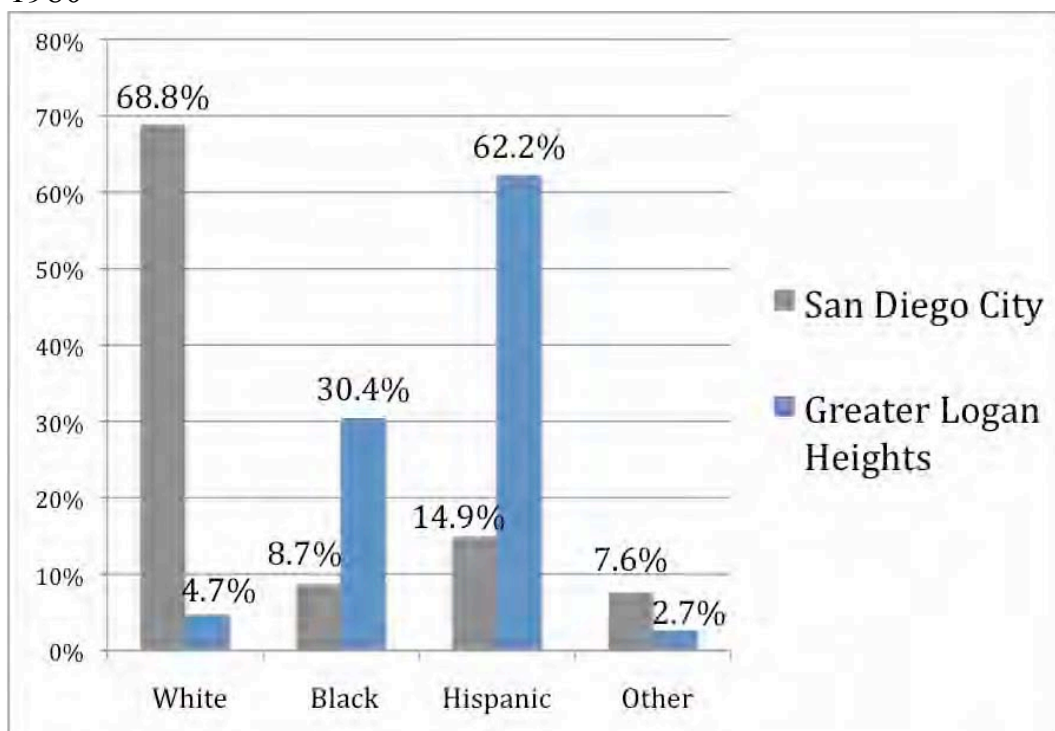


Source: Social Explorer

The introduction of Hispanics as a racial category changes the distribution of the races dramatically. The city of San Diego, that previously held a 94.5% majority of Whites, was reduced to 68.8% in 1980. It was still much larger than the percentage within Greater Logan Heights, which was only 4.7%. The other two main conclusions that can be drawn from this

chart concern the composition for both the Black and Hispanic communities. Both are much larger in Greater Logan Heights: 30.4% of the population of the community was Black and 62.2% was Hispanic, while the city of San Diego in comparison only had an 8.7% Black population and a 14.9% Hispanic population. Greater Logan Heights as a community differs tremendously from the city of San Diego, as shown in Figure 6.06.

Figure 6.06: San Diego City and Greater Logan Heights Racial Comparison, 1980

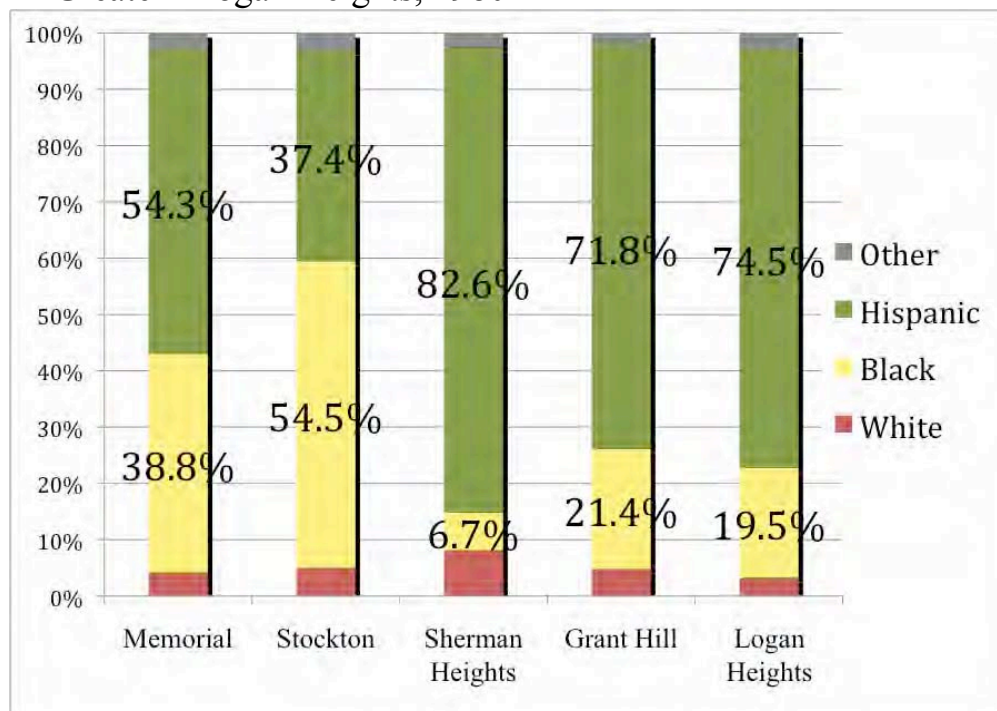


Source: Social Explorer

Figure 6.07 displays the racial composition of each of the five neighborhoods, which clearly illustrates the existence of variation at the neighborhood level. The only neighborhood that does not have a Hispanic majority is Stockton: there is a dominant Black presence, as it represents 54.5% of the neighborhood population. In 1950, however, Blacks represented 65% of

Stockton, exhibiting a decrease of roughly 10% during this thirty-year period. The largest Hispanic population is in Sherman Heights, at a rate of 82.6%. Previously in this neighborhood, there was a White majority. Once again, this dramatic shift can be attributed to the lack of information on Hispanics for the 1950 Census, and also to the migration of Whites out of Greater Logan Heights during this time period. Since they were not subject to racially restrictive covenants, they were able to move to more affluent areas in the San Diego region.

Figure 6.07: Racial Composition of the Five Neighborhoods of Greater Logan Heights, 1980



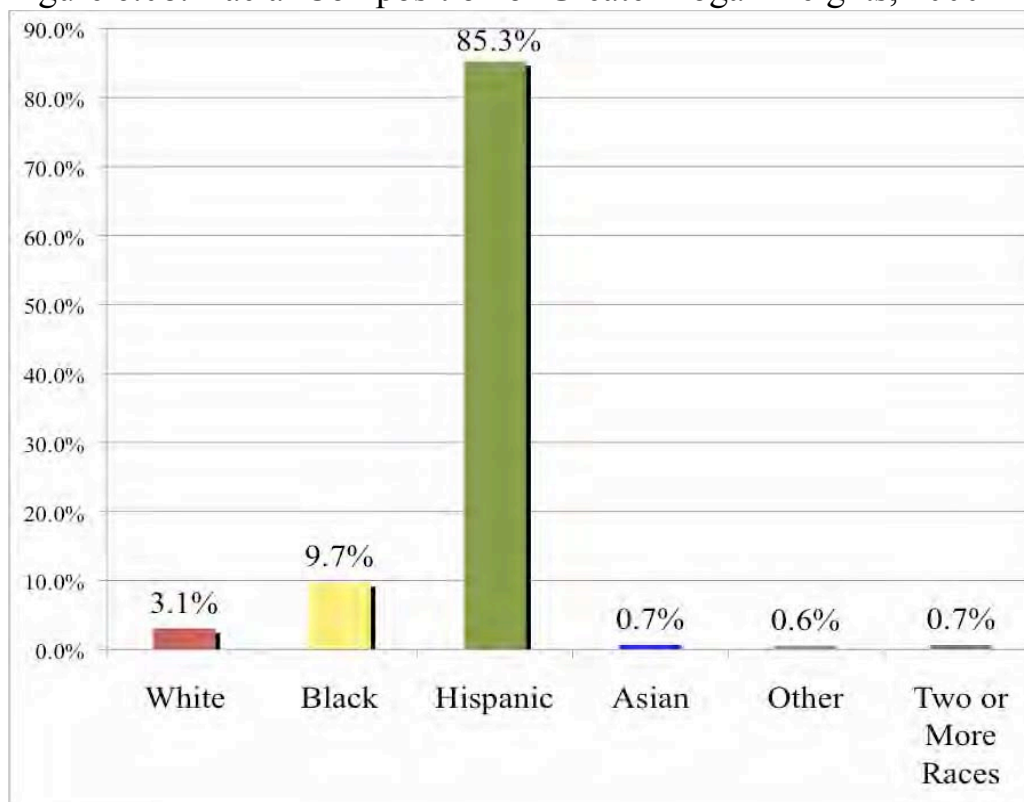
Source: Social Explorer

Race and Ethnicity in Greater Logan Heights – 2000

For the first time in 2000, Census-takers were able to indicate that they belonged to more than one race. This is an interesting development for the U.S. Census, though it does not affect

the composition of Greater Logan Heights significantly. The racial composition of Greater Logan Heights in 2000 indicates a huge change for two of the racial categories. The Hispanic majority jumped from 62.2% to 85.3%. Figure 6.08 also indicates a sharp decrease in the number of Blacks in Greater Logan Heights, now only 9.7%. Previously, Blacks in Greater Logan Heights held 30.4% of the community's population. The other racial categories were not well represented in Greater Logan Heights, with a 3.1% White population, a 0.7% Asian population, a 0.6% “Other” population, and 0.7% belonging to two or more races.

Figure 6.08: Racial Composition of Greater Logan Heights, 2000



Source: Social Explorer

This development in the Black community is not merely an increase in other racial categories, because the physical count of Blacks in the community also decreased dramatically.

Figure 6.09 shows that the Black population in Greater Logan Heights (GLH) decreased from 5,876 people to 2,591 individuals, a decline of 20.7%.

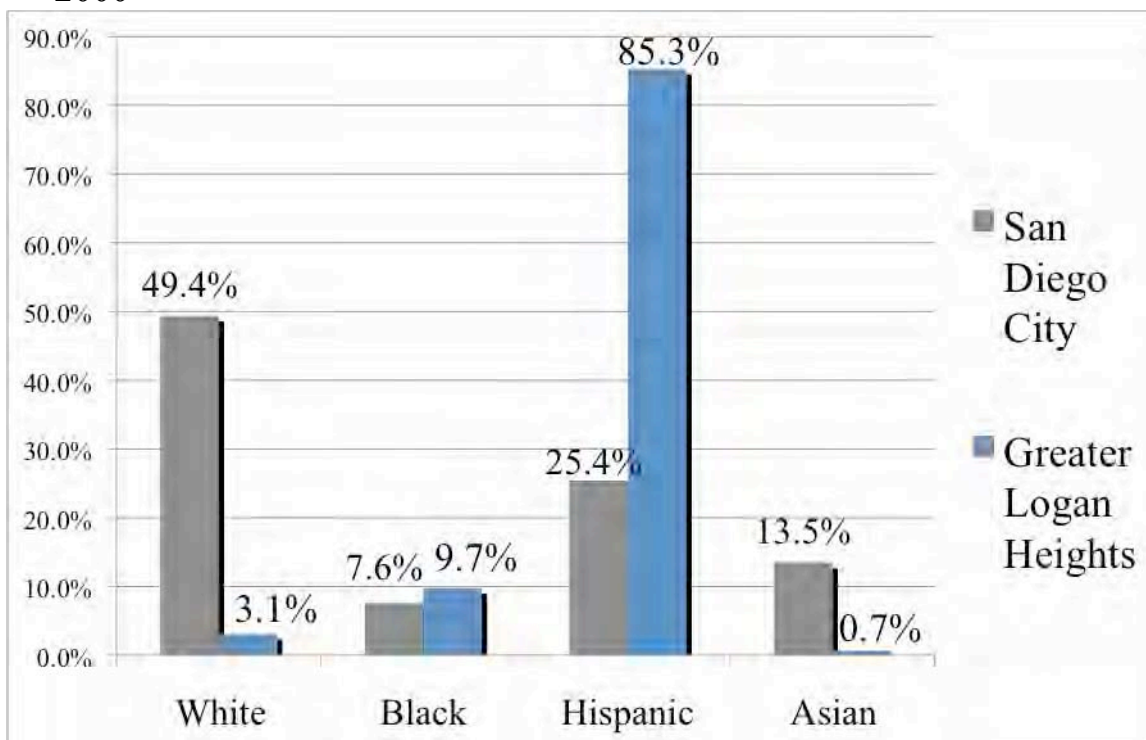
Figure 6.09: Black Count in Greater Logan Heights, 1980 and 2000

	Count	Proportion of GLH
1980	5,876	30.40%
2000	2,591	9.70%

Source: Social Explorer

The figure below (Figure 6.10) shows a dramatic difference between the racial composition of Greater Logan Heights and of the city of San Diego in 2000. While San Diego had a White plurality at 49.4%, Greater Logan Heights had an obvious Hispanic majority at 85.3%. The Black population is slightly higher in the Greater Logan Heights than in San Diego (9.7% versus 7.6%), and the Asian population is significantly lower (0.7% in Greater Logan Heights and 13.5% in San Diego). Though the Black population in Greater Logan Heights was on the decline, it still had clusters of a Black population that led it to have a higher community percentage than the city of San Diego. This chart displays trends that are very different from those observed in 1950: in 2000, Greater Logan Heights was much less diverse than the city of San Diego.

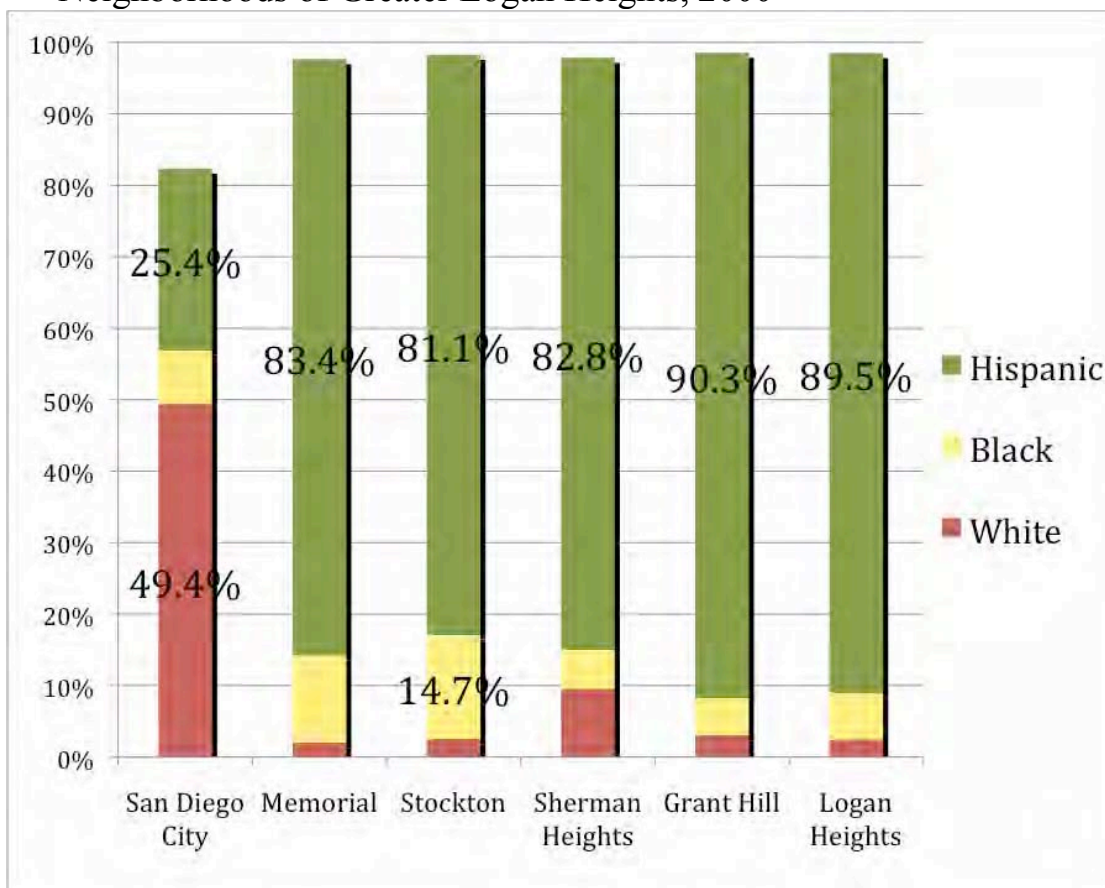
Figure 6.10: San Diego City and Greater Logan Heights Racial Comparison, 2000



Source: Social Explorer

Figure 6.11 shows the composition of the most prominent races in both the city of San Diego and the five neighborhoods. A previous graph, Figure 6.08, showed that the “Asian,” “Other,” and “Two or More Races” categories did not represent a significant percentage of the Greater Logan Heights population. Once again, it is clear that Greater Logan Heights is dissimilar from the city of San Diego. Each of the five neighborhoods has an overwhelming Hispanic majority, while San Diego City has a White majority, at 49.4%. The neighborhood with the highest Black population is highlighted below in Stockton, at 14.7%. Considering the previous decennial periods where it was approximately 30%, this percentage is significantly lower.

Figure 6.11: Racial Composition of San Diego City and the Five Neighborhoods of Greater Logan Heights, 2000

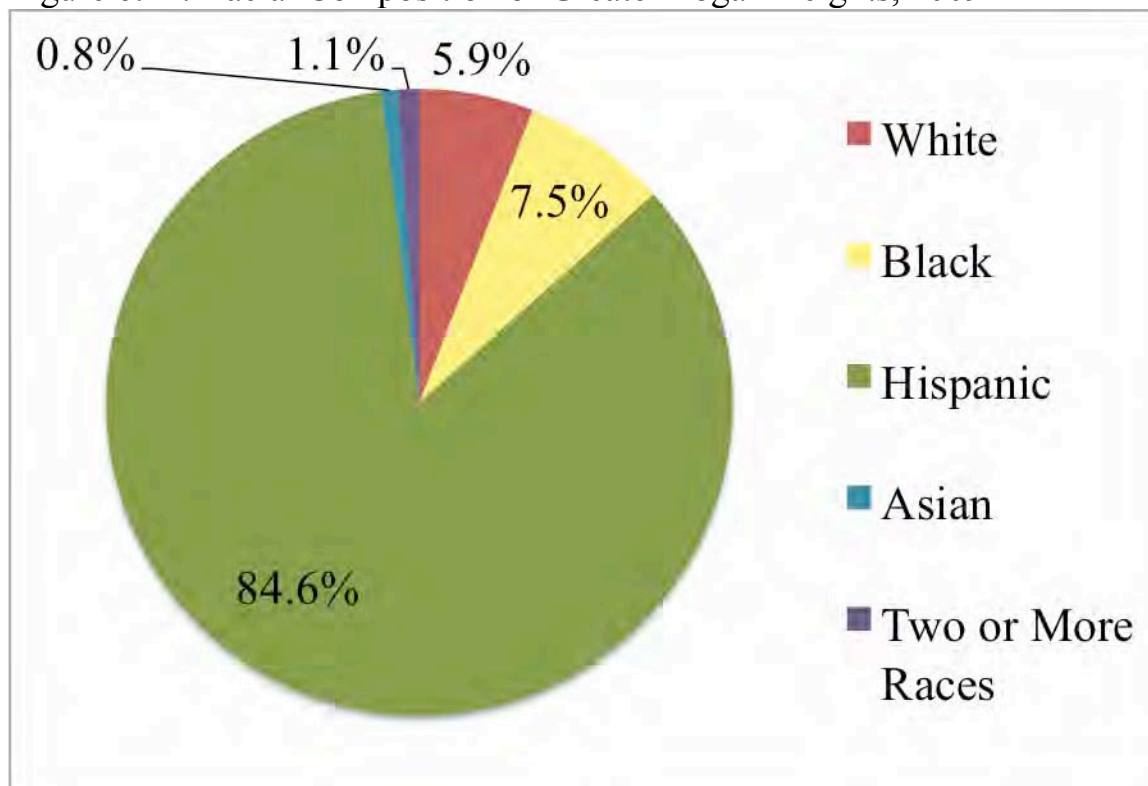


Source: United States Census Bureau

Race and Ethnicity in Greater Logan Heights – ACS 2005-2009

Similar to the data in 2000, Greater Logan Heights has an overwhelming majority of Hispanics at 84.6%, as shown in Figure 6.12. The Black population continues to decrease, now at 7.5% versus 9.7% in 2000. The White population increased by a similar margin over the same time span, from 3.1% to 5.9%. The Asian population (1.1%) and the population claiming two or more races (0.8%) are still considerably small, and the “Other” population has disappeared from the community entirely.

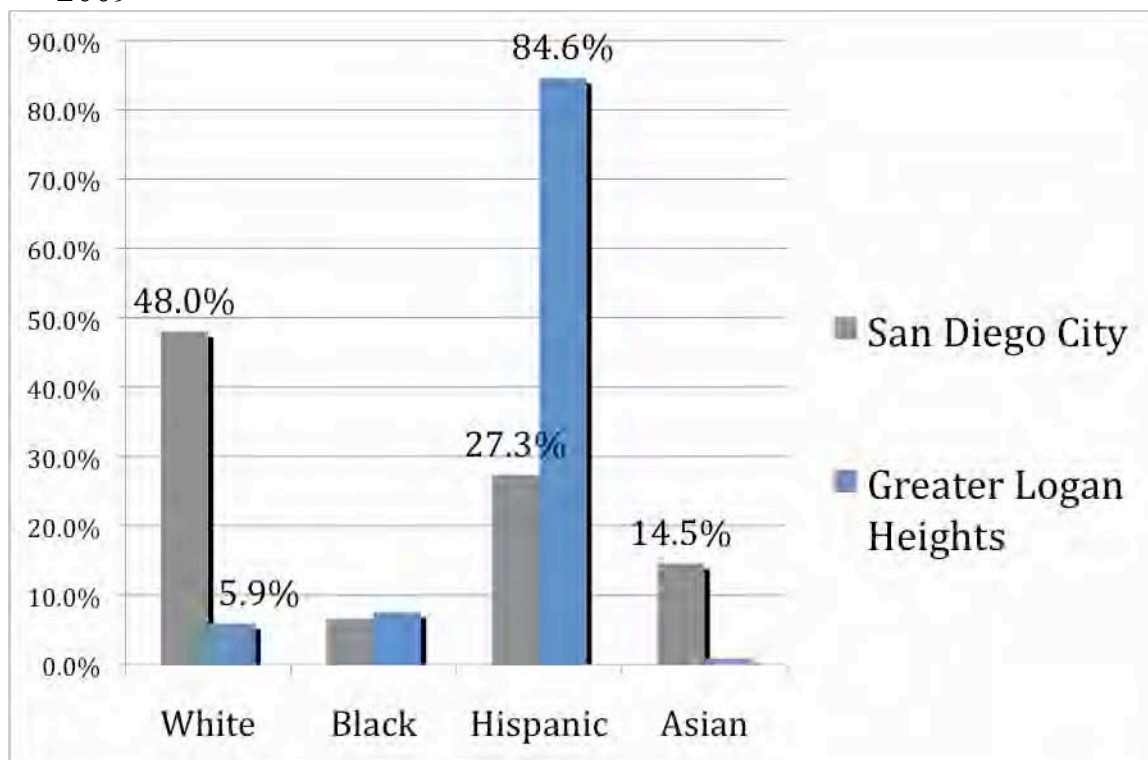
Figure 6.12: Racial Composition of Greater Logan Heights, 2009



Source: Social Explorer

The ACS 2005-2009 estimates illustrate trends similar to the 2000 decennial period, as shown in Figure 6.13 below. The White population is significantly higher in the city of San Diego, and Greater Logan Heights is overwhelmingly Hispanic. The Black populations are closer to each other at 6.6% (San Diego) and 7.5% (Greater Logan Heights). Once again, the Asian population is significantly higher in the city of San Diego than in Greater Logan Heights (14.5% versus 0.8%).

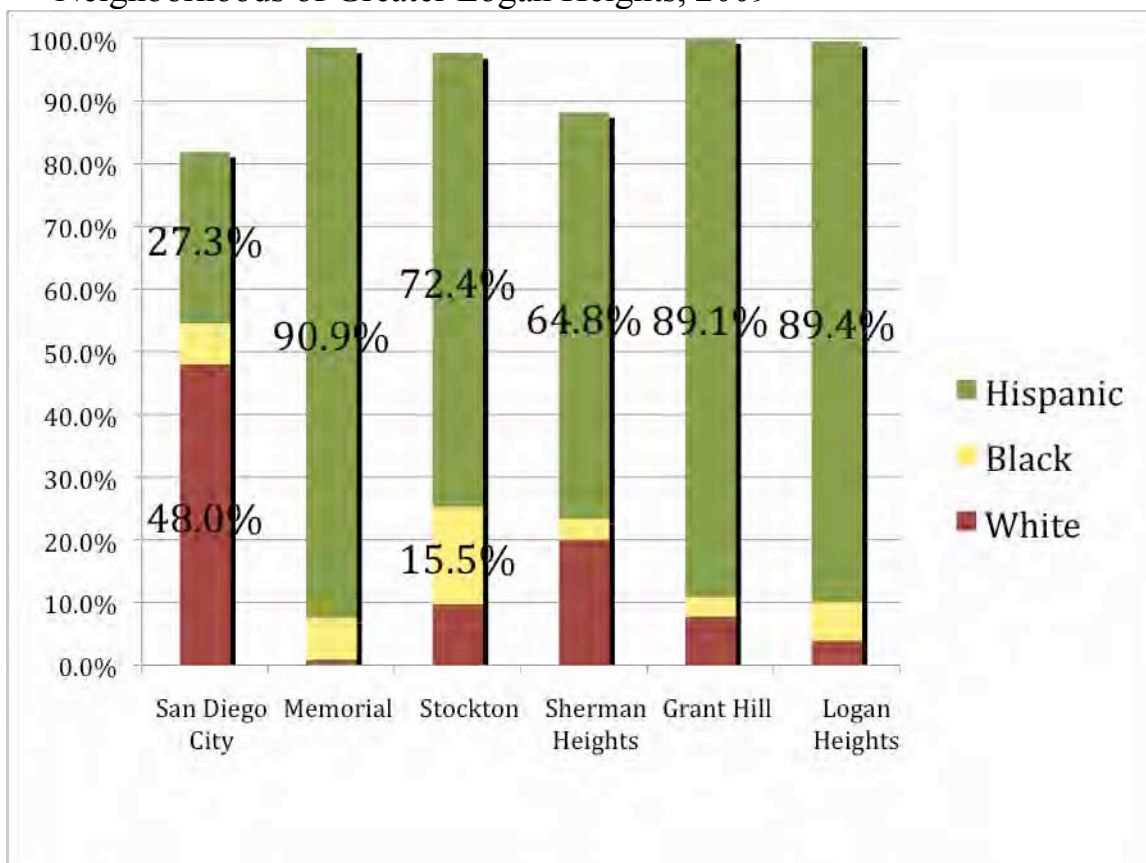
Figure 6.13: City of San Diego and Greater Logan Heights Racial Comparison, 2009



Source: United States Census Bureau

Figure 6.14 (below) displays the data in the city of San Diego and in the five neighborhoods, illustrating the most relevant racial trends. In the five neighborhoods, there is once again a Hispanic majority (the highest at 90.9%), though it is not as prominent as in 2000. The White populations have grown slightly, while the Black populations have decreased in small increments. The largest Black population remains in Stockton, though it only represents 15.5% of the neighborhood's residents. The city of San Diego shows a substantial number of Whites, though it represents less than half of the city's population.

Figure 6.14: Racial Composition of San Diego City and the Five Neighborhoods of Greater Logan Heights, 2009



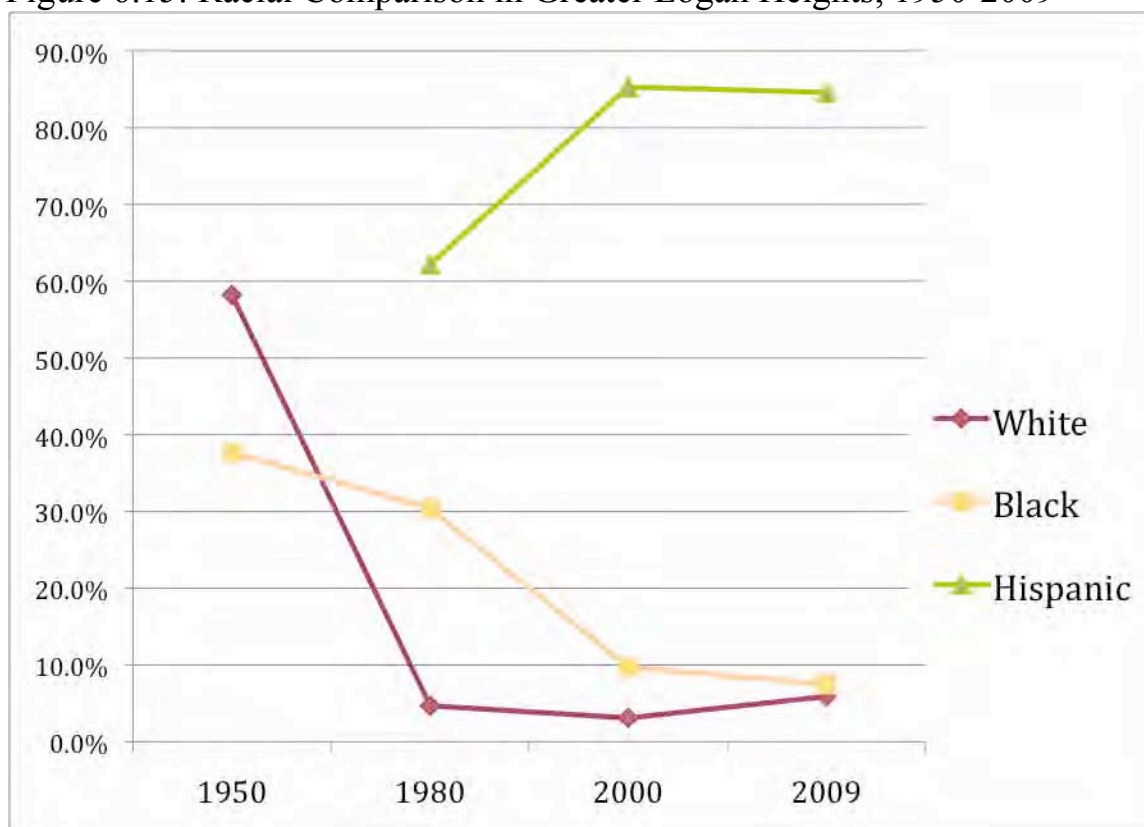
Source: American Community Survey

Longitudinal Analysis

It is important to understand how the analysis of each decennial period fits into the larger trends across time. Figure 6.15 compares the White, Black, and Hispanic populations in Greater Logan Heights over the four decennial periods. It shows what percentage of the community was represented by each of the racial categories over time. From 1950 to 1980, the Hispanic population skyrockets to over 60% of the community population. It continues to increase in the 1980s, after which point the line moves down slightly. The White population has a near opposite

trend, as it starts off high and dramatically decreases, to be followed by a slight increase in 2009. The Black population was substantial (over 30%), until the decennial period 2000, when it suddenly decreases. We are not sure why the Black population has decreased so drastically since 1980, but this trend is important to highlight, considering the lack of agreement in Greater Logan Heights. It may have contributed to the fractured nature of the community, which is the subject of our research question.

Figure 6.15: Racial Comparison in Greater Logan Heights, 1950-2009

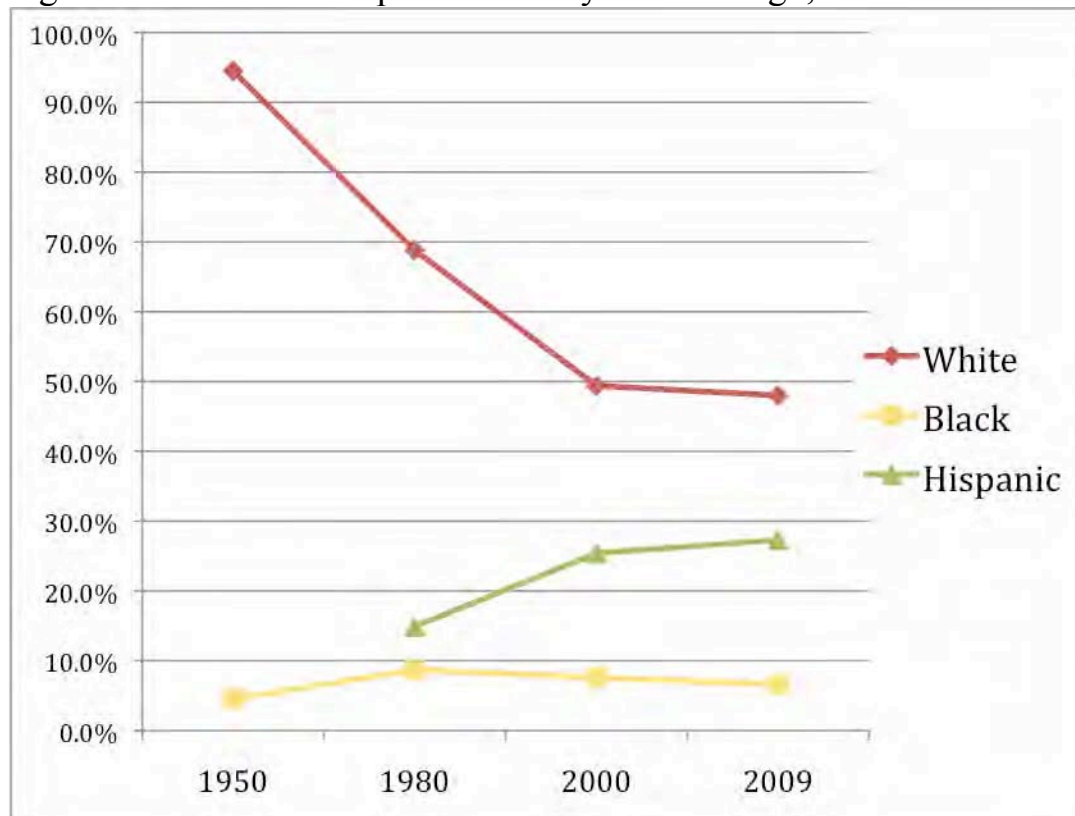


Source: United States Census Bureau and American Community Survey

While the city of San Diego has experienced trends different from Greater Logan Heights over time, there are some similarities. Figure 6.15 and Figure 6.16 illustrate initially large White

populations that have decreased over time. The difference is that Whites have always been the largest racial group citywide, whereas Hispanics have dominated Greater Logan Heights since 1980. In Greater Logan Heights, the Hispanic population shot up dramatically, and has recently declined slightly. In San Diego city, on the other hand, it has been steadily increasing in small increments over the last thirty years. Concerning the Black population, it was once a significant portion of Greater Logan Heights, and is now much smaller, and in percentages that are closer to the city representation.

Figure 6.16: Racial Comparison in City of San Diego, 1950-2009



Source: United States Census Bureau and American Community Survey

Key Trends

The purpose of this research project is to investigate the causes of the perceived fractured nature of the five neighborhoods that comprise Greater Logan Heights. As the community moves toward redevelopment and other strategies that aim to beautify the area and enhance the quality of life for the residents, it is important to establish a consensus among the population for future goals. Without this unity in the community, it will be difficult to effect any real, positive change because resources will be divided over differing agendas. What we found from our analysis is that the majority of the neighborhoods are actually very similar to each other. Though there are some discrepancies, each of the neighborhoods has been overwhelmingly Hispanic for since the 2000 decennial period.

It is important, however, to note how drastically the racial composition of Greater Logan Heights changed through the years. It started as a primarily White community, and now has a significant Hispanic majority. As Whites became more affluent, they moved away to other areas in San Diego and elsewhere, while minorities (especially Hispanics and Blacks) were essentially prevented from moving out of these minority neighborhoods due to barriers such as redlining in other, more stable communities. There were substantial Black pockets within the community, but those are now dwindling. This constant change may be one of the reasons why the community feels unstable, and unable to form lasting relationships with people from different backgrounds. A potential solution to this problem may be to host activities that encourage interaction across racial lines.

In 1963, Interstate 5 was completed, which divided the people living in Greater Logan Heights from the Barrio Logan population. This contributes to the instability of the community

as a whole, as many were physically separated from maintaining relationships with people they knew.

Differences existed among the neighborhoods, but primarily in decennial periods 1950 and 1980. Stockton has always had the highest percentage of Blacks within the community, but it is now very low, at 15.5%. It may have caused a disconnect from the other majority Hispanic neighborhoods, on the basis of cultural, religious, economic, or political differences. As the Hispanic population was increasing greatly in the community, the number of Blacks was decreasing. However, it is unlikely that this one change in demographics from 1980 to 2000 has completely fractured the community. We are not sure of why this dramatic decrease in the Black population occurred, but it may have lead some Black residents to feel marginalized, and to feel disengaged from other members of the community.

One indication of community unity and involvement is the frequency of events and cultural celebrations. From an interview with community resident Cynthia Soto, we learned more about celebrations in the community such as Cinco de Mayo, the Cesar Chavez Parade, and the celebration of Mexican Independence on September 16. As a homeowner in Sherman Heights for about ten years, she feels that the community provides adequate opportunities for the residents to become involved. However, it seems that many of the cultural celebrations occurring in Greater Logan Heights cater to the Hispanic population, leaving out other races and ethnicities. There are other celebrations and events that occur, like Juneteenth and the Soap Box Derby, but these events do not seem as widely celebrated or as valued in the community.

Rather than being an issue of fractured neighborhoods, the lack of consensus in the community may relate to the inability of different stakeholders to agree on a definition of the

geographic region. Community residents, local non-profit organizations, elected officials such as the councilman for District 8, David Alvarez, and agencies like SEDC all have different ways to describe the area we are referring to as Greater Logan Heights. We have used the Census tract boundaries to define the five neighborhoods at the request of our client BAME Renaissance, but different residents seem to have different ideas on where these boundaries lie. Some people and organizations include Barrio Logan as a part of Greater Logan Heights, while we do not take this approach because they receive separate redevelopment funds. SEDC (Southeastern Economic Development Corporation) has designated this area as Dells Imperial Study Area, which means that they are in the process of evaluating whether this would be a good site for redevelopment. They view this area as a tight-knit community, while we are exploring the potential division among the five neighborhoods. This displays a lack of consensus on the community's degree of cohesion, and a need for the community to rally together over similar causes. People living within the community need to be aware of the numerous opportunities to get involved. With a more inclusive plan for the future, there will be less uncertainty, which will hopefully lead to a more focused vision for Greater Logan Heights.

In the next chapter we provide more details about the residents of Greater Logan Heights by examining trends in country of origin and language spoken at home.

Chapter 7: Country of Origin and Language Spoken at Home

Ashley Shelburne

Figure 7.00: Mrs. Garcia and 10 of her 23 children (Logan Heights, 1960)



Source: San Diego Historical Society

Introduction

Where we were born has a dynamic effect on our lives as humans. Not only are cultural values rooted in a person's country of origin, but each individual's whole life is influenced by the knowledge of where they came from. It can also be said that the distinction between where one is born and where one lives now can have an affect on an individual depending on how strong the cultural relationship is. This is also said to be true about what language is spoken at home. Languages that differ from the national norm show a connection to the country of origin and importance of keeping that cultural heritage alive. These vital attributes are important to who we are as individuals, families and communities. Unfortunately these same attributes can also

create a cultural divide. As individuals in society we typically adapt to the cultural norms of the country where we reside. When these norms differ from others, it can have two outcomes. In one instance diversity can be embraced or it can be a cultural divide. To understand the difficulties undermining unity in the Greater Logan Heights area this chapter examines how country of origin and language spoken at home, can have different implications in regards to the communities unity. The neighborhoods in the Greater Logan Heights are facing problems in determining a cohesive and common vision for revitalizing the community.

History of Country of Origin and Language Spoken at Home:

The Greater Logan Heights area has been predominantly Mexican and African American for most of the 20th century (See Chapter 6 for a thorough analysis of trends in Race and Ethnicity). In the early 1900's, this area was populated by middle class white people with respectable and modestly sized dwellings. As their economic status improved, they move inland buying and building larger single family detached homes. As the middle class moved out, a large immigrant population integrated into the area, as well as African Americans. In most cases redlining encouraged or rather forced minority groups to settle in certain parts of San Diego and as a result, Greater Logan Heights became home to a large population of low-income minority groups (Harris 1974). According to Genoveva Aguilar, a former resident and local activist, the racial composition of the neighborhood is predominantly Hispanic but there are Black churches throughout the area catering towards African Americans. However, Ms. Aguilar also stated that most of the Black population has left in the past few decades but still return to attend church. They use the amenities of the area but they don't necessarily live there.

Concurrently with ethnicity, the language of the area has also stayed the same. Spanish is the dominant language of the area and has been since the dominant ethnicity has been Hispanic.

Ms. Aguilar recalled in the 60's, students were told only to speak English. Then when she entered school she was taught more or less in a bilingual atmosphere. For the first and successive generations, the ability to speak English and Spanish is more of a valued ability. Today more and more schools are offering ESL and other education classes to help those who only speak Spanish. Not only for children but the Logan Height library also offers classes to adults.

The Greater Logan Heights area has had a strong presence of Hispanic heritage for many decades. Heritage is the characteristics acquired when born into a particular family and with heritage comes strong tradition and a particular language. Within Greater Logan Heights these values are still apparent today.

Methodology of Country of Origin and Language Spoken at Home

Country of Origin

This chapter focuses on the two variables of language spoken at home and country of origin. Country of origin is defined by the Census as country of birth. Of note, this is different from ancestry which refers to cultural heritage. In 1950 the U.S. Census divided country of origin as follows: white native, foreign born and nonwhite, Black¹ and other races. The accuracy of this data has some margin of error considering only whites are categorized as native or foreign born. All other races are in their own category and the data for each country for foreign born is not available. In addition, block data information will be provided in the appendices in the back of the document however block data for country of origin is not available. Country of origin was

¹ The 1950's data sets refer to someone of color as "negro" but due to the offensive connotation linked with the word is Black is substituted

given imputed and not imputed numbers, which has no validity to distinguish what country people were born in.

In 1980 the Census Bureau categorized country of origin as nativity and place of birth. Specifically the Census Bureau only provided data for native and foreign born. The category of native born is further divided into state of residence, born in different state, and born at sea. For the purposes of this analytical comparison, only native and foreign-born populations will be compared to other data information.

The next decennial time periods are 2000 and the 2005-2009 American community survey 5-year estimations. For 2000, the data set have become more inclusive and have added each country that a person was born in. The data set lists the continent and then divides it into country. For the purpose of this study, the data is aggregated into native and foreign born populations enabling direct analysis between each decade.

As for the 2005-2009 American Survey 5-year estimations, the data sets come with a margin for error since they are estimations. The U.S. Census Bureau for the American Community Survey addresses this consideration as follows:

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to non-sampling error.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization²

² The U.S. Census Bureau estimation methodological approach

While these estimations need to be taken into consideration, the data is still valid for analysis against the other data sets. Similar to the data for 2000, the 2005-2009 American Survey 5-year estimations encompass inclusive data representing continents and then subdividing them into each country. For the purpose of data comparison, we compiled the data into native and foreign-born to analyze data against all decennial periods.

Language Spoken at Home:

The second variable addressed in this report is language spoken at home. For the 1950's there is no data relating to language spoken at home. Because of the lack of data, there will not be analysis for 1950 against the other decennial time periods. It can be assumed that in 1950, there wasn't an inclusion of data relating to the diversity of the area.

The data that is available for 1980 is categorized by the Census Bureau for language and has become more inclusive to consider other languages spoken at home. The Census data includes:

Language spoken at home and ability to speak English-
Persons 5-17 years:

- Speaks a language other than English at home
- Percent who speak English not well or not at all

Persons 18 years and over:

- Speaks a language other than English at home
- Percent who speak English not well or not at all

This is a methodological challenge because for 1980 there is no data stating what other language is spoken at home. For the purposes of this report the data will be broken down into those who speak English only and those who speak another language at home.

The 2000 data set is more inclusive by including other language and how well individuals can speak that language. The data sets present the information as such:

5 to 17 years old, 18-64 years old and 56 and over

- Speak only English
- Speak Spanish
- Speak other indo-Europeans Languages
- Speak Asian and Pacific Island Languages
- Speak other language
- And concurrently with each subcategory, indicates how well English is spoken.

For the purposes of this data set I will combine data to include those who speak English and those who speak another language in the home. If there are large distributions of languages that could have an effect on the comparison data then they will be addressed.

For the 2005-2009 American Survey 5-year estimations, there are once again margins for error associated with the data. (Reference page 4, footnote 2 for data pertaining to margin of error). As can be seen, with each decennial data collection, the surveys have become more inclusive to obtain an accurate representation of the populations. For the data set of 2005-2009 estimations, they have provided even more inclusive breakdown of the different languages spoken. The language breakdown includes all ages and a wide range of language categories. In relation to the other language categories, these languages were combined and organized into English, Spanish and other language, in order to compare the changes across the decennial time periods.

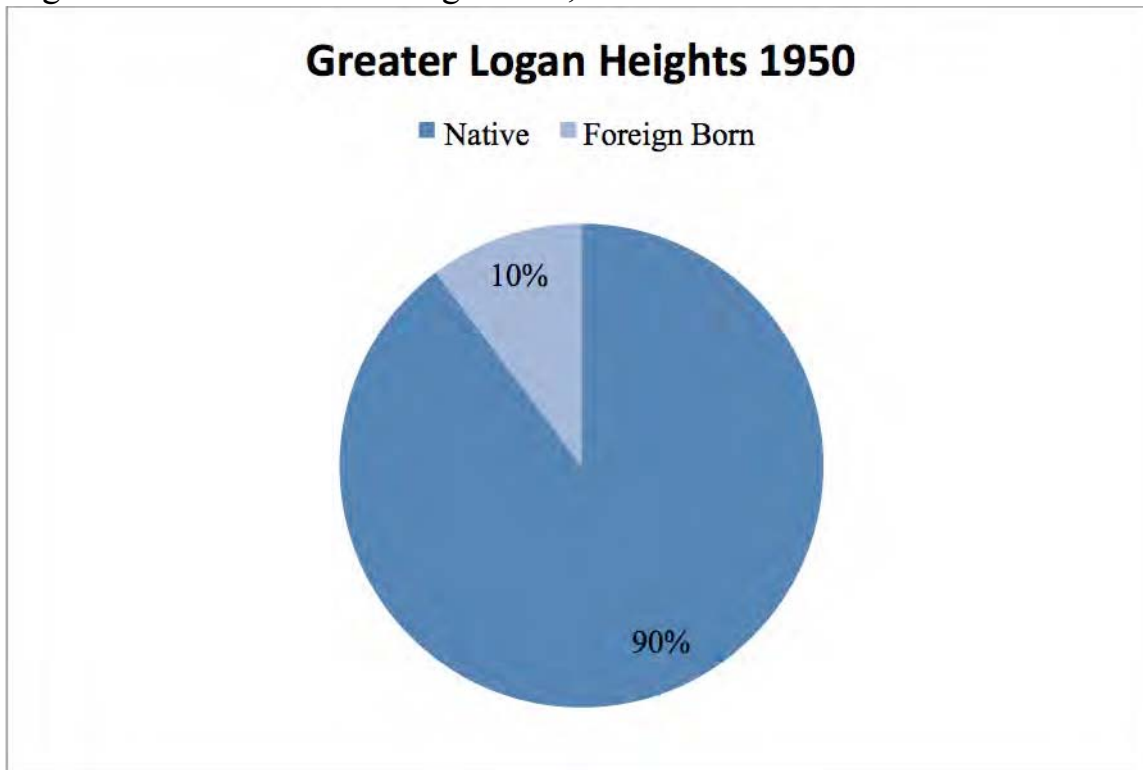
In order to analyze the changing data over different decennial times, it is necessary to organize them in a way that is comparable. By doing so, the data will be better understood and

then easily able to identify the various changes with Country of Origin and Language spoken at home in the Greater Logan Heights area.

1950: Country of Origin

Within the Greater Logan Heights area, there was large percentage difference between Native and foreign-born individuals. As shown in Figure 7.01, in 1950 only 10% of the population was foreign-born while 90% were born in the US.

Figure 7.01: Native vs. Foreign-Born, 1950

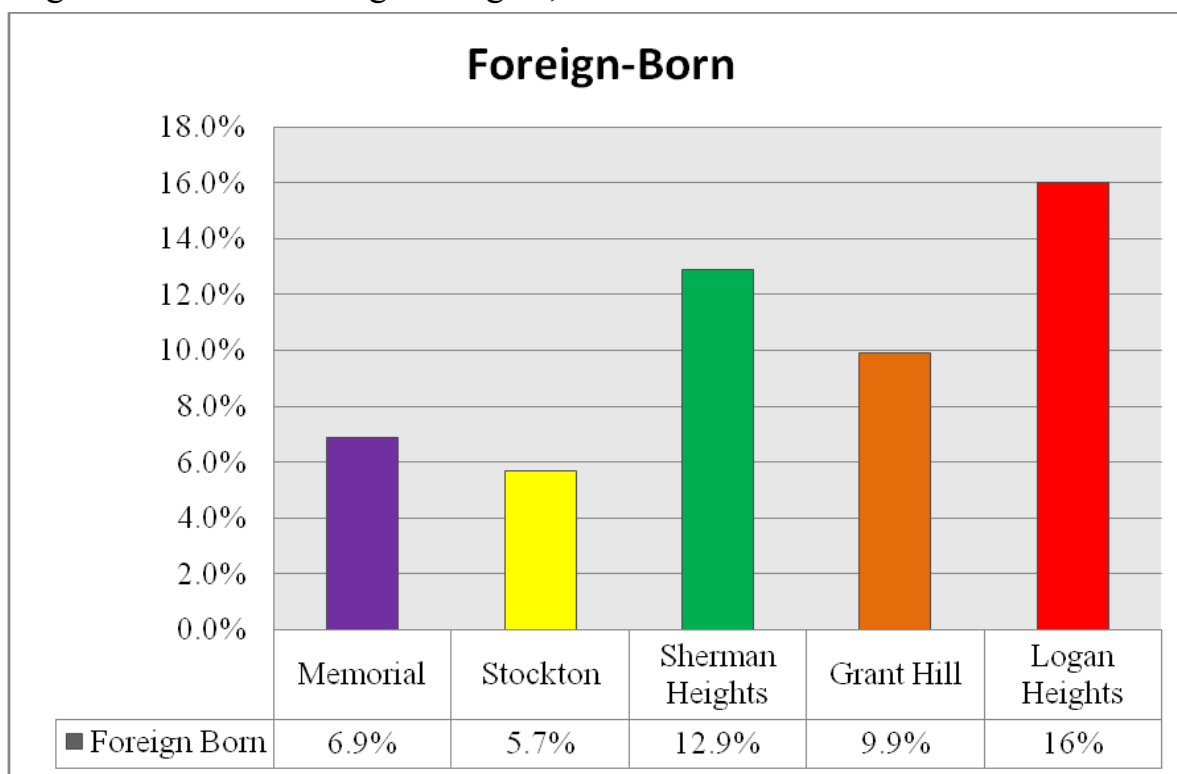


Source: United States Census Bureau

As a whole in 1950 there was a significant disparity between native and foreign-born residents in the Greater Logan Heights area. Looking at each neighborhood within the Greater

Logan Heights Area, one can see how disproportionate the ratio between native and foreign-born individuals really is. Figure 7.02 represents each neighborhood, displaying the total population for each and also the population of foreign-born individuals. It illustrates that Logan Heights had the highest population of foreign-born with 16%. Second highest is Sherman Heights with 12.9%. The next three neighborhoods have a closer percentage range with Grant Hill at 9.9%, Memorial with 6.9% and Stockton with 5.7%.

Figure 7.02: Greater Logan Heights, 1950



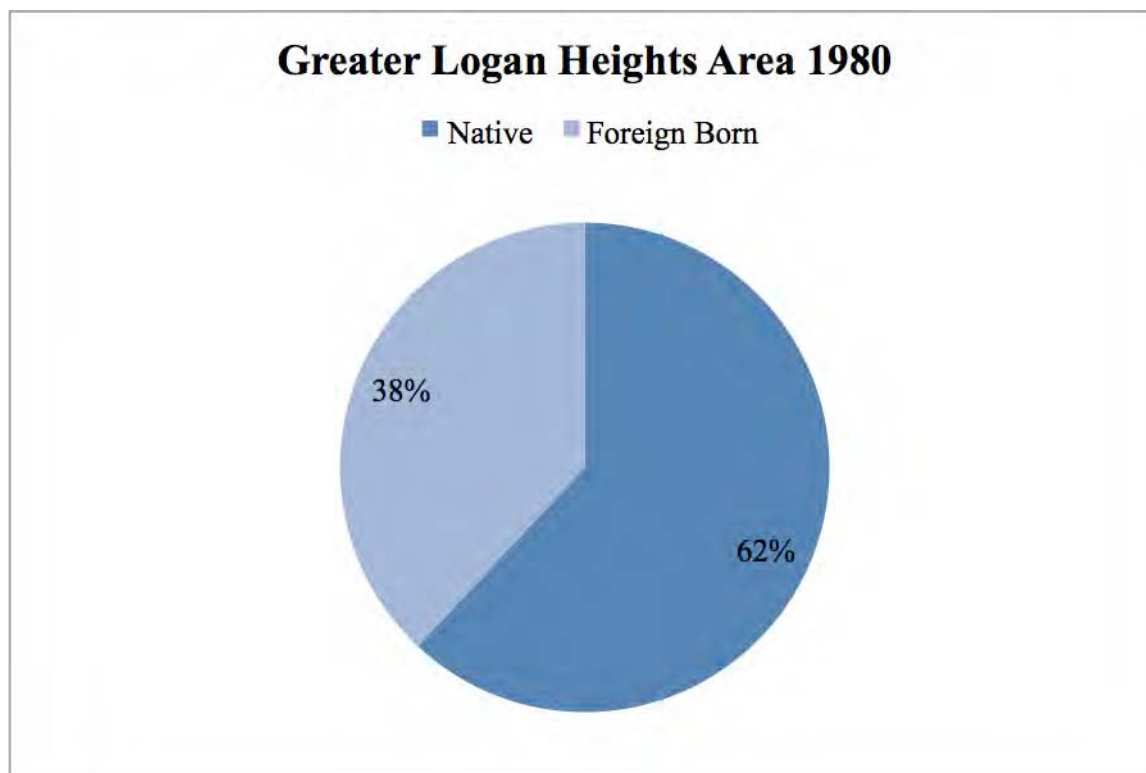
Source: United States Census Bureau

1980: Country of Origin

The data for 1980 is similar to 1950 in respect to not have inclusive data pertaining to specific countries of origin. The Census data collection does not include complete data for the

population, only dividing it between native and foreign-born. In Greater Logan Heights the foreign-born population was 38% and the native born population was the clear majority at 62% (Figure 7.03). When comparing the data to 1950, there was a 28% increase in foreign-born population in just thirty years, which would result in a 28% decrease in native-born populations.

Figure 7.03: Native Born vs. Foreign-Born Population

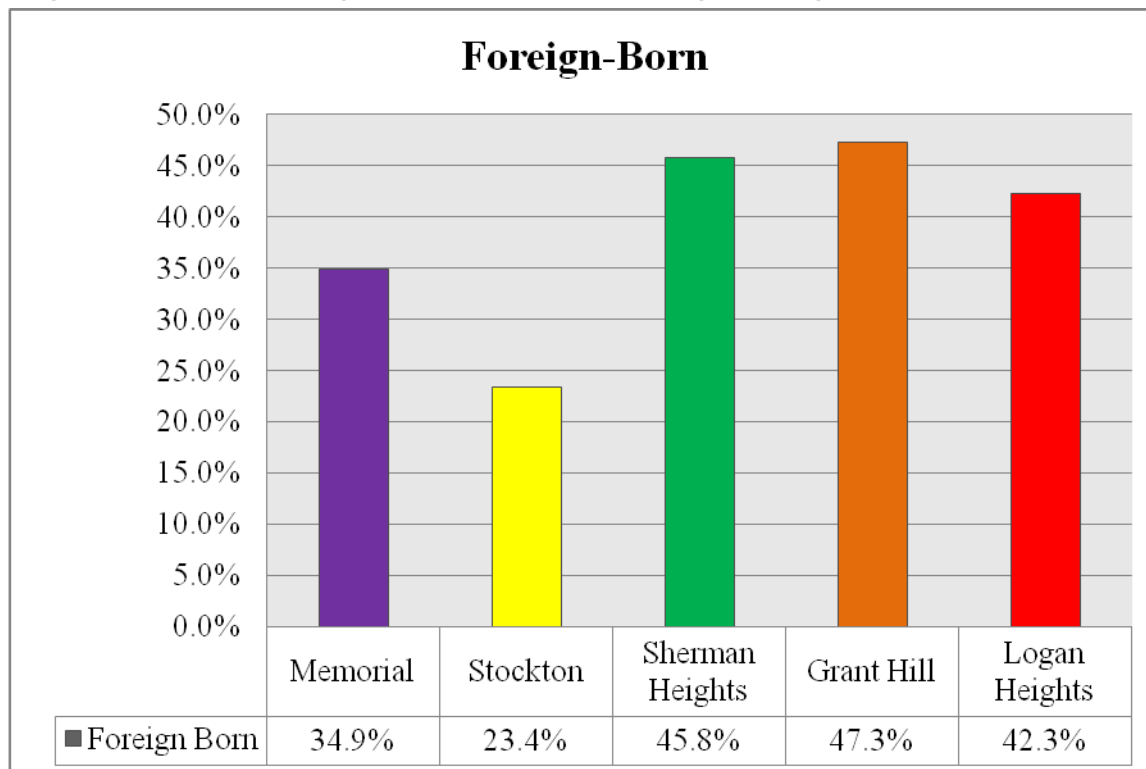


Source: United States Census Bureau

Figure 7.04 shows the breakdown of each neighborhood with the Greater Logan Heights for the 1980 foreign-born populations. In 1980 Grant Hill had the highest population of foreign-born with 47.3%, an increase of 37.4% in thirty years. Sherman Heights had the second highest percentage of foreign-born at 45.8%, a 32.9% increase from 1950. Logan Heights saw its foreign-born population increase to 42% and Memorial experienced a 28% increase in its

foreign-born population between 1950 and 1980 Stockton which had the least amount in 1950, increased by 17.7% to 23.40%. Within each neighborhood over the 30 year period, each area increased significantly in foreign-born populations.

Figure 7.04: Five Neighborhoods, Greater Logan Heights, 1980

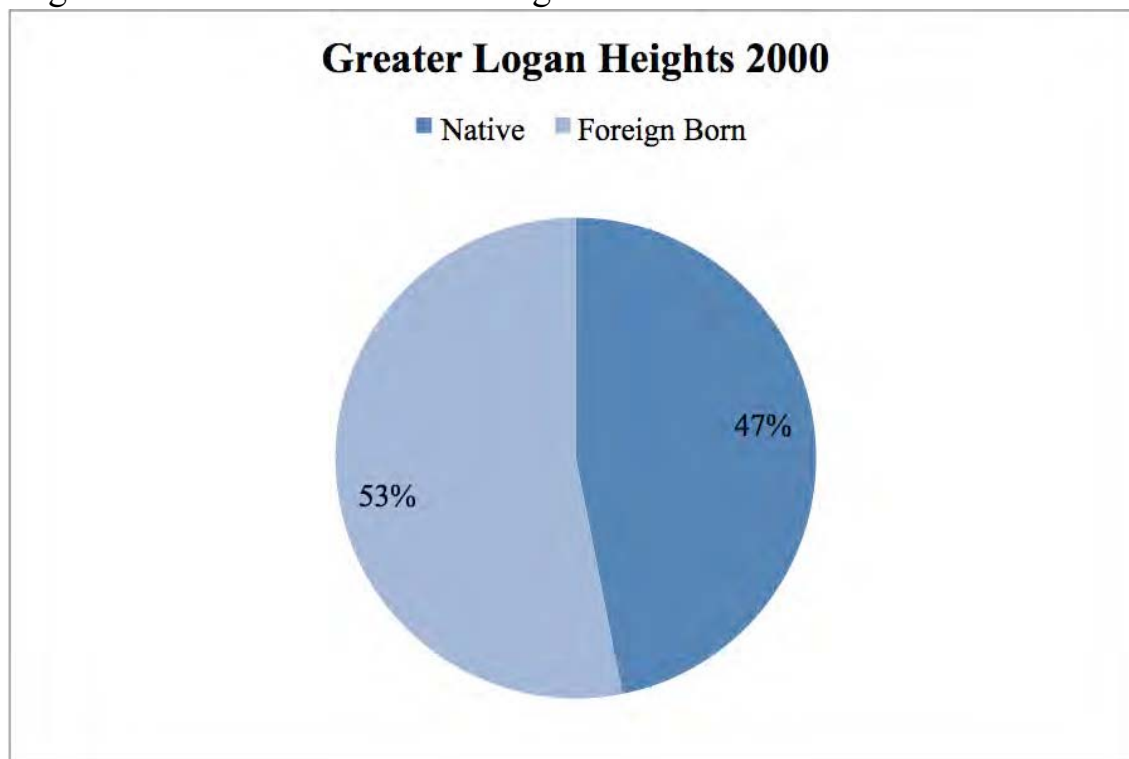


Source: United States Census Bureau

2000: Country of Origin

In 2000, the trends for Greater Logan Heights are relatively similar to 1950 and 1980, and have increased over time. The percentage of foreign-born individuals increased from 28% in 1980 to 53% in 2000. These trends thus created a decrease in native-born people from 62% in 1980 to 47% in 2000. (See Figure 7.05)

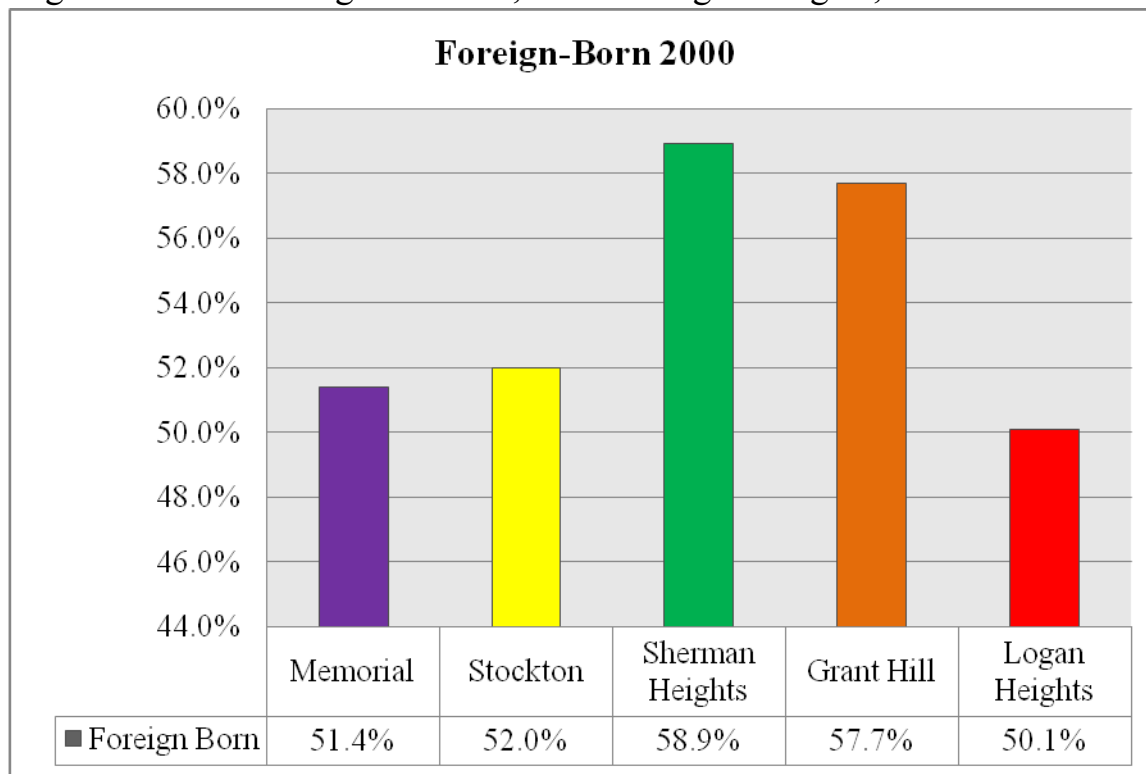
Figure 7.05: Native Born vs. Foreign-Born



Source: United States Census Bureau

When looking at the neighborhoods within Greater Logan Heights, one is able to see the changes specifically within each neighborhood. Consistent with 1950 and 1980, in 2000 Sherman Heights continued to experience an increase in its foreign born populations. In 1980 it was 45.8% and in 2000 it increased to 58.9%. Grant Hill increased from 47.3% in 1980 to 57.7% in 2000. Stockton's percentage of foreign-born was 52%, which is an increase of 28.6% from 1980. In 2000, 51.4% of Memorial's population was foreign born, an increase of 16.6% from 1980. Logan Heights in 2000 is the lowest when comparing to the other neighborhoods. In 1980, 42% were foreign-born and by 2000 there was an increase by 8.10%. Logan Heights increased the least during the span of twenty years. Consistently, the foreign-born populations in all five neighborhoods are increasing (See Figure 7.06).

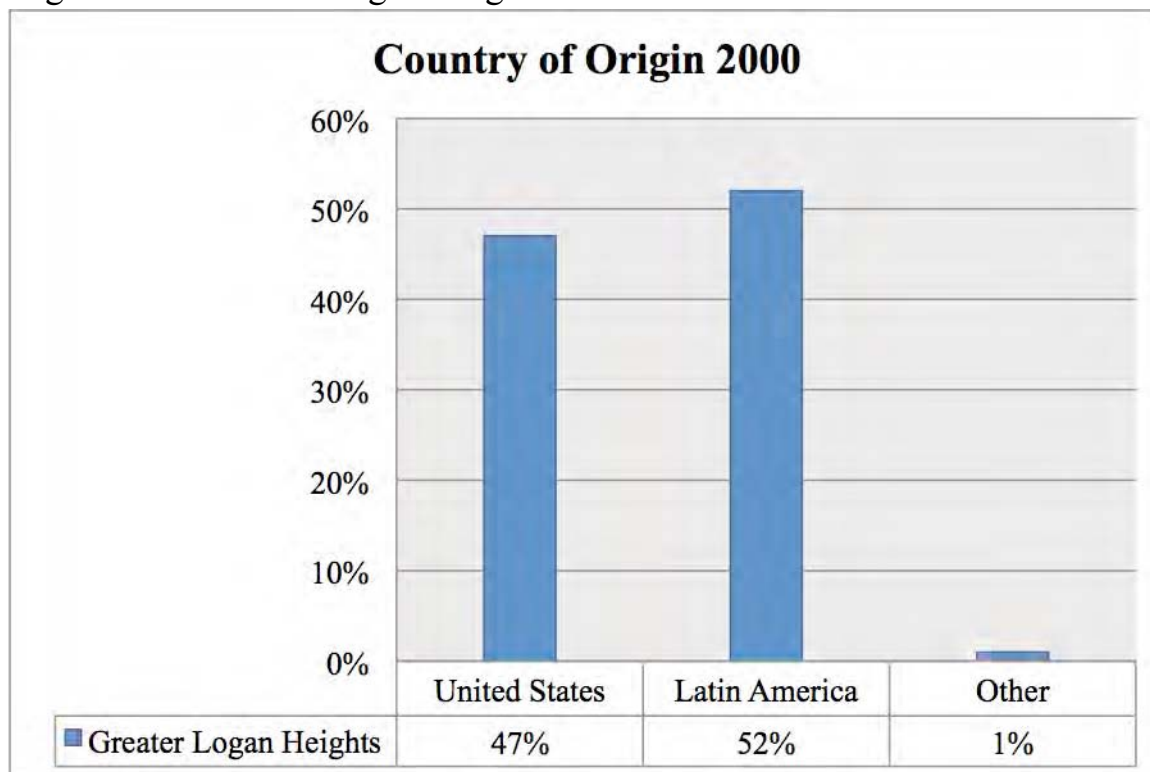
Figure 7.06: Five Neighborhoods, Greater Logan Heights, 2000



Source: United States Census Bureau

Unlike in 1950 and 1980, in 2000 the U.S. Census Bureau collected more detailed data on country of origin. Figure 7.07 illustrates trends in country of origin for the residents of Greater Logan Heights. In 2000, 47% were from the United States, 52% were from Latin America and 1% of the population was from other parts of the world. This data is consistent with the findings presented in Chapter 6, which documents the high volume of Hispanic individuals coinciding with a high population of individuals that are from Latin America.

Figure 7.07: Greater Logan Heights



Source: United States Census Bureau

2005-2009 American Survey 5-year estimations³: Country of Origin

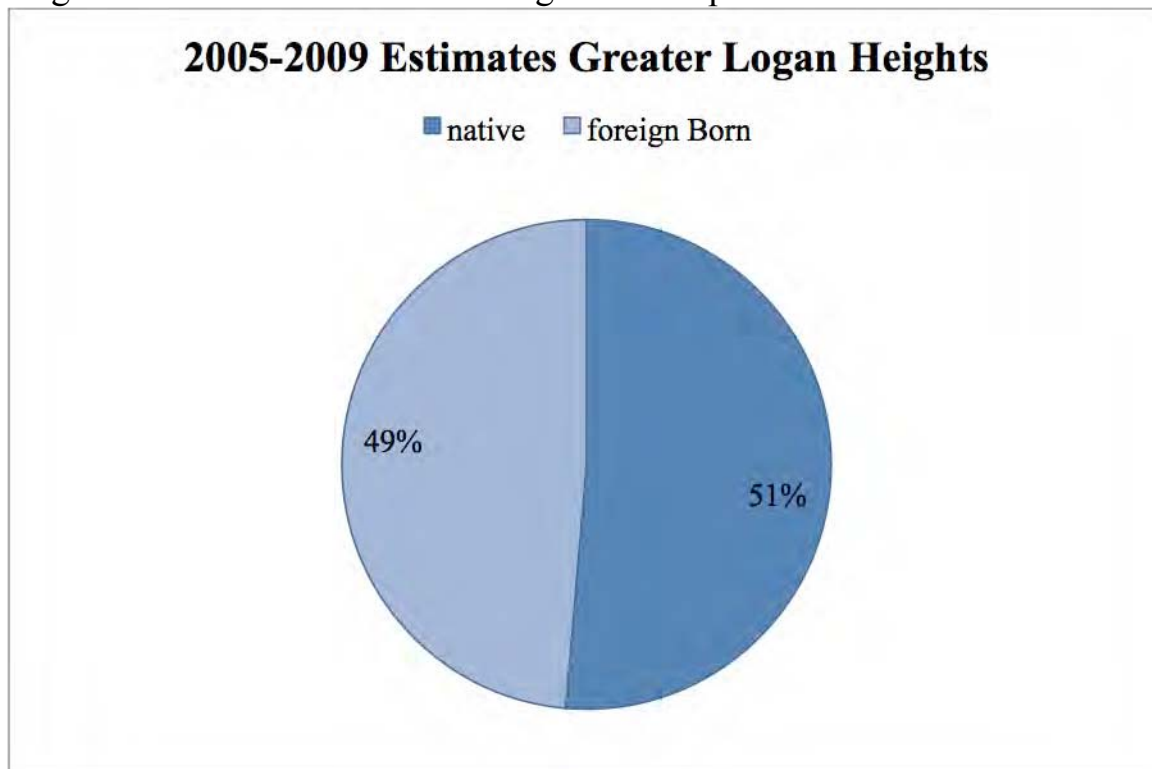
For the 2005-2009 5-year estimate data, a new trend seems to be emerging. Looking at figure 7.08, the population for foreign-born is 49% while native born is 51%. This trend differs from the other decennial periods with an increase of native-born populations from 47% in 2000 to 51% in 2009. In contrast, the foreign-born populations decreased from 53% in 2000 to 49% in 2009.

As for each neighborhood, the trends continue as each neighborhood, except Memorial, is projected to decrease in foreign-born populations. Figure 7.09 corresponds to the percentages for each neighborhood in respect to foreign-born populations. In Logan Heights there is a projected

³ Refer to Methodology chapter explaining 2005-2009 American Survey 5-year estimations

decrease in the number of foreign-born individuals, 50.1% to 45.4%. In Grant Hill it decreases from 57.7% to 53.3%. Sherman Heights has a significant decrease from 58.9% in 2000 to 42.7%.

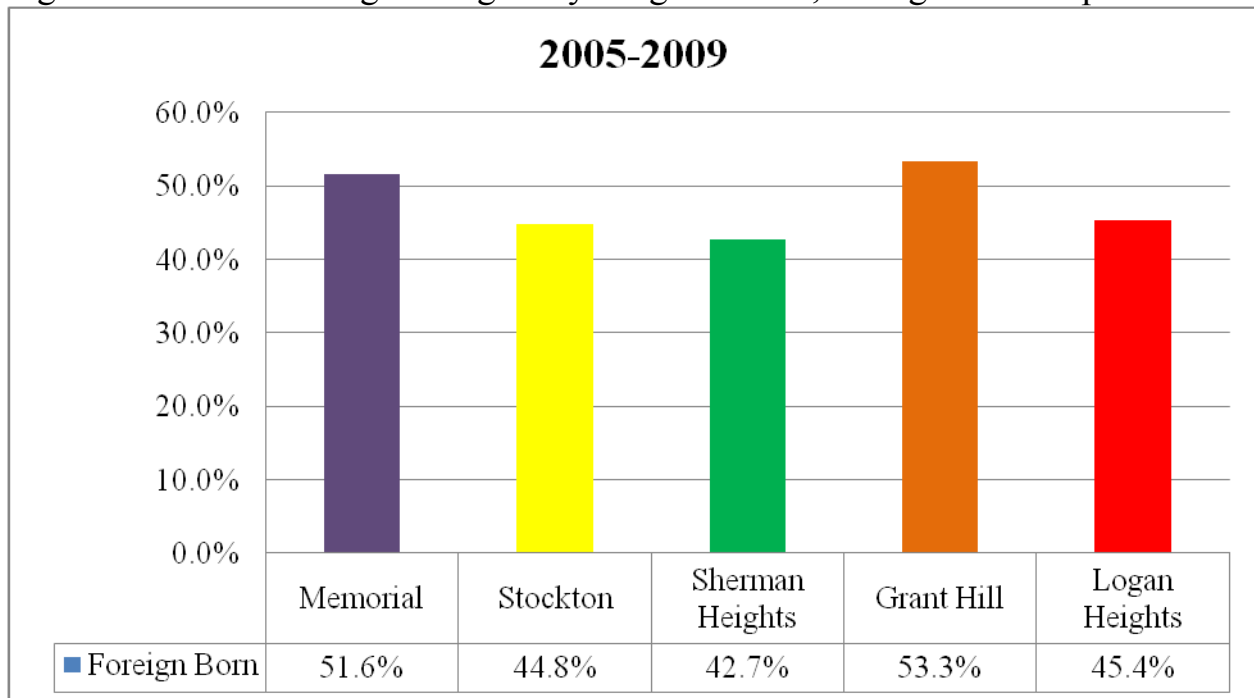
Figure 7.08: Native Born vs. Foreign-Born Population



Source: United States Census Bureau

Stockton also decreased but not at much as Sherman Heights. In 2000 the foreign-born population was 52% and in 2009 it was estimated to be 44.8%. Memorial was the only neighborhood that was not estimated to have an increase in native-born persons. It increased from 51.4% in 2000 to 51.6% in 2009. The data shows that in Memorial the percent of foreign-born is expected to increase or at least stay the same.

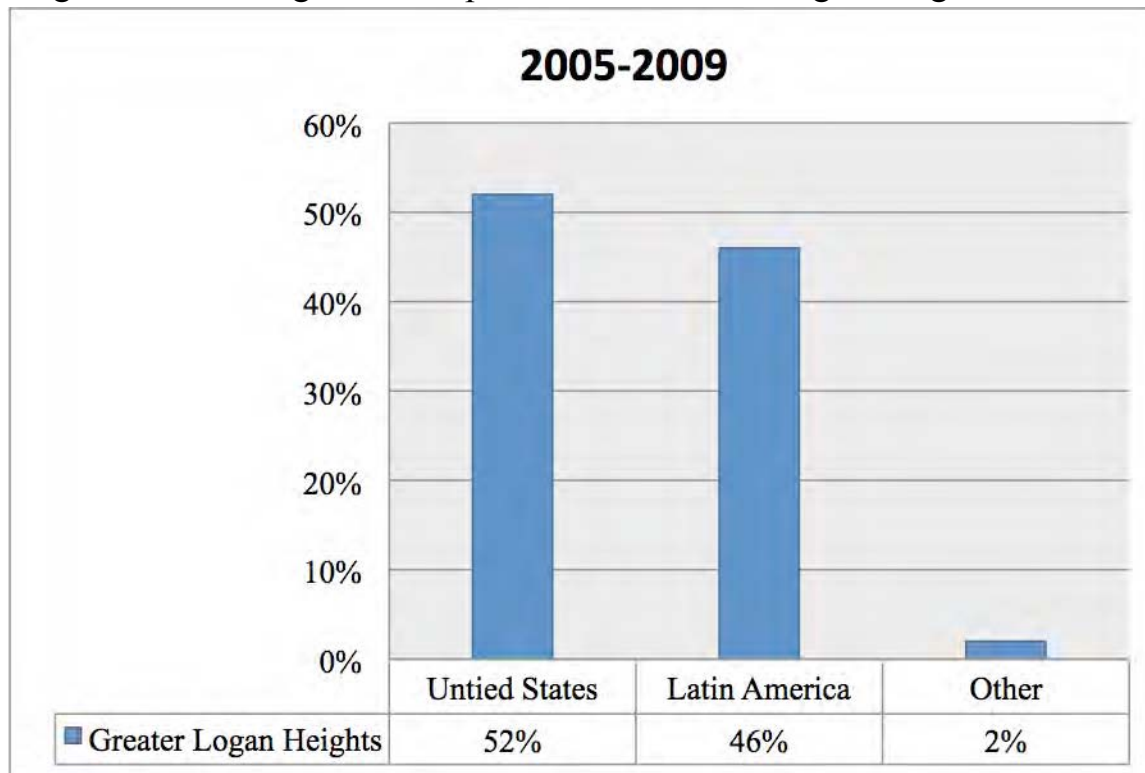
Figure 7.09: Greater Logan Heights by Neighborhood, Foreign-Born Population



Source: United States Census Bureau

The information provided for the 2005-2009 estimations also includes country of origin. The data then was grouped into the largest populations. Figure 7.10 shows in Greater Logan Heights 52% are born in the United States, which showed an increase of 5% from 2000. There was also a decrease in individuals born in Latin America from 52% in 2000 to 46% in 2009. For the category of other, there was an increase of 1% in the combined area of all 5 neighborhoods.

Figure 7.10: Foreign-Born Populations in Greater Logan Heights



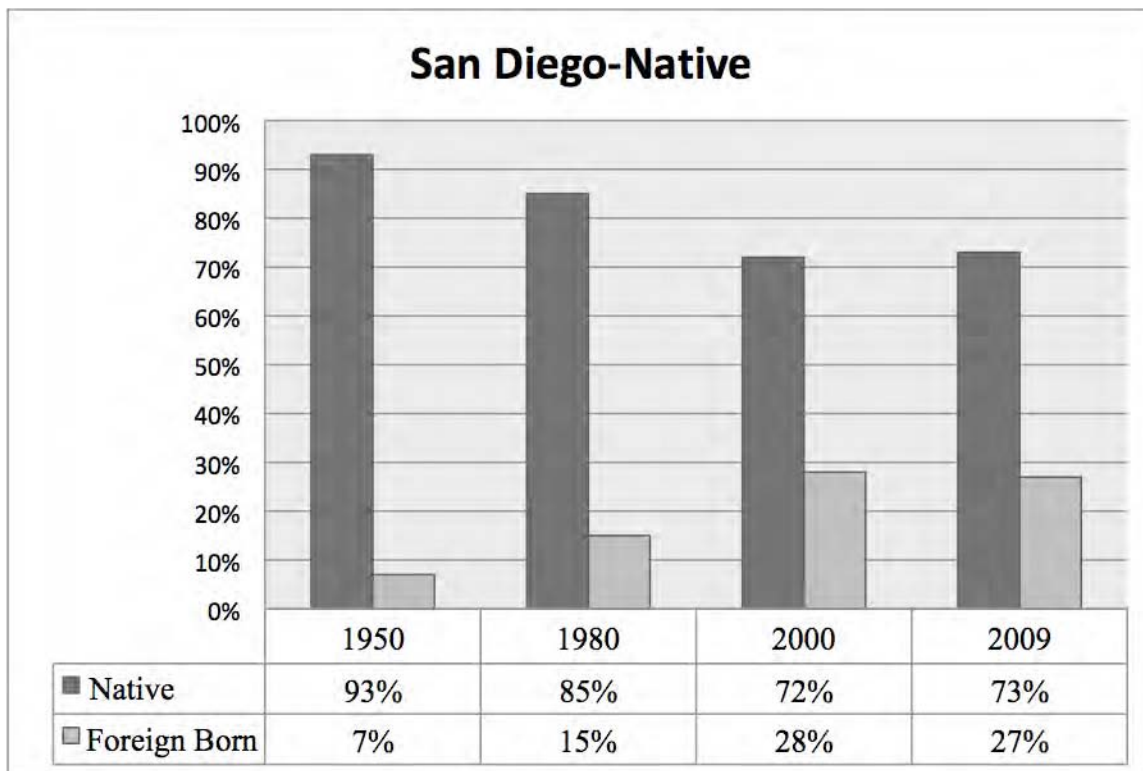
Source: United States Census Bureau

Country of Origin: San Diego

An analysis of trends at the city of San Diego level illustrates the ways in which Greater Logan Heights diverges from city-wide trends. In San Diego there has been a steady decrease in native-born populations. As shown in Figure 7.11, in 1950 93% of the population was born in the United States. In 1980 it decreased to 85% and in 2000 it decreased again to 72%. For the estimations for 2005-2009 it data then changes and there is an expected increase in 2009 of 1%. The trend for the foreign-born populations increases from 7% in 1950, 15% in 1980 and 28% in 2000. In 2009 the foreign-born populations are expected to decrease by 1% suggesting a shift of populations. This data is consistent with the 5 neighborhoods suggesting a slowdown in immigration to the area. However, while these new trends are important to recognize, it is

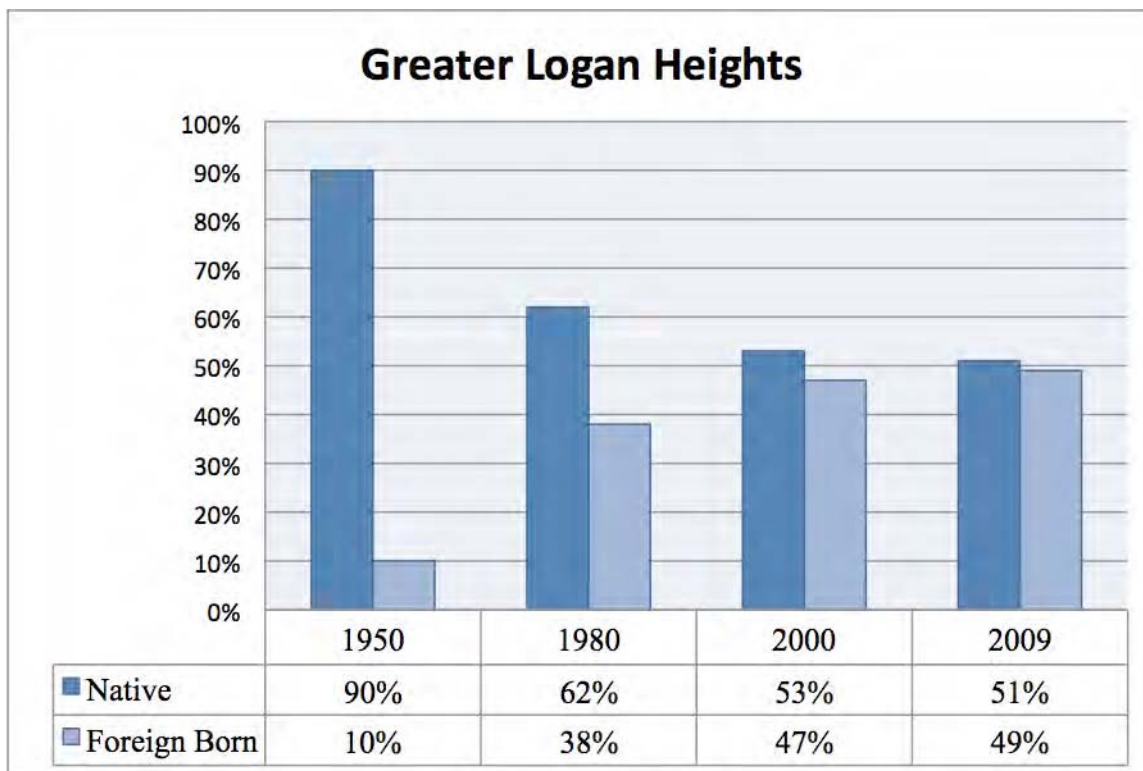
important to understand that the Greater Logan Heights area has had a much larger percentage of foreign-born residents than compared to the city of San Diego. Comparing the Greater Logan Heights area to San Diego the trends are comparably consistent but in the five neighborhoods the disparities tend to even out between native and foreign-born. As shown in Figure 7.12, the native-born population between the time periods of 1950 to 2009 decreased from 90% to 51%. Conversely, the foreign-born population increased from 10% to 49%, from 1950 to 2009.

Figure 7.11: Native Born vs. Foreign-Born, 1950-2009



Source: United States Census Bureau

Figure 7.12: Native vs. Foreign-Born, 1950-2009



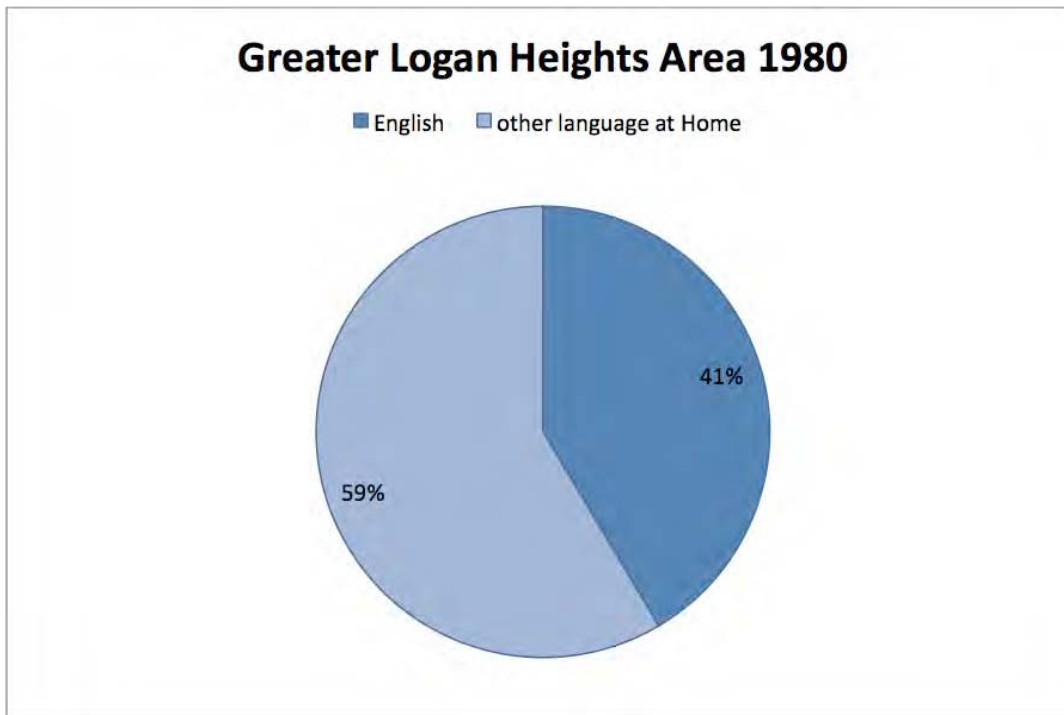
Source: United States Census Bureau

Conclusion: Country of Origin

Over the past sixty years there has been an increase in foreign-born populations migrating to the Greater Logan Heights Area. It wasn't until recently that a decrease occurred within the five neighborhoods. All the neighborhoods but Sherman are expected to experience an increase in native-born individuals and decrease in foreign-born populations. The next section considers trends in language spoken at home.

Language Spoken at Home

Figure 7.13: Language Spoken at Home, English vs. Other

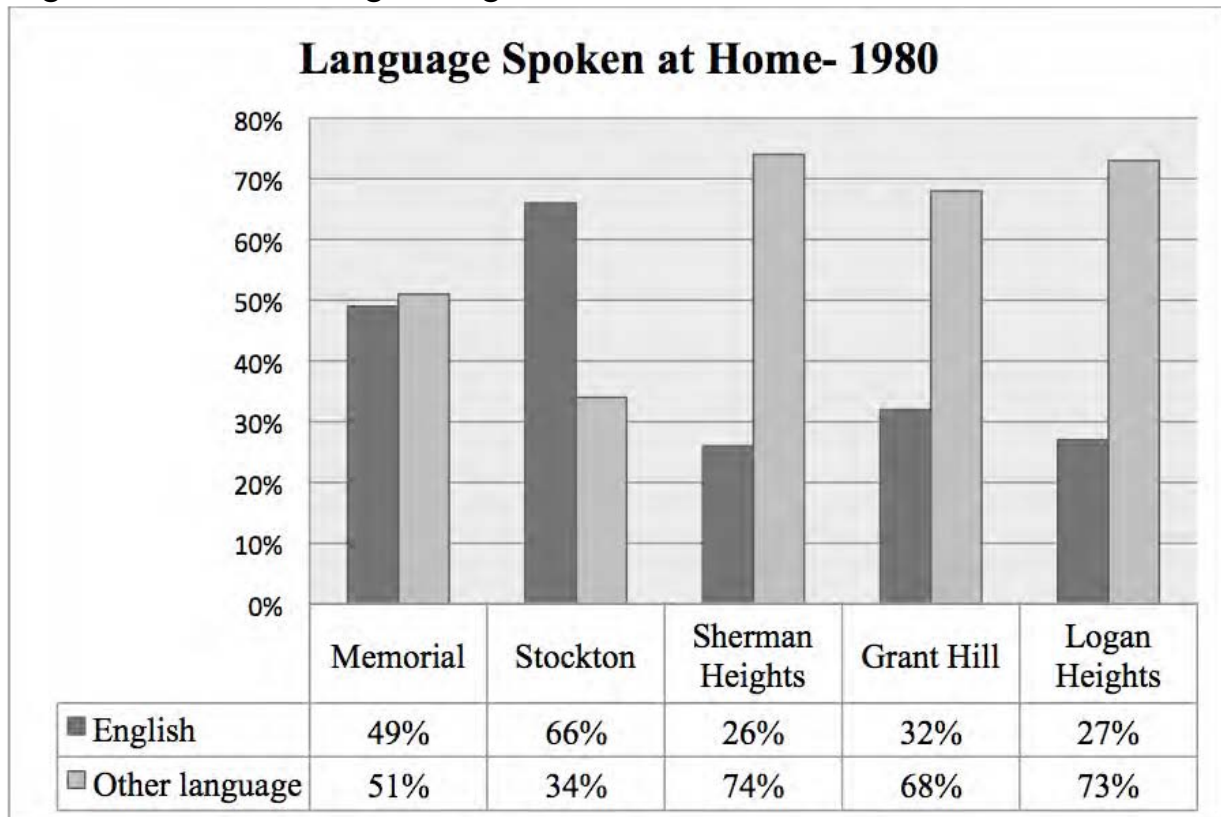


Source: United States Census Bureau

1980 Language Spoken at Home

In 1980, 41% of the residents of Greater Logan Heights spoke English and 59% spoke another language (see Figure 7.13). Figure 7.14 illustrates the percentage ratio for each neighborhood in the Greater Logan Heights area. In Memorial 49% of the population spoke English and 51% spoke another language other than English in the home. In Stockton 66% spoke English and 34% spoke another language other than English in the home. Sherman Heights, Grant Hill and Logan Heights had a more disproportionate distribution of language. All three neighborhoods are around 70% of the population speaking another language other than English. The percentage that speaks English is around 30%. In Sherman Heights 26%, Grant Hill at 32% and in Logan Heights 27% of the population speaks English in the home.

Figure 7.14: Greater Logan Heights

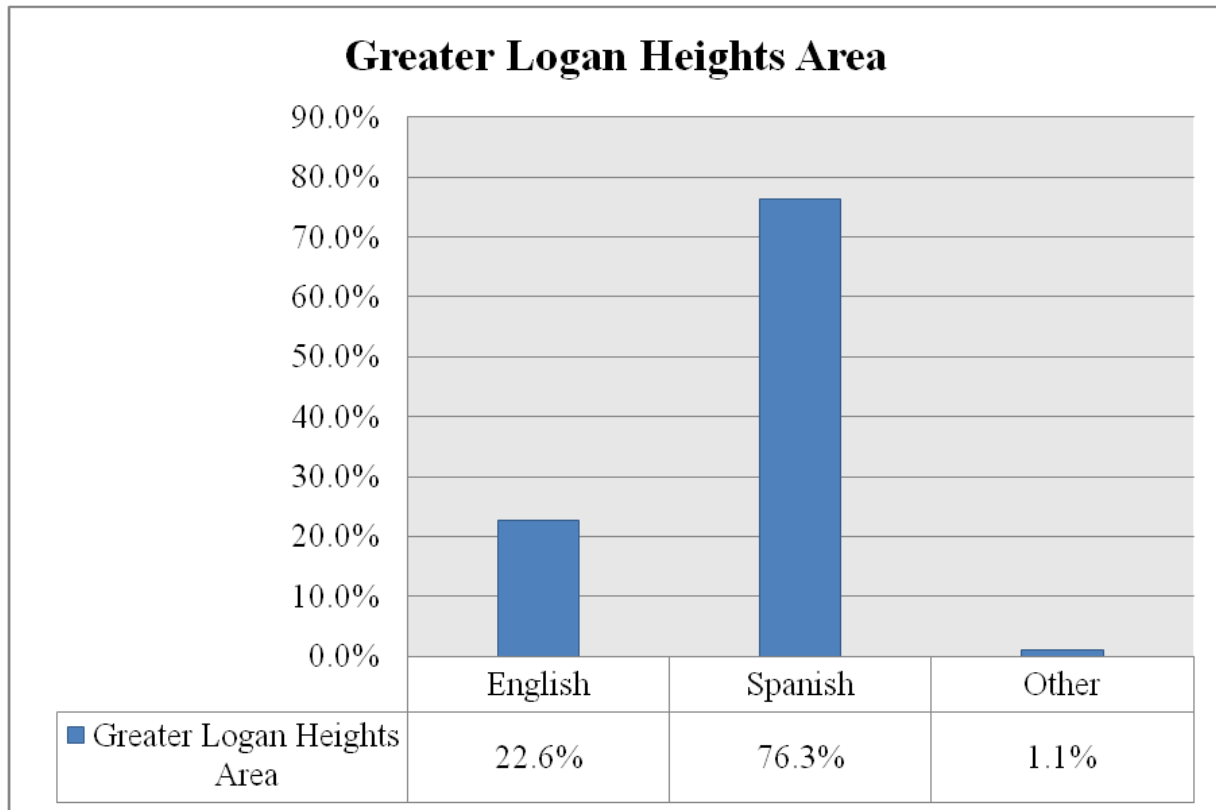


Source: United States Census Bureau

2000 Language Spoken at Home

In 2000, the majority of the residents of Greater Logan Heights (76.3%) indicated that Spanish was the primary language spoken at home. (See Figure 7.15)

Figure 7.15: Primary Language Spoken at Home, 2000

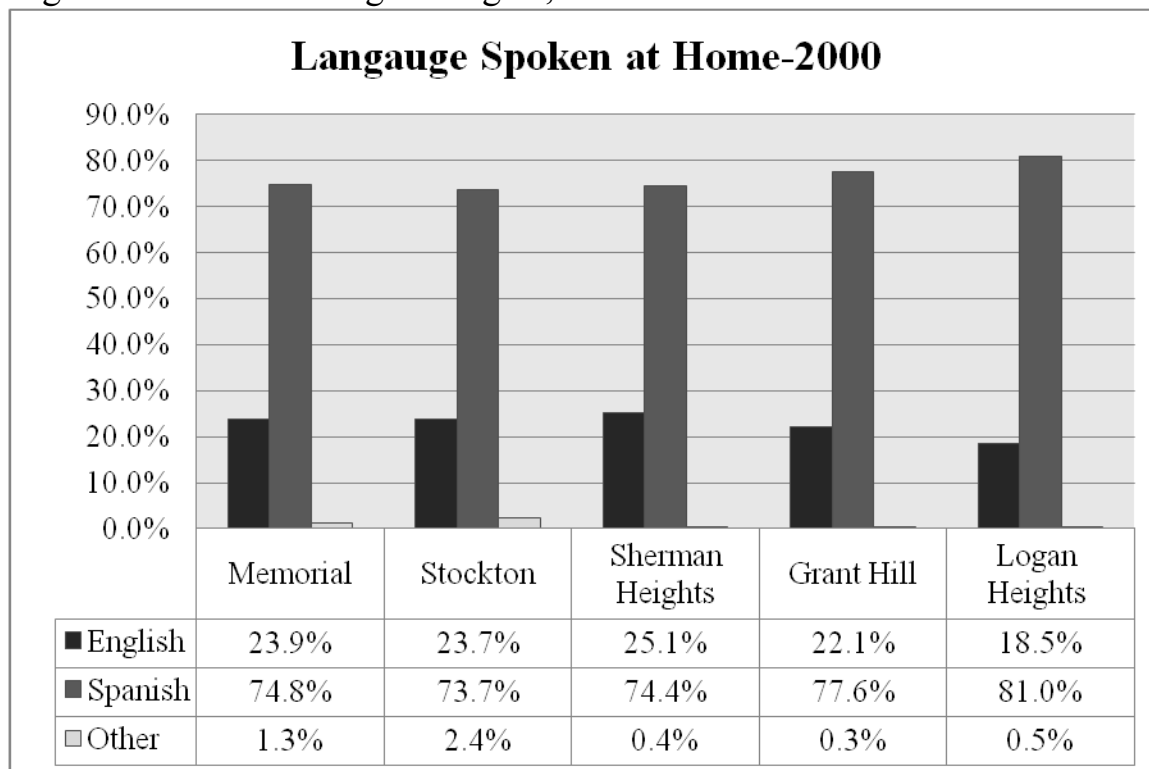


Source: United States Census Bureau

Figure 7.16 shows the language spoken at home within each neighborhood divided by English, Spanish and other. Consistently across each neighborhood, at least 70% of the population spoke Spanish. The neighborhood with the largest percentage is Logan Heights with 81% speaking Spanish, 18.5% speaking English and a marginal 0.5% speaking a different language. Grant Hill is similar to Logan Heights with 77.6% speaking Spanish, 22.1% speaking English and less than one percent speaking another language. Memorial has the third largest population of 74.8% Spanish speakers, 23.9% English speakers, and 1.3% other languages. Close behind Memorial is Sherman Heights with 74.4% Spanish speakers, 25.2% English and 0.4% speaking another language. Stockton has the lowest but still statistically close to the other

neighborhoods with 73.7% Spanish, 23.7% English and a 2.4% other language. Stockton is the neighborhood that has the least amount of Spanish speakers but the highest percentage of other language spoken at home.

Figure 7.16: Greater Logan Heights, 2000



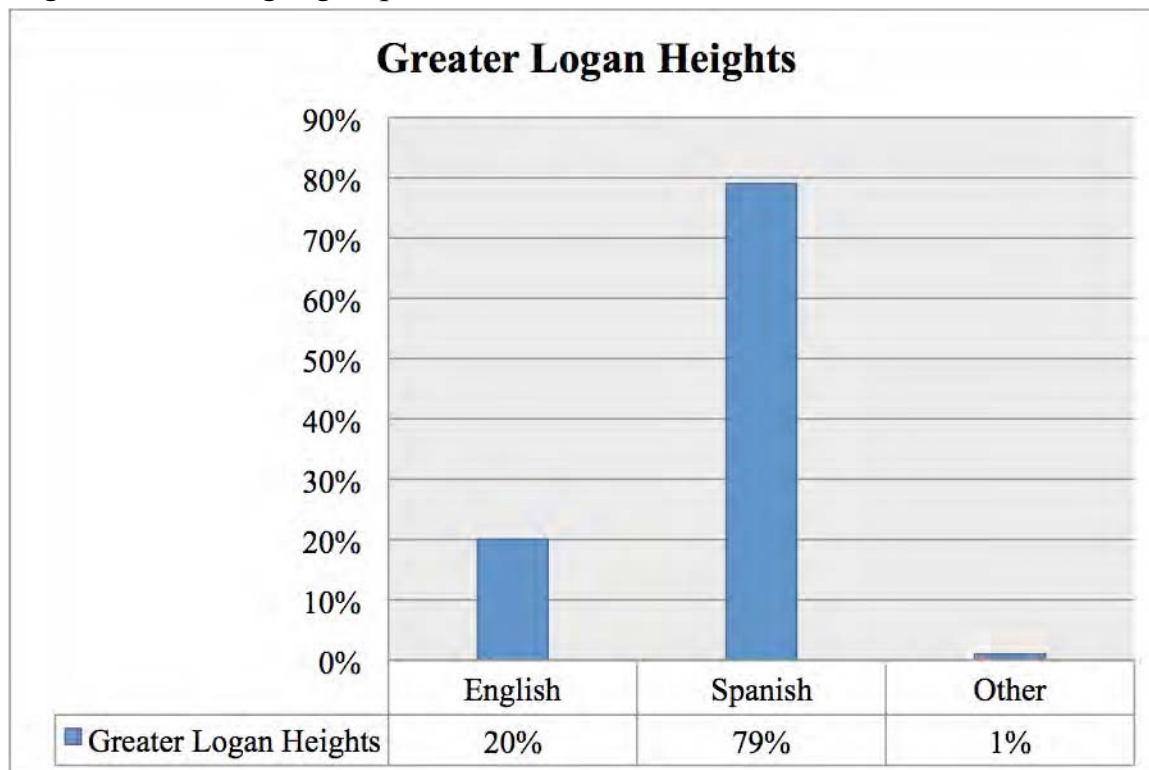
Source: United States Census Bureau

2005-2009 Language Spoken at Home

Consistent with the 2000 Census data, for the 2005-2009 estimates the Greater Logan Heights appeared to exhibit trends similar to previous decennial periods. Figure 7.17 illustrates the languages spoken at home in Greater Logan Heights. Spanish is spoken by 79% of the population, 20% speak English and small 1% speak another language in the home. The changes

were estimated from 2000 to 2009 are a small increase in Spanish by 3.7%, decrease in English by 2.6% and a decrease in other by a marginal 0.1%.

Figure 7.17: Language Spoken at Home, 2005-2009

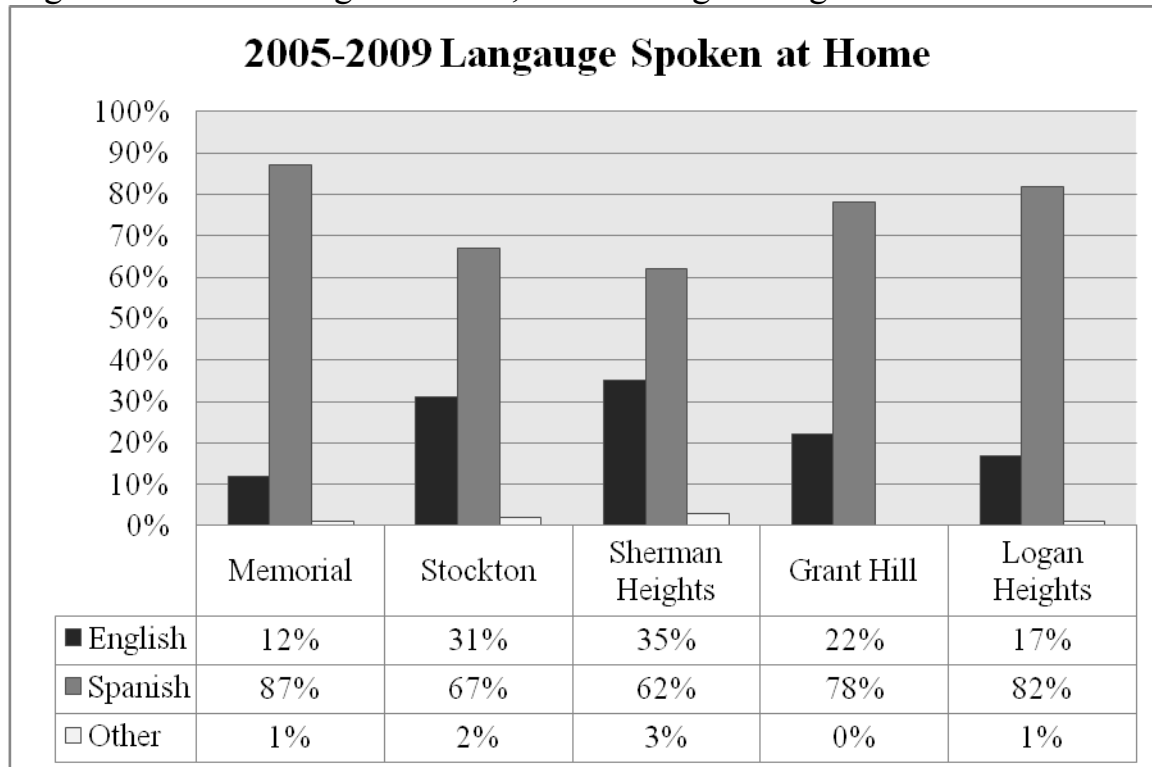


Source: United States Census Bureau

Looking at each neighborhood, Stockton and Sherman Heights in Figure 7.18 show a decrease in those who speak Spanish at home. In 2000, Stockton had 73.7% speaking Spanish at home and in 2009 only 67% are expected to speak Spanish. That is a decrease by 6.7%. In Sherman Heights that same is true. From 2000 to 2009 there is an expected decrease in those who speak Spanish in the home by 12.4%. Memorial, Grant Hill and Logan Heights are all expected to increase from the 2000 Census data. Memorial increases from 74.7% to 87%, Grant Hill 77.6% to 78% and Logan Heights 81% to 82%. The trends in disparity in regards to English

tend to be marginally small throughout all five neighborhoods. Looking at data with Ethnicity in Chapter 6, this has a direct correlation since a majority of the population is of Hispanic ethnicity.

Figure 7.18: Five Neighborhoods, Greater Logan Heights



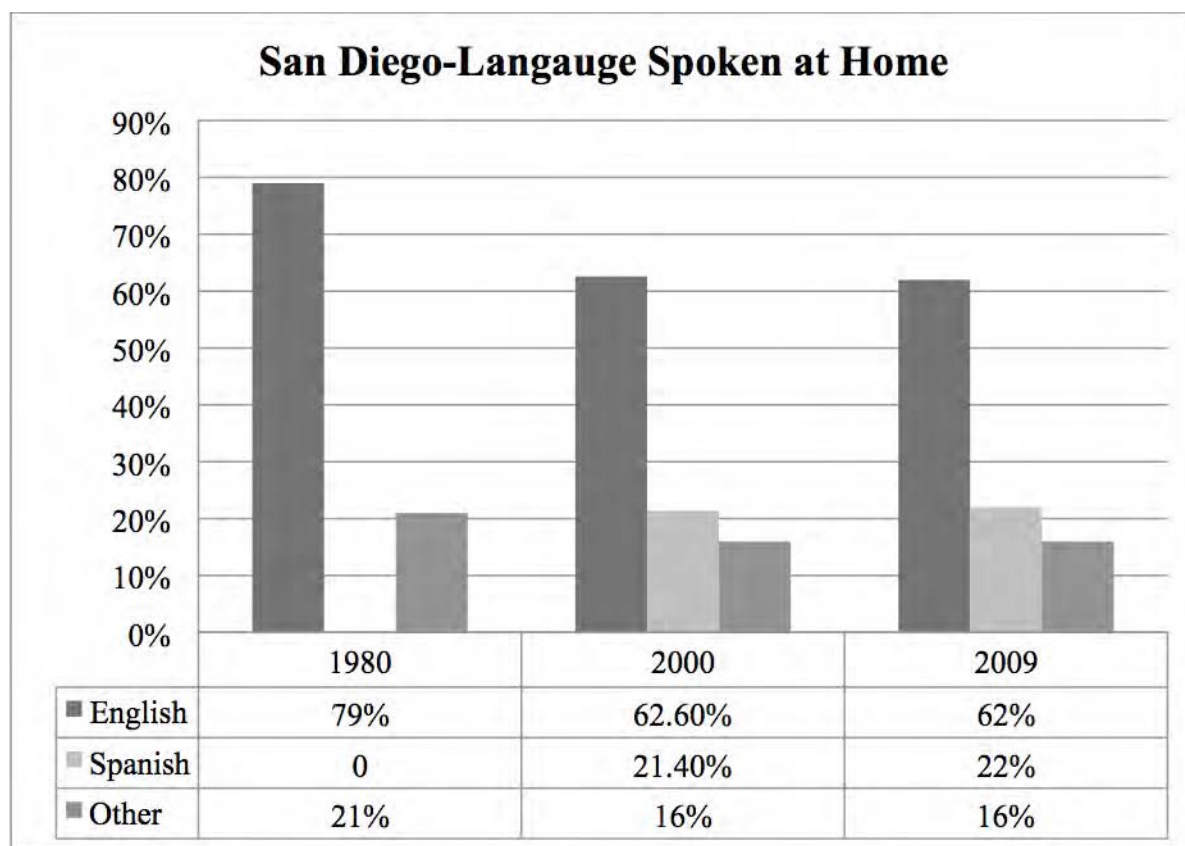
Source: United States Census Bureau

San Diego: Language Spoken at Home

San Diego has a slightly different language composition. In the Greater Logan Heights area there is a significantly large Hispanic population that correlates to language spoken at home, which is predominately Spanish. For the data in San Diego corresponding to figure 7.19 the trends in San Diego represent a community that speaks English far greater than that of Greater Logan Heights. Greater Logan Heights predominantly speaks Spanish and in San Diego, the majority speaks English. In 1980 the data provided consisted only with the options of English

and other, 79% spoke English and 21% spoke something different. In 2000 and 2009 more differential data has been included and categorized into English, Spanish and other. In 2000, 62.6% spoke English, 21.4% spoke Spanish and 16% were in the category of other. The same is true for 2009 with only slight changes from 2000. In San Diego 62% spoke English, 22% spoke Spanish and 16% spoke other; there were only slight changes indicating a plateau of languages spoken at home.

Figure 7.19: City of San Diego, Language Spoken at Home⁴, 1980-2009



Source: United States Census Bureau

⁴ 1980 categorized any language spoken that is not English is as “other”.

Analysis

The fractured nature of the community as seen through these trends could lend itself the conclusion that there are preventative implications relating to where a person is born and what language they speak. Diversity could create conflict further limiting the five neighborhoods from coming together to create one vision for the Greater Logan Heights area. Analysis of the data, however, indicates that this is not always the case. When analyzing the trends as a whole within the five neighborhoods, we see that over time Greater Logan Heights experienced an increase in Latin American migration, and concurrently an increase of Spanish spoken in the home. This trend applies to the majority of the community, yet there is diversity in the community as exhibited by the presence of black and white communities (discussed in more detail in Chapter 6). Looking at the data provided in Chapter 6, over the different decennial periods, both the Black and White populations decrease in size while the Hispanic populations increase. The correlation between the four variables illustrates that the communities were diverse but still dominated by the Hispanic population. The accumulations of the individuals that live in the area are from Latin America and therefore after first-born generations, will have the common bond of being Hispanic. These individuals would share common ethnic and cultural backgrounds. It is also to be said that in these neighborhoods the majority speak Spanish in the home holding true that communication isn't a problem. However in the communities there is a strong Hispanic population, there is also a white demographic and smaller Black population as seen in Chapter 6. Perhaps the fractured communities stems from lack of communication between those who spoke English and those who spoke Spanish. Perhaps there was prejudice within the communities. When speaking with community members they admit that there wasn't conflict between the different races. In fact she said that there was more prejudice between different Latinos. Perhaps

it is the relationship between the Latinos in the area that creates a fractured identity. This could be one component of the larger research question.

Different variables affect the way communities come together to reach a common goal. Considering employment opportunities (Chapter 13), if individuals only speak Spanish than they might have trouble finding a stable job; they could then be forced to travel elsewhere to find work. The less time they live, work, and play in an area could create less of a community identity generating disinterest to get involved.

Many factors play a part in the community involvement and identity in the area. The next chapter provides information in regards to educational attainment within the five neighborhoods.

Chapter 8: Educational Attainment

Josh Childs

Figure 8.00: Logan Elementary School Banner



Source: Josh Childs

Introduction

The previous chapter discussed how the country of origin of residents and the language spoken at homes in Greater Logan Heights may contribute to the fractured nature of the community resulting in the lack of unity that has presented a problem in achieving redevelopment in the area. This chapter analyzes the status of educational attainment throughout Greater Logan Heights, leading to a better understanding on how effectively schools are preparing children for life beyond school. The data observed is the level of education that residents of Greater Logan Heights obtain to see if there are any outstanding differences with residents of the city of San Diego. Differences in educational background between neighborhoods can lead to different levels of effort and pride for the community, while differing

from those in San Diego can lead to problems when trying to reach a common ground on redevelopment ideas, both of which affect the ability to mobilize the residents of the area. Some factors that have an effect on educational attainment are income level, transportation, race and ethnicity, and the lack of community programs to promote education. However, after analyzing the data, it appears that there are not any significant differences between the neighborhoods themselves, but rather with the city of San Diego itself.

These factors contribute to the fractured nature of the community by preventing them from reaching a consensus on redevelopment projects for the advancement of the community. If data demonstrates that many of the residents of Greater Logan Heights did not attempt to go to college or dropped out of high school, this may show that they have fewer opportunities to take action in improving the community and they will not easily agree with others who have college degrees when attempting to come together for redevelopment projects. For children that have poor attendance, the reason for this could be a lack of transportation, as well as how far away they live from their designated school. By not attending their classes, whether beyond their control or not, these children are missing out on vital steps in the advancement of their careers. Another factor that is considered in this chapter is the possibility of different education levels between the neighborhoods within Greater Logan Heights, which provides another obstacle for community consensus to overcome. The variable analyzed in this chapter is the degree of education that residents of the Greater Logan Heights area have attained such as a high school diploma or equivalent, a college degree, or the lack of any degree. The methods and reasoning behind exploring these variables is explained in the next section.

Methodology

The level of education attained by the members of a community plays a key role in the development of the area as a whole. Education level of residents is often very closely correlated to the employment rate of the community and is also a good indicator of the status of the economy of the area as the community will have a stronger economy if their residents have college degrees because they are more likely to hold a job position than those who did not graduate college or high school. If equal opportunities are given to all children within the community, this will result in students being motivated to pursue higher education and secure a better future for them and their family members. A potential method of implementing these equal opportunities would be to prioritize the public education of youth through after school programs as well as providing scholarships for those who cannot afford to attend college. It is important to study this variable as it can give insight into whether the community prioritizes the education of youth.

The data for this variable that are observed are the number of residents who have obtained a high school diploma or equivalent, a college degree or higher, as well as those who did not complete high school. The category “High School Graduate” also includes equivalent degrees such as a General Education Diploma (GED). This data was obtained by analyzing Census data for each of the five neighborhoods for the years 1950, 1980, 2000, and 2005-2009. The 2005-2009 data will be taken from the American Community Survey (ACS) estimates as the 2010 Census data is not available. The Census tracts that will be studied were those previously described in Chapter 3. Also, by interviewing members of the education community in Greater Logan Heights, we developed greater insight into the priority of education throughout the community and what is being done to promote children’s educational opportunities. For the

community narrative, Yoli Padilla, a counselor at Kimbrough Elementary School was interviewed.

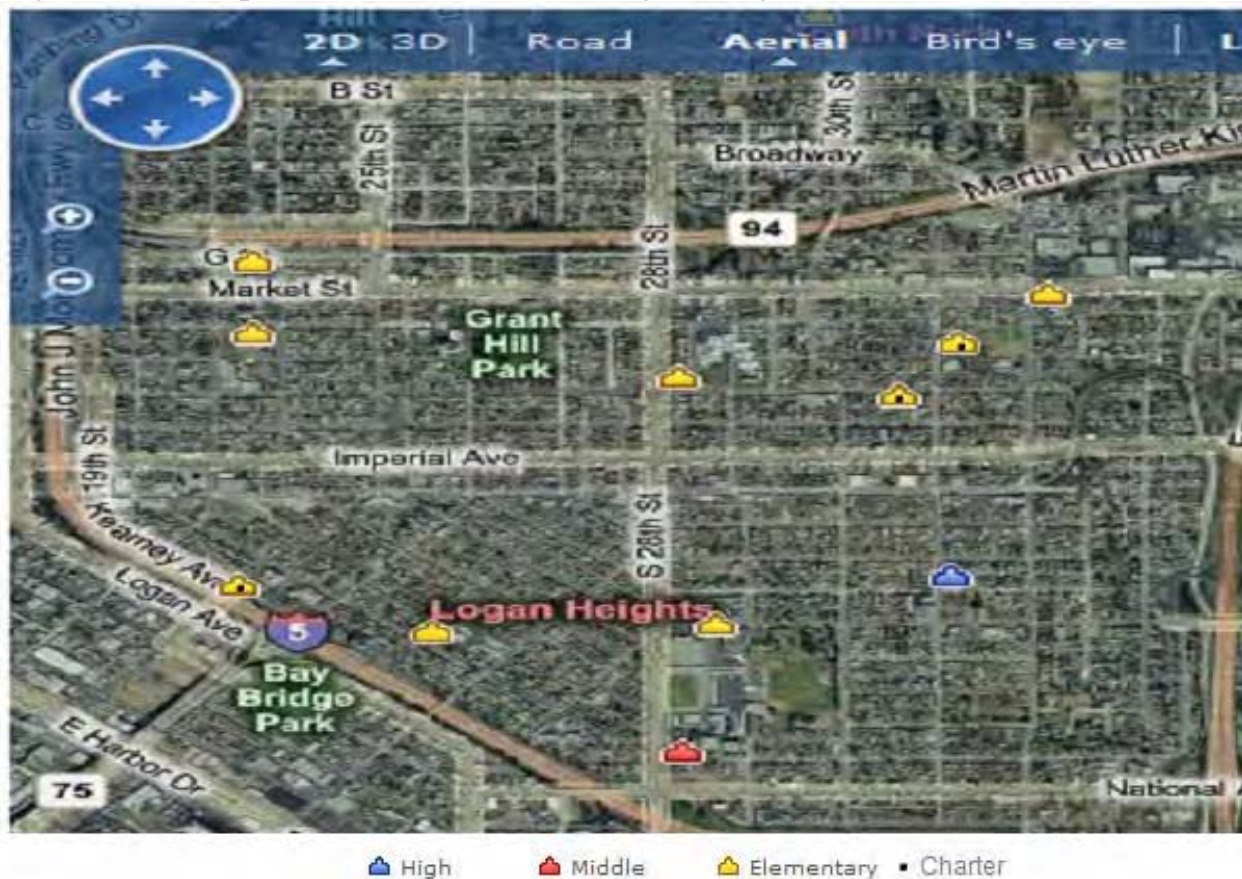
Due to the use of Census data from varying decennial periods, some discrepancies will arise when comparing tract data, as the variables recorded might not match exactly. For example, the 1950 Census data did not note if residents who achieved a high school equivalency degree were included in those who graduated high school. This could skew the percentages of those who did not complete high school to be higher than they actually are. Another example of this is seen in how the Census data does not consider residents of ages eighteen to twenty-four when collecting data, so a portion of the community is left out by a six year gap. This gap is a significant amount of time as some of these residents could have obtained a degree in this time. This is an important omission in the data because if community projects sought on improving education for children, these residents would provide a good barometer for the success of these programs as they would be the most recent beneficiaries. However, this age group only represents a small portion of the total population and the percentages should not be too far off from those above the age of twenty-five as over time all residents will be represented. A final problem that was encountered was the lack of benchmark data for the city of San Diego in the 1950 and 1980 decennial periods, which was resolved by using data for San Diego County instead. Another source of inaccuracy within the Census data is the possible submission of false data from immigrants who fear deportation (Padilla). The history of education throughout Greater Logan Heights is also an important area to observe as it can provide a background on the educational methods utilized in the community.

History

A majority of the schools in Greater Logan Heights are public elementary schools such as Logan Elementary (grades K-8), Sherman Elementary (grades K-5), and Jack Kimbrough Elementary (grades K-5). All of these schools are a part of the San Diego Unified School District. The locations of schools in the community are shown in Figure 8.01. In addition, some of the children in Greater Logan Heights attend schools outside of the community. For example, Garfield High, Scitech High, and King-Chavez Community High School are the three public high schools in downtown San Diego. Some children attend middle school outside of the community, as common outlets are Pacific Beach Middle School and Muirlands Middle School is La Jolla. Students are also encouraged to apply to the Preuss School at UCSD after they have completed elementary school. Crenshaw Booker T Christian School, a private high school, is the only high school in the entire Greater Logan Heights community. The King-Chavez Public Schools are a group of charter schools in the area that have been vital to the education of the Greater Logan Heights community since their addition to the area in 2000.

One of the most prevalent charter school network operators in Greater Logan Heights is the King-Chavez Academy of Excellence Inc. The first of these schools founded by this group was the King-Chavez Academy of Excellence (grades K-8), which opened in 2000 near the Coronado Bridge by Chicano Park. The school started with seventy-five students and its numbers grew to over three hundred by its third year of existence. Due to progressing academic performance and community participation, the Academy of Excellence was recognized as the most improved school in San Diego County in 2003 (King-Chavez).

Figure 8.01: Map of Schools in Greater Logan Heights



Source: USGS, "Logan Heights Schools." http://www.zillow.com/local-info/CA-San-Diego/Logan-Heights-schools/r_268287/

As a result of this success, King-Chavez opened three new schools, the Primary (grades K-2), Arts (grades 6-8), and Athletics (grades 3-5) Academies in 2005 by grassroots organization resulting in the restructuring failing public schools by the No Child Left Behind Act. After three years in the community, the test scores have improved at rates near the top of San Diego County in 2008. The King-Chavez Preparatory Academy (grades 6-8) was founded in August 2006 as a middle school to advance students from the Arts and Athletics Academies and now accommodates three hundred and forty students as of 2010. A King-Chavez Pre-School was approved for construction in 2008 and opened its doors the same year as a stepping-stone to

education for the youngest children in the community. This shows a commitment to beginning education as early as possible. In the same year, King-Chavez's charter was approved for the formation of its Community High School, which opened in August 2009 for six hundred students of Greater Logan Heights. These efforts by the King Chavez Academy of Excellence Inc. demonstrate that there are organizations present in the community striving to improve the quality of education delivered to the Greater Logan Heights youth.

This effort can be seen further by the construction of a public library in the community to be used as a wealth of public knowledge available to anyone who seeks it. Libraries play an important role in the educational development of community residents as it provides them with a place to learn and expand their intellectual boundaries through literature. The first public library was built in the Greater Logan Heights area in 1927 and served as a learning source in the community for almost a decade. In December 2002, the City of San Diego received a grant to complete a new library in the area. The Logan Heights Branch Library project was developed by the architect Martinez and Cutri Corporation, and construction began in December 2007. The library opened two years later on December 11, 2009 and can be seen in Figure 8.02. This new library is a significant improvement over its predecessor as it is much larger, allowing for more books and computers to be used by the students in Greater Logan Heights. The following section analyzes the data presented in this chapter on educational attainment in the community.

Figure 8.02: Logan Heights Library



Source: Josh Childs

Data Analysis

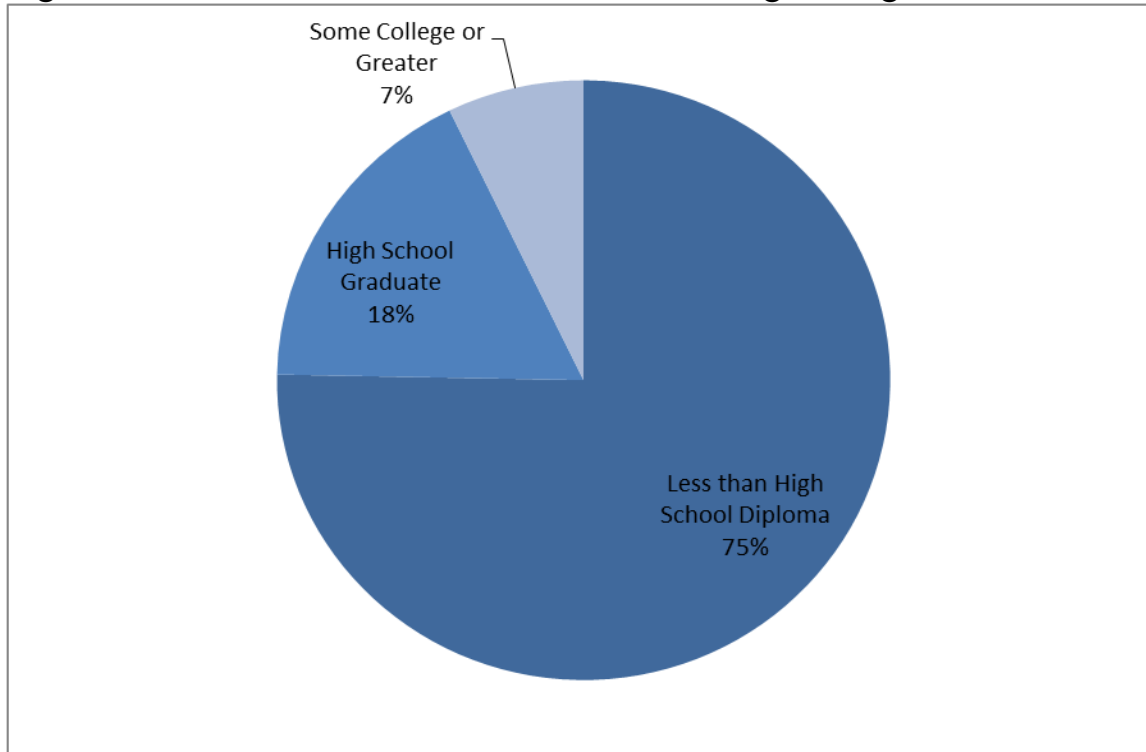
Educational attainment rates are an excellent source of data for how driven students in the community are towards pursuing higher education. They are also a reflection of the opportunities available to youth in any given community. This can lead to higher paying jobs once a resident has obtained a high school or college degree, as these demonstrate dedication and general knowledge. College and specialty degrees provide the recipient with specialized skills in the field, giving them a skill set not present in those who did not pursue higher education and thus a better chance of acquiring a well-paying and steady occupation. Therefore, it is beneficial to obtain higher education as it provides more opportunities to succeed in life. A lack of resources

necessary to achieve these goals may act as a barrier to career advancement and improvement of the community environment.

The 1950 Census decennial period is the earliest data that was gathered for research in this report. Figure 8.03 illustrates the educational attainment rates in the Greater Logan Heights community by the level of schooling completed in each neighborhood as well as the community as a whole. The data shows that 72.8% of the residents in the community did not obtain a high school diploma, while 20.0% completed high school and the remaining 7.2% attended at least some college or obtained a degree of higher education. These rates are very alarming, as almost three-fourths of the community did not complete high school. None of the individual neighborhoods deviated from the total community percentages by more than 4%. However, there appears to be a correlation between the population of a neighborhood and the percent of residents who did not complete high school as the two most populated neighborhoods, Memorial and Logan Heights, had the highest amount of non-high school graduates. This correlation is reinforced by the fact that the neighborhoods with the lowest populations, Stockton and Sherman Heights, had the highest amount of residents who completed high school and pursued higher education.

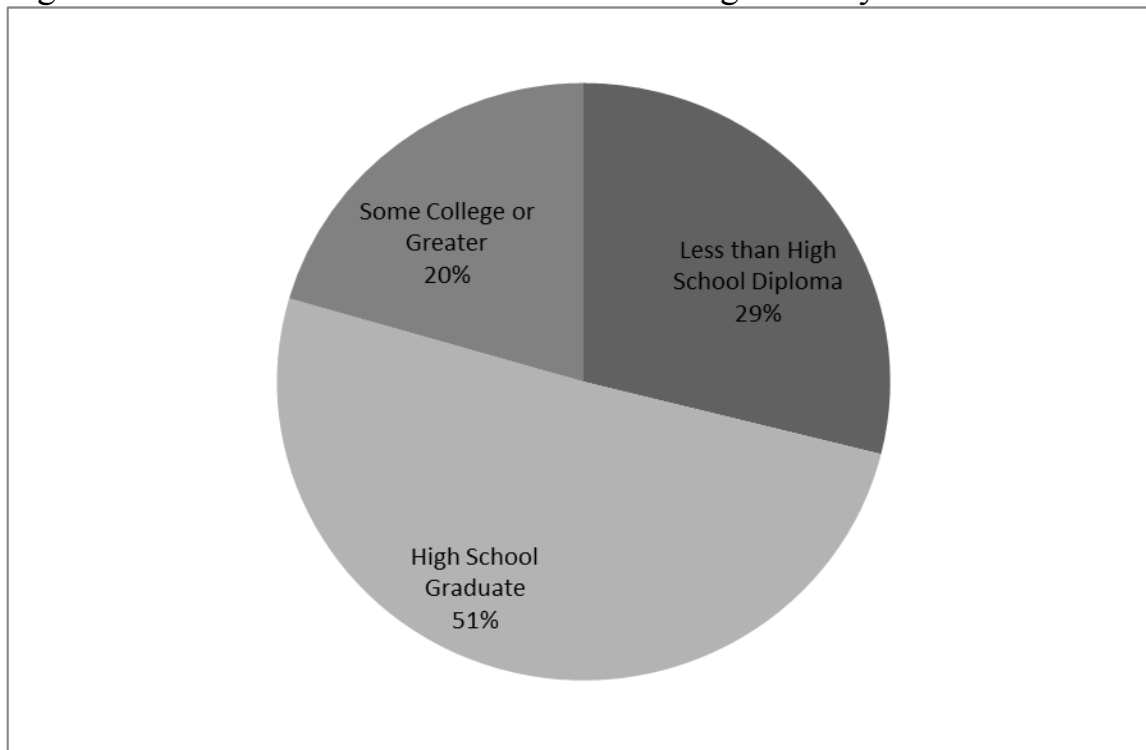
When compared to the educational attainment of San Diego County as seen in Figure 8.04, the rates are essentially reversed, as the percent of residents who did not complete high school is only 28.9%. This is 4.2% greater than the combined rates of Greater Logan Heights for completing high school and at least some college education. From this data, it is evident that a disconnect existed between Greater Logan Heights and San Diego in this period. The next decennial period studied is the 1980 Census.

Figure 8.03: Educational Attainment in Greater Logan Heights - 1950



Source: United States Census Bureau

Figure 8.04: Educational Attainment in San Diego County – 1950

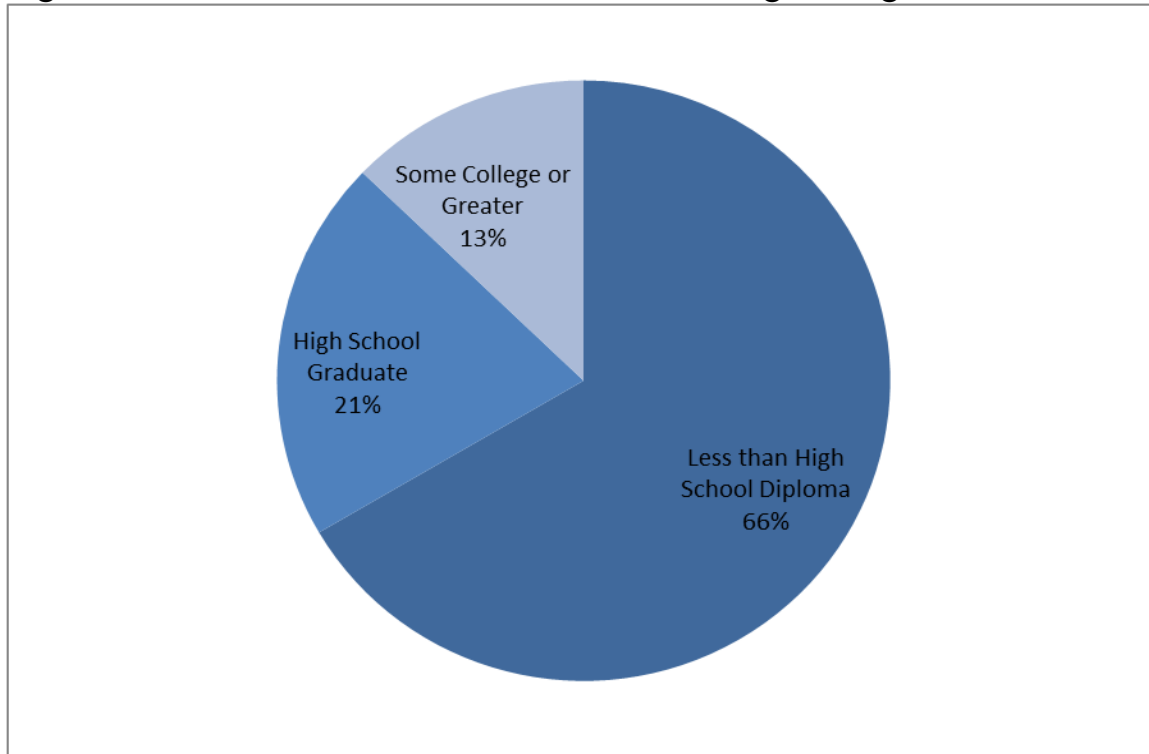


Source: United States Census Bureau

In the 1980 decennial period, the rates of educational attainment in Greater Logan Heights improved slightly, as fewer residents were without a high school diploma or equivalent and thus more finished high school and completed at least some college education. As seen in Figure 8.05, 66.5% of the community still did not complete high school, while 20.6% did obtain a high school diploma, and 12.8% of residents attended college to pursue a degree. However, the discrepancy between neighborhoods is more evident in this decennial period when compared to 1950, as the range of residents who did not finish high school was 54.8% (Stockton) to 75.4% (Grant Hill). The two neighborhoods with the highest decrease of residents without high school degrees were Stockton and Memorial, with changes of 16.6% and 12.6%, respectively. These neighborhood changes also translate into the greatest increase in percentage of residents who completed high school as these two neighborhoods are above the averages of the entire community. Stockton also saw its percentage of residents who attended college nearly double from 11.1% to 20.1%, which is by far the highest percentage in the community.

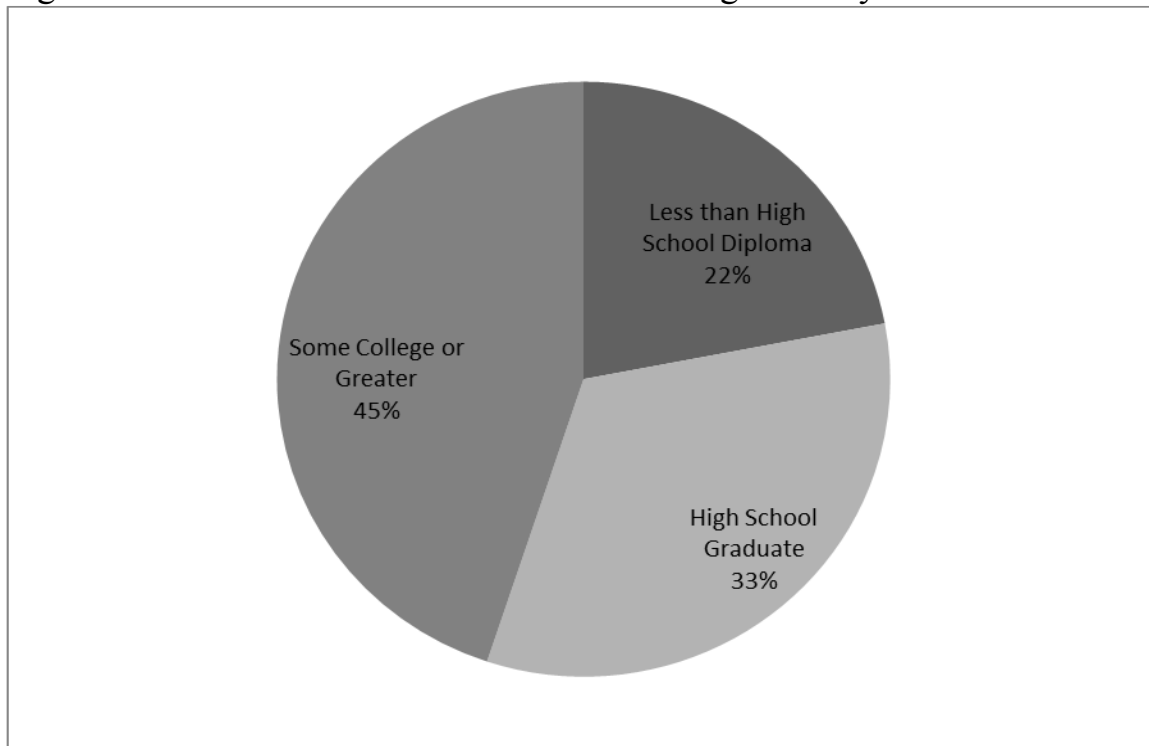
In comparison to the educational attainment rates of San Diego County shown in Figure 8.06, the rates in Greater Logan Heights still do not compare to the county. The percentage of residents who do not have a high school diploma (66.5%) is triple that of San Diego County (22.0%). This data shows a reoccurrence of the trend seen in 1950 where the attainment rates are essentially flipped between Greater Logan Heights and San Diego County. The percentage of residents in Greater Logan Heights who have completed high school and some college education (33.4% combined) is only 12.4% greater than the percent of San Diego County residents who did not finish high school. The changes observed between the 1950 and 1980 periods are discussed next.

Figure 8.05: Educational Attainment in Greater Logan Heights - 1980



Source: United States Census Bureau

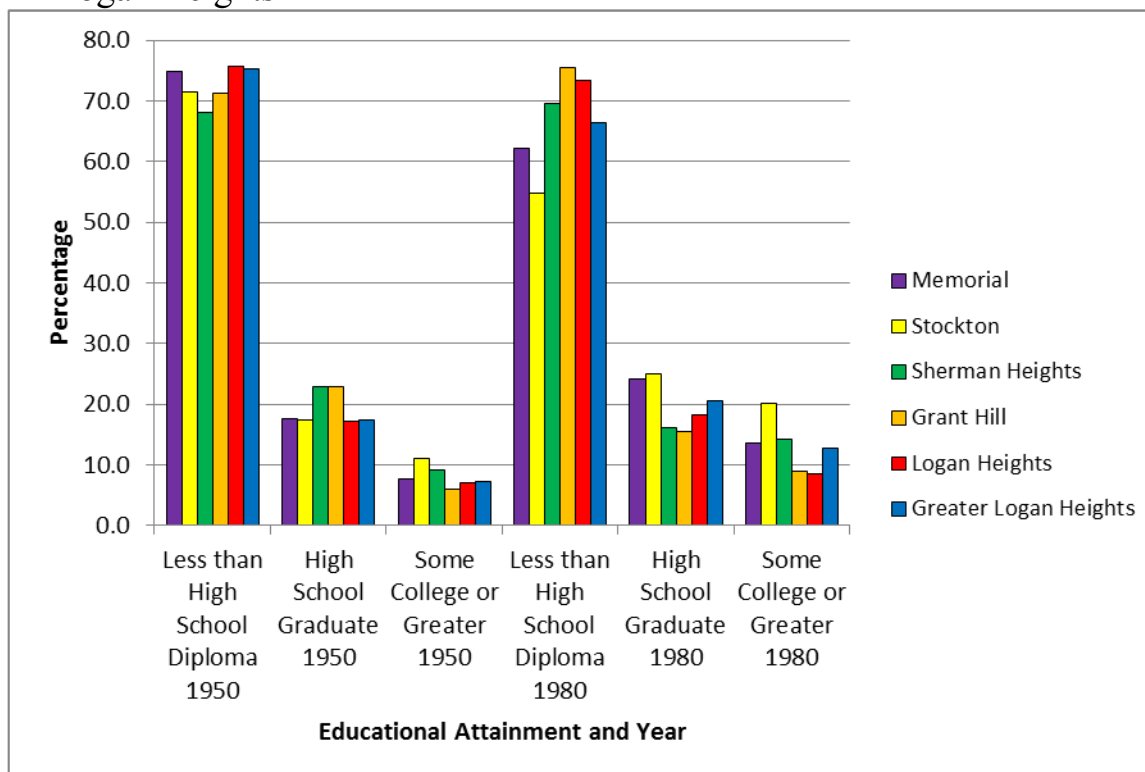
Figure 8.06: Educational Attainment in San Diego County – 1980



Source: United States Census Bureau

When compared to the 1950 decennial period, the percent of residents in 1980 who did not finish high school decreased by 6.3%, while the percent of residents that obtained a high school degree and went to college increased by 0.6% and 5.6%, respectively. These changes are illustrated in Figure 8.07. Although these rates may appear small over thirty years, it still signifies an improvement in this area, which is a positive sign that the community's level of educational attainment is increasing over time. The correlation between population and attainment rate observed in 1950 is not present in this decennial period as Grant Hill has the highest percentage of residents who did not complete high school but only the third highest population in the community, while Sherman Heights had the lowest population and only the third lowest percentage of residents without a high school diploma. The neighborhoods of Sherman Heights and Grant Hill are interesting in this decennial period because they are the only neighborhoods in the community where the percentage of residents who did not complete high school increased from 1950 to 1980 by the rates of 1.5% and 4.1%, respectively. This is possibly due to the large increase in population of Grant Hill, which nearly doubled in this time period, meaning that the new residents of the neighborhood had a lower educational attainment than their counterparts in the other neighborhoods as each one saw a population increase. However, even with these strong increases, about two-thirds of the Greater Logan Heights community is still without a high school diploma. The next Census data discussed is the 2000 decennial period.

Figure 8.07: Changes in Educational Attainment from 1950-1980 in Greater Logan Heights



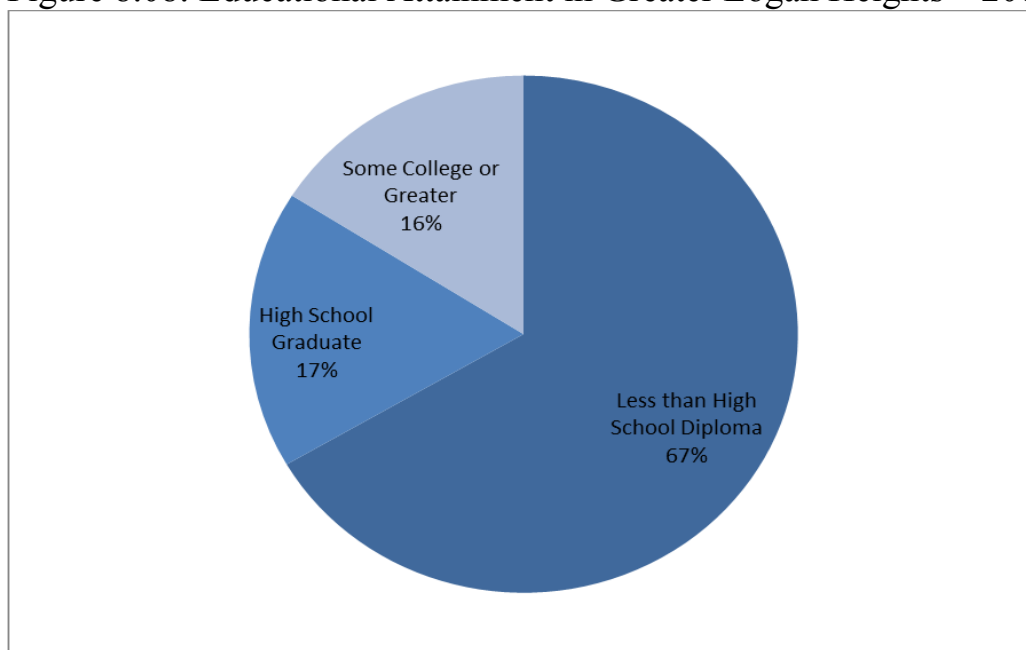
Source: United States Census Bureau

The educational attainment rates for Greater Logan Heights in the 2000 decennial period are shown in Figure 8.08 and reveal that the percentage of residents that did not finish high school stayed about the same (66.6%). The data also shows a decrease of 3.2% in residents who finished high school or equivalent (16.0%). This decrease is represented in a 3.2% increase of residents who completed some college education. Three of the neighborhoods (Grant Hill, Sherman Heights, and Logan Heights) saw a decrease in the percent of residents who did not complete high school. This decennial period exhibited less of a discrepancy between the neighborhoods, as the percentages are all relatively close to one another based on their small ranges. The correlation between population and education level attained is essentially reversed in this decade when compared to previous decennial periods as Sherman Heights has the lowest

population of the community but the highest percentage of residents who did not finish high school. However, Sherman Heights also had the highest percentage of residents who have at least some college education as well.

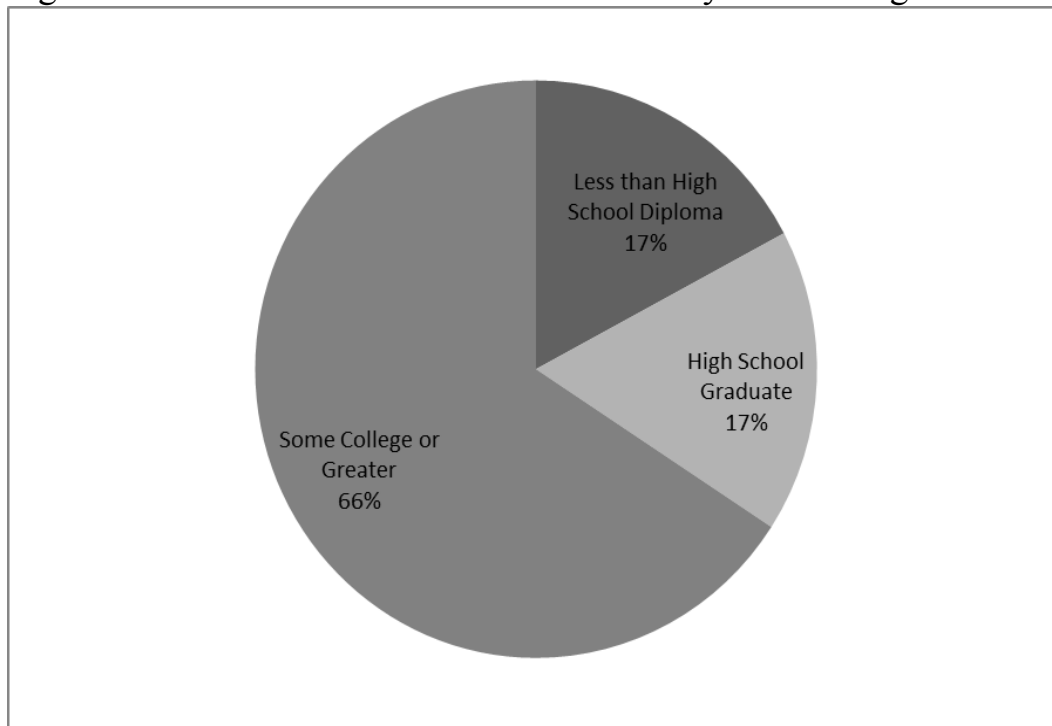
When compared to the city of San Diego for the 2000 decennial period shown in Figure 8.09, the percentages of Greater Logan Heights are almost completely opposite, as the percentage of residents in citywide who have completed some college education (65.8%) is about the same as the percentage of Greater Logan Heights residents who did not obtain a high school diploma (66.6%). This shows that there is still a serious disconnect between the Greater Logan Heights community and the city of San Diego. A potential cause for this could be the high percentage of residents who primarily speak languages other than English, as mentioned in Chapter 7. Another cause could be varying differences in income levels between Greater Logan Heights and San Diego that will be discussed further in Chapter 13. The next period to undergo analysis will be from the 2005-2009 ACS estimates.

Figure 8.08: Educational Attainment in Greater Logan Heights – 2000



Source: United States Census Bureau

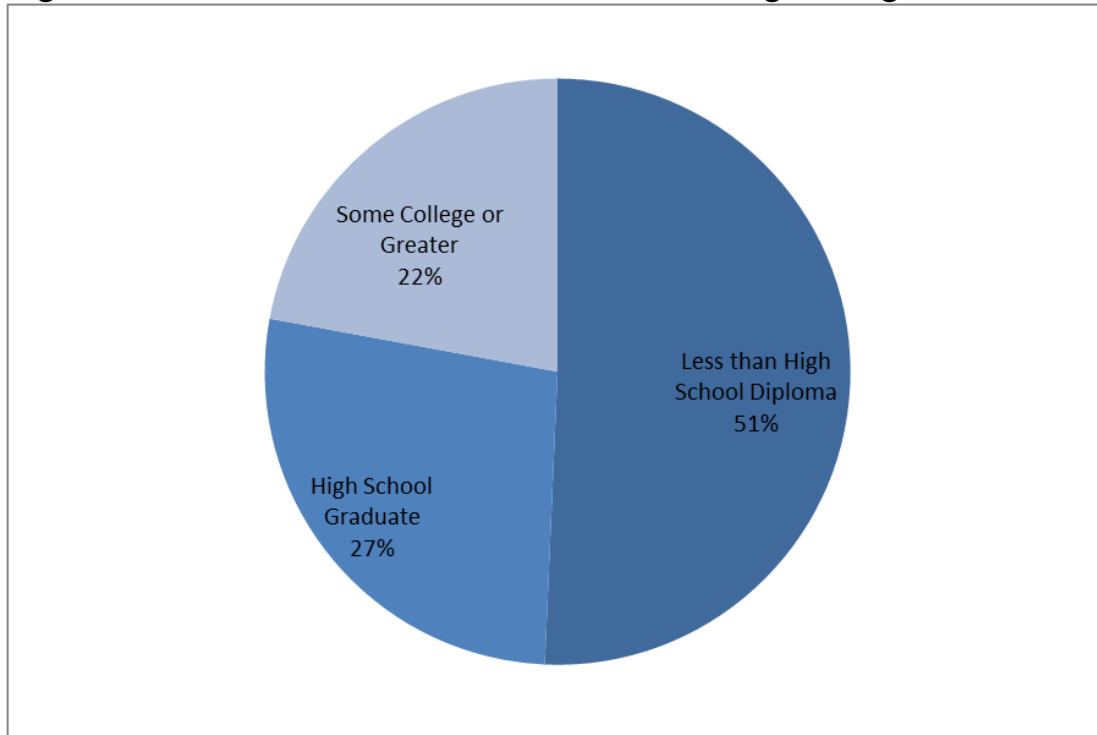
Figure 8.09: Educational Attainment in the City of San Diego – 2000



Source: United States Census Bureau; SANDAG

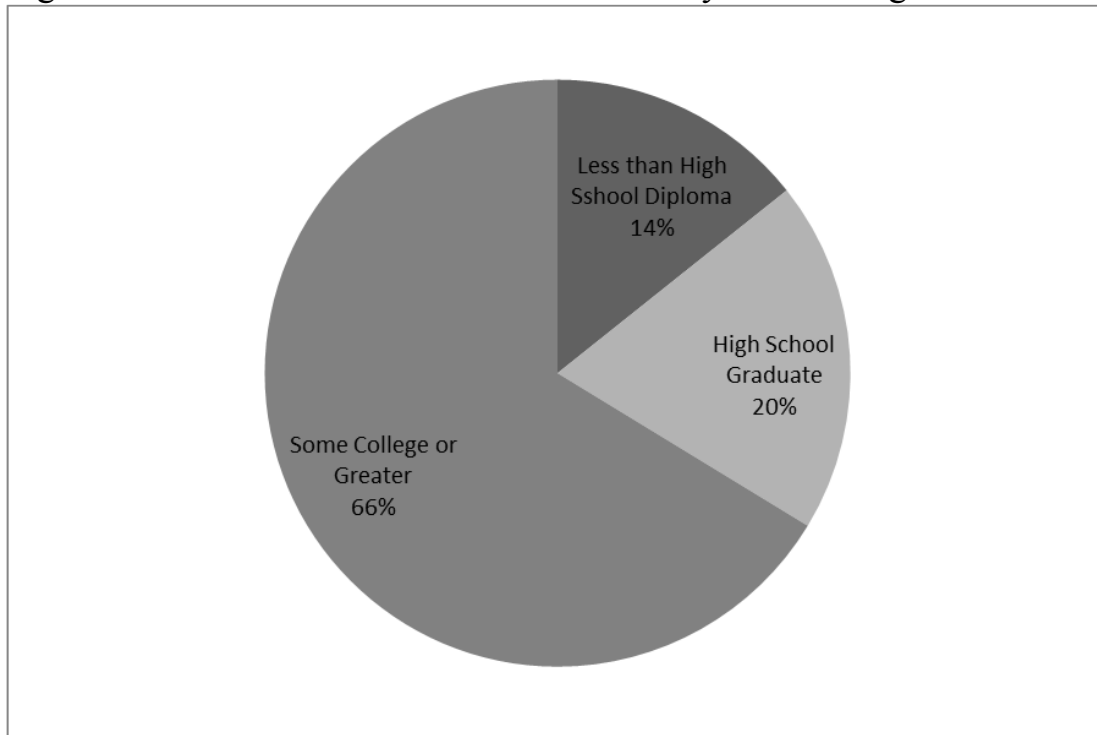
Figure 8.10 illustrates a dramatic improvement in the educational attainment rates for the time period 2005-2009 as 50.7% of Greater Logan Heights was without a high school diploma, a decrease of 15.9% from the 2000 decennial period. As for the number of high school graduates and residents who attended college, these percentages increased by 9.8% and 6.1%, respectively. This shows that the community is taking an initiative to increase their collective education levels, as this is a significant change for such a short period of time. Even with this improvement, however, the percentages are still very far off from those present in the city of San Diego seen in Figure 8.11, which had 19.4% of the population graduate from high school and an additional 66.3% obtain at least some college-level education. In order for the Greater Logan Heights community to catch up to San Diego, a drastic increase in percentage of residents who have obtained high school and college degrees needs to occur.

Figure 8.10: Educational Attainment in Greater Logan Heights – 2005-2009



Source: American Community Survey Estimates

Figure 8.11: Educational Attainment in the City of San Diego – 2005-2009



Source: American Community Survey Estimates

Conclusion

From the analysis of the four Census periods, it is evident that the educational attainment rates of Greater Logan Heights have improved over the course of time, albeit at a less than desirable rate. Even with this improvement however, the community percentages do not compare favorably to the city of San Diego as the percent of residents who did not finish high school is still over half of the population in Greater Logan Heights whereas in the city of San Diego 85.7% have at least a high school degree.

The research question addresses the fractured nature of the communities as a source of the lack of unity on redevelopment projects. After observing the data, however, it is clear that this is not true. The data shows that each of the neighborhoods in the community has relatively the same percentages with no significant outliers. In fact, it is clear that the community is not fractured from within but instead is disconnected from San Diego itself and thus Greater Logan Heights is in dire need of redevelopment assistance to improve the quality of the community. This is because it is highly unlikely that these percentages will change to reflect those of San Diego without outside assistance. A recommendation for further improvement of these rates is to continue implementing tutoring, parent education, college preparatory and ESL classes throughout the community. These programs give the children of Greater Logan Heights more opportunities to further their education. The next chapter of this report will address the state of school enrollment in Greater Logan Heights and its potential relation to the fractured nature of the community.

Chapter 9: School Enrollment

Daniel Sipin

Introduction

Greater Logan Heights is not a part of the redevelopment plan of San Diego, so ultimately the redevelopment of the community must be initiated from the community. The preceding chapter focused on the impact and effectiveness that education has on the Greater Logan Heights area and in time reveals how education in the end has its own rewards. The comparison of difference level of educational achievement can certainly be correlated with the condition of the community.

The disconnect evident between Greater Logan Heights and the rest of the San Diego may influence the lack of redevelopment in the overall progress of the community. There are many negative effects that a disconnected community has, one of them being a lack of opportunity for students to achieve greater education levels that can propel them to do better and earn a larger income in life. This chapter focuses on education enrollment patterns. The impact that a good education can have on someone's life is similar to the laying the foundation of a house being built. Without a strong education or mentality, then almost everything seems impossible or out of reach. The lack of unity throughout the community leads to some of the similar trends in Greater Logan Heights.

Methodology

The data to be collected is the number of students enrolled in the schools throughout Greater Logan Heights. Another source of data was collected by conducting interviews with

school counselors to provide further insight into the variable of educational enrollment. Even though this information would help give us a better perspective of the educational enrollment of the area, one possible problem would be that it would not account for children that move, are home schooled, or any major education system changes that might affect the attendance. Observation of the educational enrollment in each community of Greater Logan Heights provides insight into the difficulty of reaching a consensus within the community.

School Enrollment is a variable that should be studied in a disconnected community like Greater Logan Heights because it can help us determine where the gaps in education exist for the children in the community. The research question explores the lack of cohesiveness or unity throughout these five distinct neighborhoods of Greater Logan Heights and why and how this leads to the lack of redevelopment of this community as a whole. The US Census data was not always complete and is mostly divided and organized by age and grade. The Greater Logan Heights data was compared to the data San Diego city and the San Diego Unified School District instead. The general perception of the misunderstandings of the redevelopment of Greater Logan Heights is that they are being overlooked in San Diego and not getting as much attention to rebuild in the community as they deserve. This led them to be disconnected from the whole of San Diego.

The community interview that took place gave a better understanding of the community and some of the problems that they observe themselves.

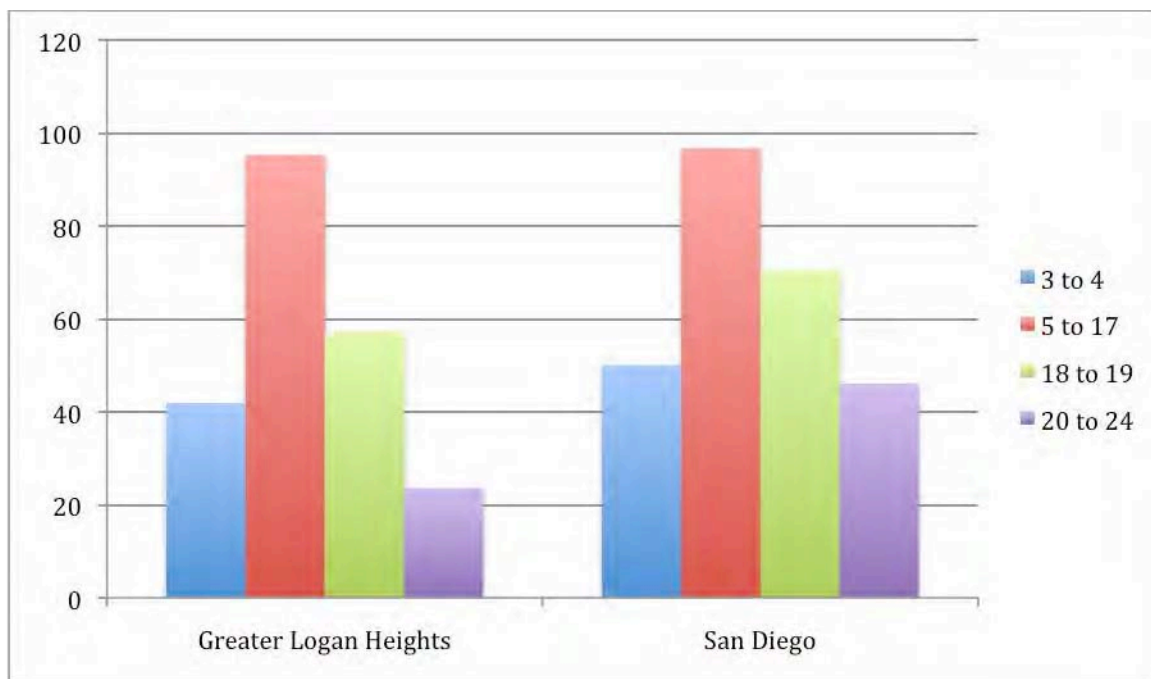
Community Narrative

The Census data for School Enrollment can only give us so much information. However, what a community narrative does is give us personal insight of the neighborhood from prominent figures in these communities. The interview conducted for this particular variable was with San Diego Unified school district counselor Yoli Padilla of Kimbrough Elementary School. She worked at Sherman Elementary for twelve years then moved to Burbank for another six years before transferring to Kimbrough Elementary two and a half years ago. She remembers the history of the community quite well for the past twenty years and even began to explain how Kimbrough Elementary first started as an overflow school for Sherman. This was the same time Petco Park was established which led the price value of the houses up driving many of the long time residents away. The push for resources in this community was miscommunicated because the community asked for more parent involvement and tutoring while instead they administered the monitoring of gang violence and activity. She expressed her belief that there should be a meeting where the prominent figures of the community who are actually involved with what's going on must speak and act because they are educated on their environment.

Since her time in Greater Logan Heights, she believes the bad parts of the community are dying with the past and that it is progressively getting better. Padilla identified other challenges from the past that have died and some she sees now like the homelessness in the community. Padilla also questions the accuracy of the Census count in Greater Logan Heights because of some residents' fear of being deported because of the high population of immigrants and the issues they face because of it. She gave an example of parents calling into the school saying they were not allowed to walk their kids to school because the immigration van is outside waiting for them.

School enrollment is determined by the Census data, which is simply the attendance of all levels of school. In this data, we are still able to spot significant and trends and differences than San Diego as a whole. These small details early in a child’s career of education can be the determining factor later. This compiled with the district counselor’s interview we are able to see and figure out things about the community that would not be obvious in the data itself.

Figure 9.00: Percent of Age Group Enrolled in School, 2005-2009



Source: United States Census Bureau

The ages for 3 to 4 represent the preschool and head start and programs and from the beginning Greater Logan Heights averages are below the averages of San Diego. From 5 to 17 all the attendance records are pretty much similar but as you see further down in the chapter the test scores show that students are having a much harder time scoring as high as the rest of the

students in San Diego. The disparity between the percentages from 5 to 17 is not more than 5- 10 percent. The age group 18 to 19 represents the high school graduation rates. High school degrees are much like the minimum of education needed to perform at a high level to obtain a high income level. This is again below the average for Greater Logan Heights. The age group 20 to 24 symbolizes the search for a post secondary education. This is where students who graduate or don't graduate strive to learn a new trade or go to a university to study and figure what they want. This is only half of the total average of the San Diego. Consistently, the school enrollment in Greater Logan Heights is significantly lower for residents over 18 in high school and in college.

Figure 9.01: School Enrollment in San Diego and Greater Logan Heights, 2005-2009

% of age enrolled in school	3 to 4 years	15 to 17 years	18 to 19 years	20 to 24 years
San Diego	53.1%	97.3%	71.4%	40.7%
Greater Logan Heights	41.9%	95.1%	57.3%	23.6%

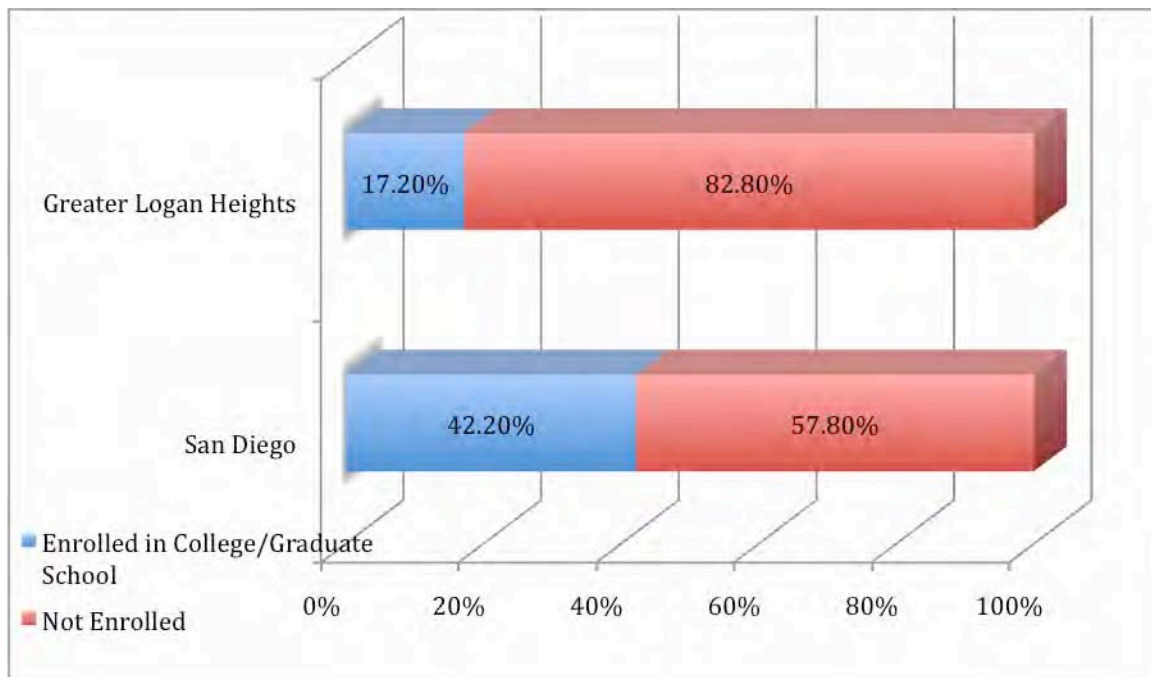
Source: United States Census Bureau

In this particular chart, it starts from oldest on top to youngest on the bottom. Greater Logan Heights is much lower than the average than San Diego. Greater Logan Heights is far below the average of the city of San Diego. The Census data allows us only a glimpse at the community but enough to notice trends like this. The disparities lie primarily in the difference in

school enrollment from ages 3 to 4, which is ‘head start’ and preschool programs, and the transition in high school to graduating college.

School enrollment is an important factor for future generations. If we can educate the children even if we don’t figure out a way to change our community we should talk about it so then we can inspire the mind that can and will change the community. We are doing the future generation a disservice by not speaking of ways of how to improve the community through education. Increased educational attainment and enrollment will allow for the empowerment of young community residents and emphasize the importance and power of education.

Figure 9.02: Population 18 to 24 years Enrolled in College or Graduate School, Greater Logan Heights vs. City of San Diego, 2005-2009



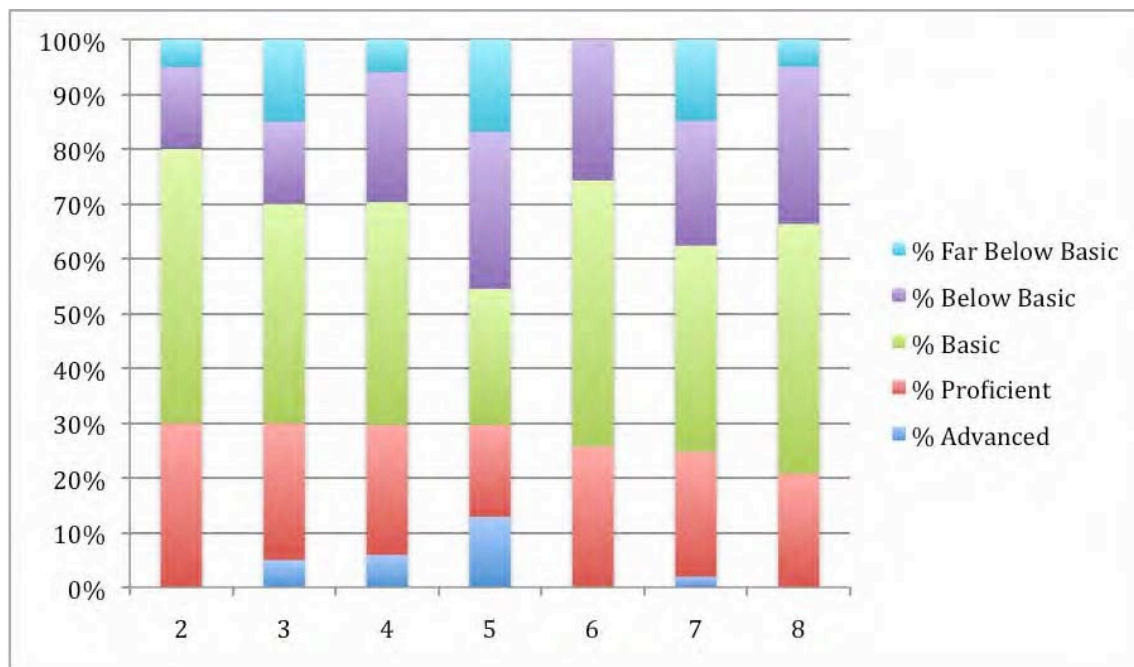
Source: United States Census Bureau

Figure 9.03: Population 18 to 24 years Enrollment, 2005-2009

Population 18 to 24 years enrolled in College or Graduate School	Enrolled	Not Enrolled
San Diego	17.2%	82.8%
Greater Logan Heights	42.2%	57.8%

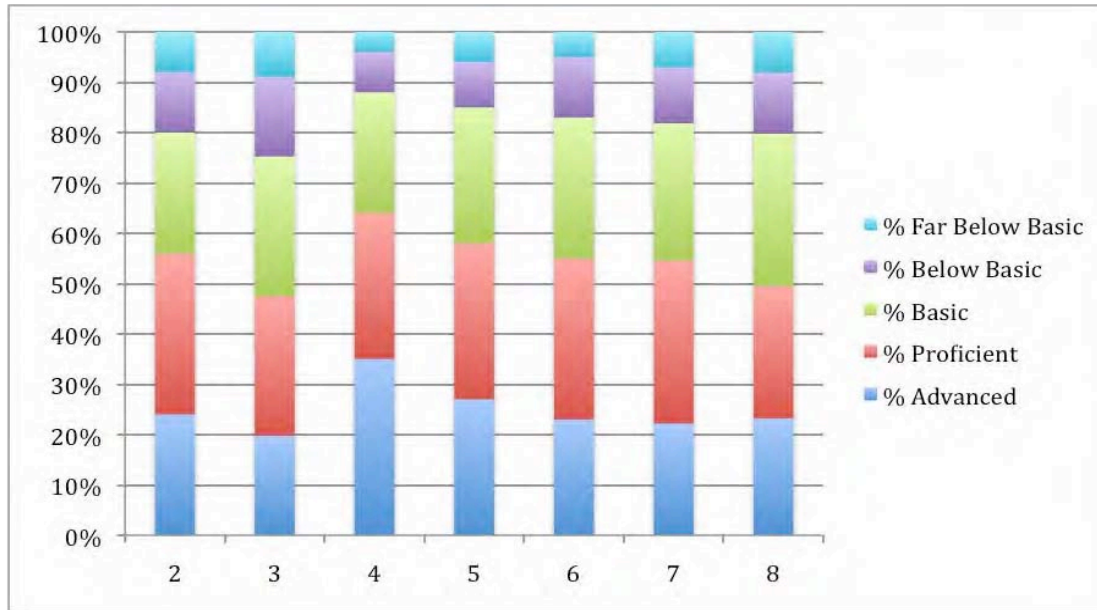
Source: United States Census Bureau

Figure 9.04: King Chavez STAR Test Scores for Mathematics, 2009



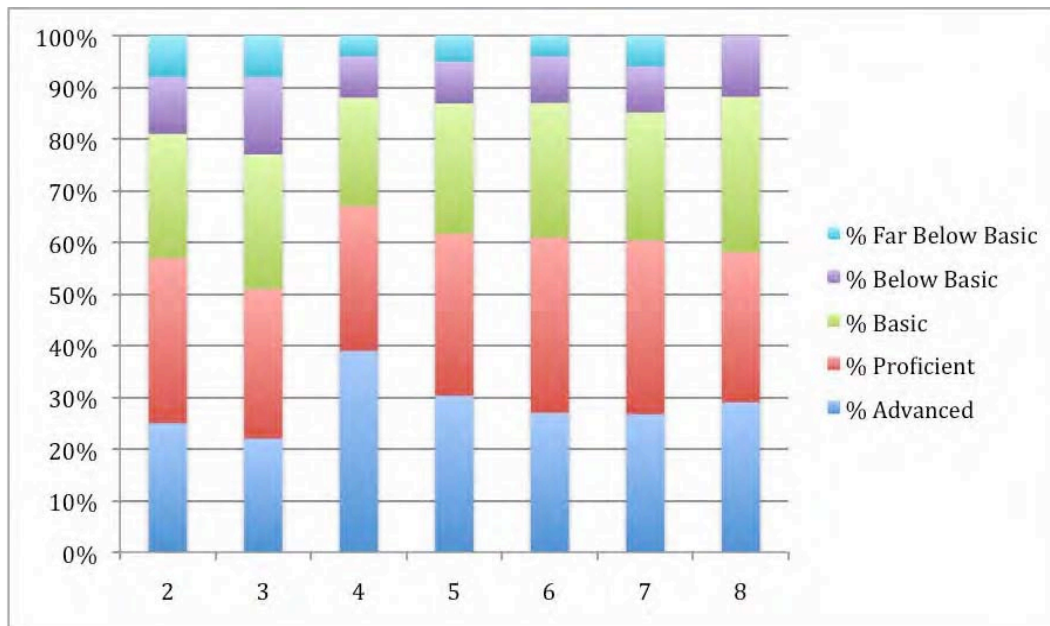
Source: California Department of Education

Figure 9.05: San Diego Unified School District STAR Test Scores for Mathematics, 2009



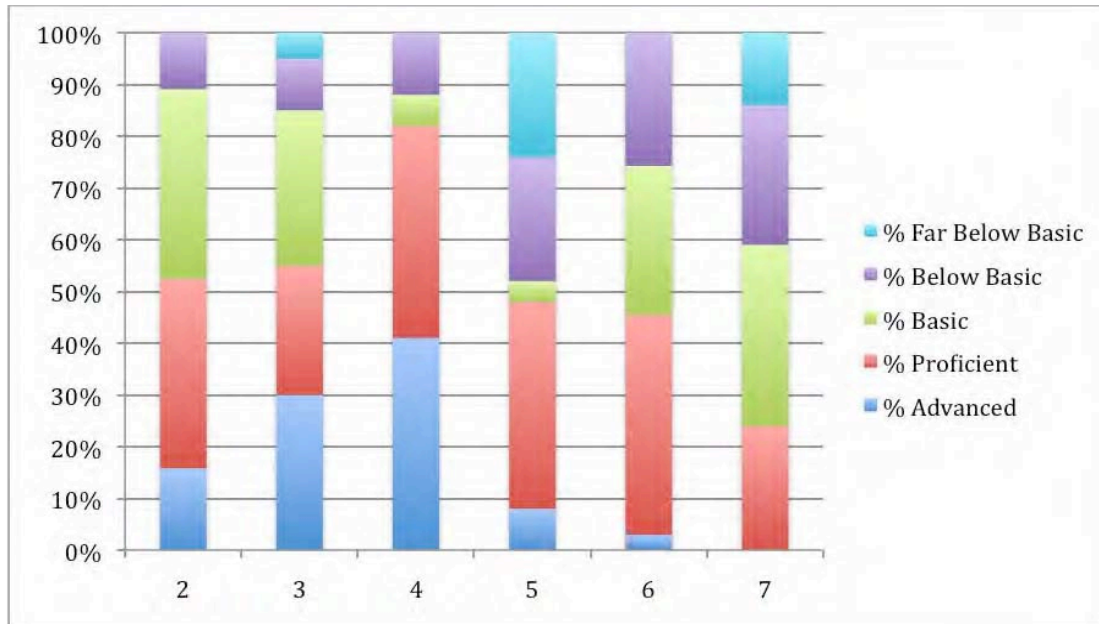
Source: California Department of Education

Figure 9.06: San Diego County STAR Test Scores for Mathematics, 2009



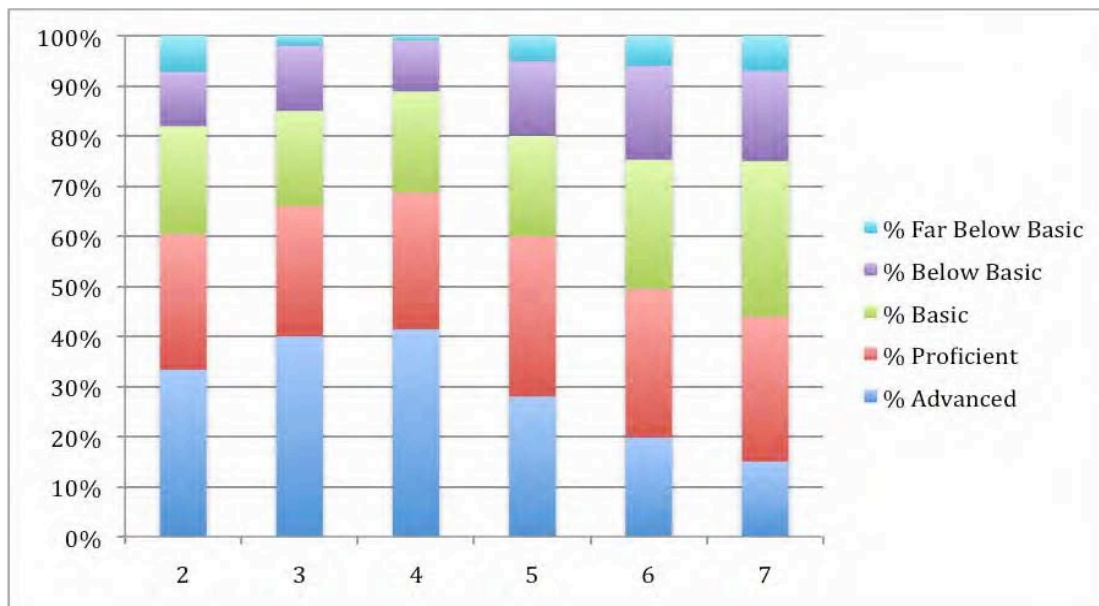
Source: California Department of Education

Figure 9.07: King Chavez STAR Test Scores for English/Language Arts, 2009



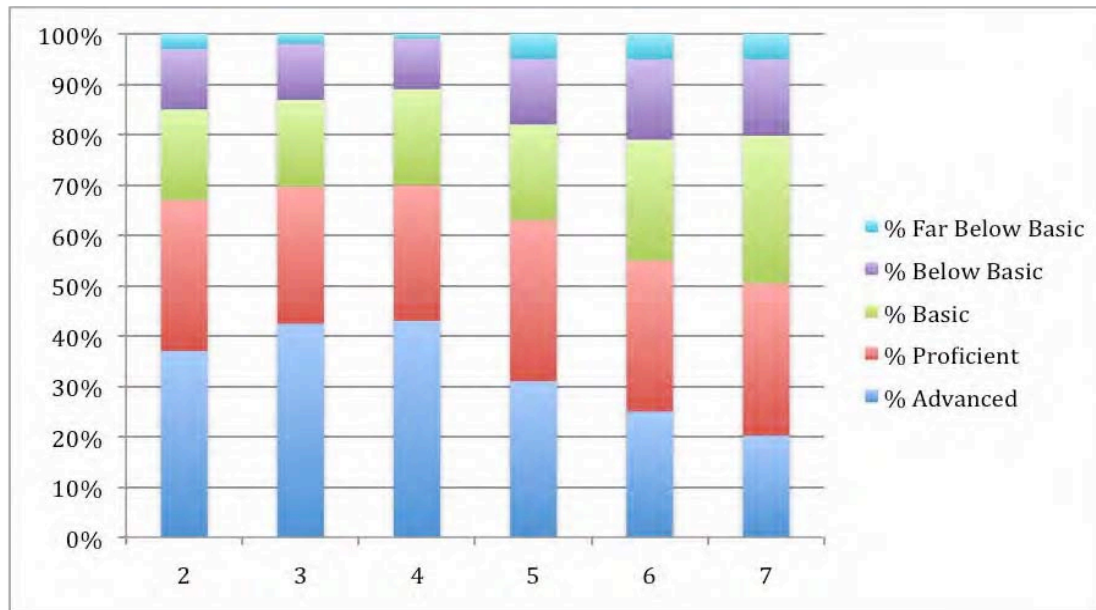
Source: California Department of Education

Figure 9.08: San Diego Unified School District STAR Test Scores for English/Language Arts, 2009



Source: California Department of Education

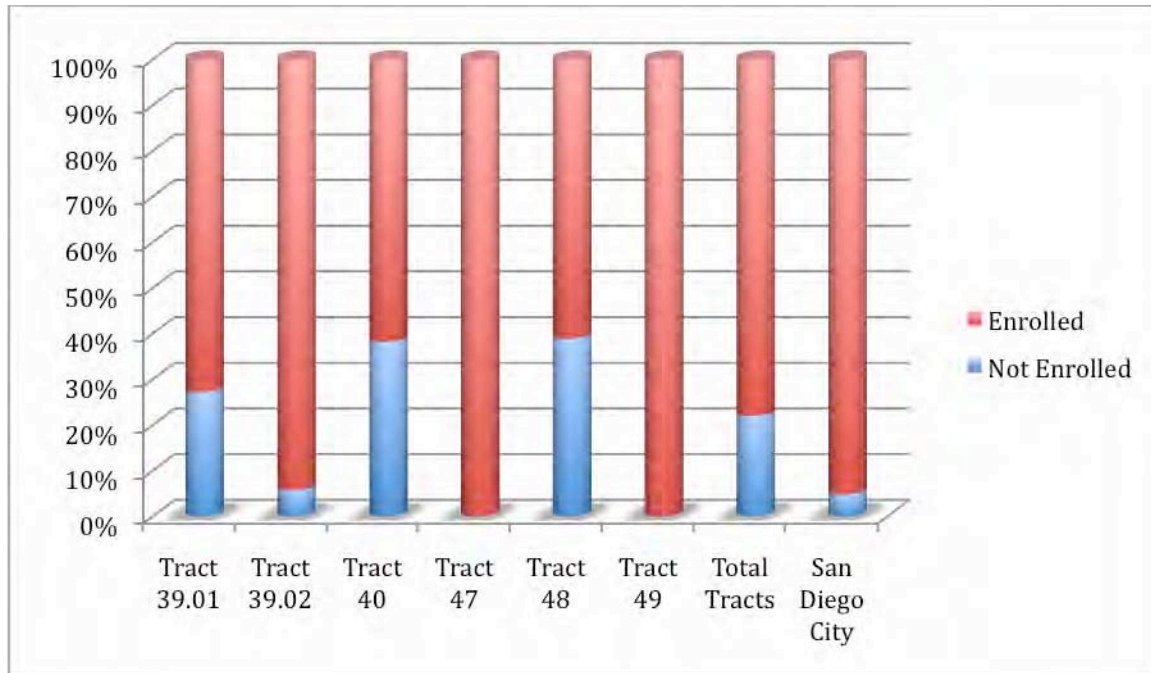
Figure 9.09: San Diego County STAR Test Scores for English/Language Arts, 2009



Source: California Department of Education

Figures 9.03- 9.09 are bar charts from test scores from three districts, King Chavez/Charter School, San Diego Unified School District, and San Diego County. These three particular excerpts can show the difference in average test scores that the education in Greater Logan Heights is doing compared to the rest of San Diego. The obvious trend here is the lower scores that occur all across the board. Greater Logan Heights is not doing as well as the rest of San Diego. The data tells us what are happening but not the reason for it. This gap between averages can be due to the environment they live in and the lack of resources and programs that this community has to appeal to its needs. The test scores are data on the Language Arts and Mathematics test scores. The test scores show the disparity between the city of San Diego and Greater Logan Heights. The overall averages and structures of the test scores are below the rest of San Diego.

Figure 9.10: School Dropout Rate for Population 16 to 19 years, 2005-2009



Source: United States Census Bureau

The previous tracts in this particular chart represents the school dropout rate in the five neighborhoods in Greater Logan Heights. The last two is an average of the Greater Logan Heights Tracts and the average for San Diego City. The average dropout rate is much higher in Greater Logan Heights than it is in San Diego.

Conclusion

School Enrollment has shown many trends in educational enrollment in the community as compared with the city and the below average scores of Greater Logan Heights that together demonstrate the need for improvement in education within Greater Logan Heights.

What would encourage the betterment of the community would be more head start programs throughout the many surrounding elementary schools. Allowing kids a jump in their education will give them more confidence and courage to go seek their dreams and fulfill their goals. The district counselor suggested more programs because there is an economic crisis in the community and to get suggestions from the community itself for their opinion for redevelopment. School Enrollment is the final variable, which wraps up education in Greater Logan Heights. The next variable that will be covered in this report is housing.

Chapter 10: Housing

Caitlin Jafolla and Kristy Shields

Figure 10.00: Bungalow in Greater Logan Heights



Source: Emily Tracy

Introduction

The community of Greater Logan Heights is a mostly residential area located to the southeast of San Diego's downtown area. The five neighborhoods that make up the area—Memorial, Stockton, Sherman Heights, Grant Hill and Logan Heights—are geographically connected, yet lack a defined identity. This chapter analyzes the various housing conditions that exist within these five neighborhoods in an effort to identify and analyze the overall condition of the neighborhood from a residential perspective. By understanding how the housing conditions within each neighborhood relate to each other and to the city of San Diego as a whole, a dynamic picture of the community will emerge. With this research, we will help answer whether the

neighborhoods are fractured from a housing perspective and if so, to what extent and to what range. Ultimately, even slight differences in the housing conditions between the five neighborhoods may have prevented the success of potential redevelopment projects due to a lack of similar needs that would lead to consensus on projects that might satisfy such needs. It is these nuances that are explored in this chapter.

Methodology

With the hypothesized fractured nature of the neighborhoods in mind, we first sought to understand the history of these divides. Planning documents, historical archives, and scholarly journals were scrutinized to uncover any significant events that may have contributed to the current housing situations in the community. From these sources, as well as interviews with community members, a detailed history of the planning decisions, zoning ordinances and social forces that contribute to the housing conditions in the community is provided that gives insight into the organization of the area. Visual observations were made to determine the architectural styles and maintenance condition of the homes in the area.

Census data was analyzed to get a deeper understanding of the physical fabric of the community. Specific attributes of the housing stock were examined, including the following: age of housing, types of housing, median housing value and contract rent, housing tenure, and vacancy rates. Trends were identified, and further analysis was done as necessary, up to and including analysis at the block group level as necessary. Temporal changes were analyzed, as was a comparative analysis of the community and the city of San Diego as a whole.

To uncover aspects of the neighborhood that Census and historical data may not be able to illuminate, interviews with residents were conducted. Cynthia Soto and Genoveva Aguilar, long-

time residents of the Greater Logan Heights community, were interviewed. Both of these residents provided an invaluable perspective on the changes the community has undergone, in the area of housing and beyond.

Finally, special attention has been given to any data that has the potential to be misleading. For example, we will be using 5-year estimate data from the American Community Survey (ACS) for 2005-2009. It is important to note that although this data is based on a calculated rubric, it is an estimate and there is a wide margin of error within, ranging from 20-50%. A portion of the estimated values listed falls squarely in the middle of the 90% certainty range, with some ranges being wider than others. In addition, we have adjusted dollar amounts to reflection inflation. Dollar values have been adjusted to the 2009 rate, reflecting the latest year of which we are concerned with in our data analysis survey. For additional information on the methodological approaches of this study, see Chapter 3.

History of Housing in Greater Logan Heights

The long history of housing in Greater Logan Heights can be traced back to Sherman's Addition, a subdivision that was formed around 1868 by Captain Matthew Sherman, adjacent to Alonzo Horton's New Town. Though land in the area was purchased at a rapid rate through the boom years of the 1880s, reportedly few houses were built during this early time period. These structures were varied, much like the demographics and economic status of the area. The architectural styles ranged in grandeur, from "substantial" to "simple" (Norris 1983).

Many early homes in the area are still present today and the neighborhoods of Sherman Heights and Grant Hill have been recognized as historic districts by the San Diego City Council (Sherman 2007). Sherman's first home of 1868, a modest cottage, is thought to be the first or one

of the first homes built in Horton’s New Town. The house was moved to its current location at 422 19th Street in 1904, and today it has been subdivided into a duplex (Kallis 1972). Figures 10.01 and 10.02 below show a later, larger house built by Sherman for his family in 1885 that was eleven rooms and two stories at 563 22nd Street. This structure also survives today but by the 1950s it had been converted to apartments (Crane 1972). The trend of subdividing old houses into multi-unit structures is still in practice in Greater Logan Heights to this day. Another notable house remaining from the period is the unique Villa Montezuma house built in the Victorian Queen Anne Style (Figure 10.03).

Figure 10.01: Sherman’s Second House circa 1888



Source: San Diego History Center

Figure 10.02: Sherman’s Second House circa 1950



Source: San Diego History Center

Figure 10.03: Villa Montezuma House circa 1903



Source: San Diego History Center

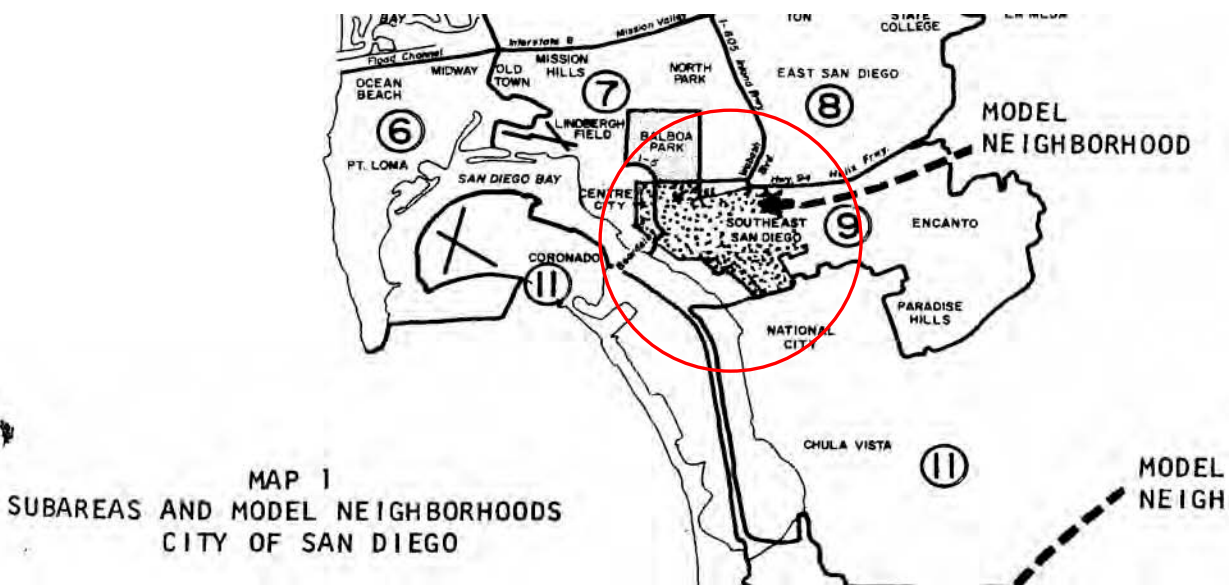
San Diego experienced population increases with both World War I and more drastically during World War II, with the number of defense workers reaching 90,000 out of the 203,341 people living in San Diego by 1940. Housing shortages led to slum-like and poverty conditions in San Diego, but the city has always been resistant to creating low-income housing developments in the interest of protecting property values. In fact, it was noted in 1960 that there was “no public or governmental housing in the entire county” (The Police and the Community 1966, 3). The high rates of minority populations that became concentrated in Greater Logan Heights largely resulted from the use of restrictive racial covenants (Killory 1993 and *Timeline* date unknown). The covenants are noted as coming in to use after 1888 when the housing boom in San Diego was coming to an end, denying minorities the opportunity to live mostly anywhere in the city of San Diego other than southeast San Diego; the effects of which were apparent by 1920 (Madyun and Malone 1981). The defense industry funded housing in San Diego offered some opportunities for minorities to live outside of the “de facto ghetto of Southeast San Diego” but when the war ended in 1945, this external housing option was no longer readily available (Killory 1993).

By the 1960s housing conditions in Greater Logan Heights were poor enough to merit specific attention by the San Diego’s City Planning Department. Two neighborhoods were designated as ‘Model Cities Neighborhoods’ within San Diego under the federal Demonstration Cities and Metropolitan Redevelopment Act of 1966: Southeast San Diego (including the five neighborhoods of Greater Logan Heights) and San Ysidro (see Figure 10.04). The neighborhood was described as:

[...] relatively isolated from the rest of the City and bisected by freeways. Many streets and alleys are unimproved and an outdated street pattern permits heavy and frequent vehicular traffic through residential streets [...] characterized by illogical zoning,

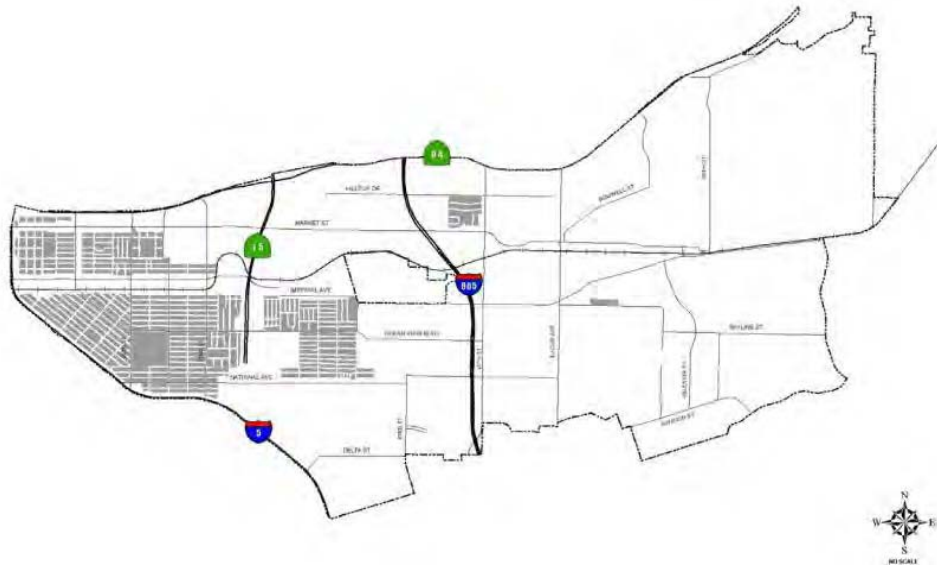
nonconforming uses, lack of development controls, and a high percentage of substandard dwellings (City of San Diego 1971, 18). The substandard dwellings are noted as being significantly older than the rest of San Diego’s, with 55% being built prior to 1940 at the time of the study, compared to 35% for the city at large, with cramped units built on the back of residential lots and converted garages. This type of development was later recognized as “Special Character Multi-Family Neighborhoods” in the 1987 Community Plan for Southeastern San Diego, as being identifiable to the area and for a high presence of historic homes (see map, Figure 10.05). The designation as such came with a stipulation that “these areas should have a low-medium density multi-family plan designation (10 to 17 dwelling units per acre)” (Southeastern 1987, 44).

Figure 10.04: Map of Model Neighborhoods in City of San Diego, 1971.



Source: City of San Diego Planning Department 1971, 19

Figure 10.05: Map of Special Character Multi-Family Neighborhoods

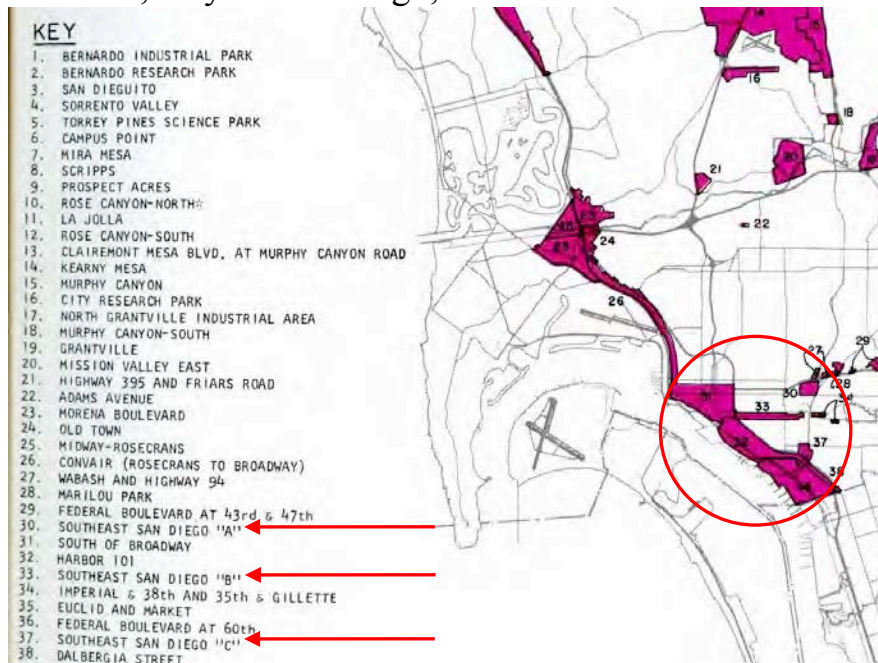


Source: City of San Diego Planning Department 1987, 46

In addition to the special residential character, Greater Logan Heights was noted as one of three industrially zoned areas in the city of San Diego that had a high proportion of non-industrial uses. In an industrial land summary completed in 1968, Southeast San Diego had three areas zoned for industrial use, all within Greater Logan Heights (see Figure 10.06). Just under 75% of this area was zoned M-1 or M-2, a designation that the report says are “virtually the equivalent of no zoning at all” as they “permit all land uses allowable in more restrictive categories, such as commercial and residential, and make no requirements for off-street parking, yards, landscaping or screening” (City of San Diego 1970, 112). The lack of strict zoning explains the industrial uses currently seen mixed in with the commercial and residential areas of Greater Logan Heights. For example, in 1968 only a little over 40% of the land zoned industrial was actually used for industrial purposes. The rest of the land was used for residential (26%), commercial (16%) and vacant land (16%) (City of San Diego 1970, 14). This conflict between residential and other uses

was addressed in the 1987 Southeastern San Diego Community Plan and was noted as being mainly concentrated along the Commercial Street to Imperial Avenue Corridor (23). Although repeatedly gaining mention as an issue to be remediated, the mixed uses are still visibly present in the community today and may be a factor in depressing home prices and rents, though further research would be needed to substantiate this.

Figure 10.06: Map of Industrially Zoned and Allocated Areas, City of San Diego, 1968



Source: City of San Diego, 1970, 7

Movements to rectify segregated housing patterns in the city were noted as starting in the 1960s, bolstered by the Civil Rights Act of 1964 (Killory 1993). Organizations such as the San Diego County Council of Churches tried to target the practice of discriminatory housing by encouraging church going families to accept minority races in areas outside of Southeast San Diego and Greater Logan Heights (*Los Angeles Times* July 12 1964). The goal of creating “balanced communities” through “open housing policies” was also stated for the Model

Neighborhoods in 1970. By the 1980s San Diego had made some progress in decentralizing the poor and minority populations from Greater Logan Heights, but the need for more low- and moderate- income housing around the city of San Diego is still felt (Carson 1981). This may account for the continued presence of long-term renters in the community who rely on low rents.

Architectural Style

Today, the community of Greater Logan Heights is a medley of architectural styles. There is a wide variation in the size of lots, materials, and overall condition of the homes in the area. The lots are divided on a variation of a city street grid, mostly on North-South parallels as it typical with most San Diego neighborhoods. The neighborhood of Logan Heights is the exception, in which the grid is diagonal (see Figure 10.07). As shown in Figure 10.08, the streets were oriented this way to accommodate the addition of a streetcar line in 1891.

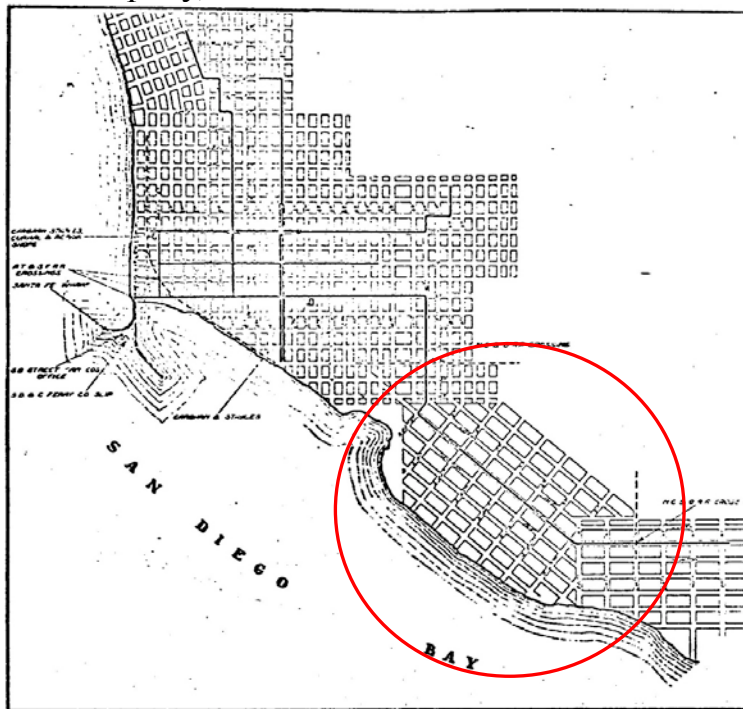
Lot sizes within blocks tended to be of rectangular shape, and backed by an alleyway. The number of dwellings per lot varies from a single structure to multiple units on one plot. Most of the homes that front the street are single-family homes, many with one or two back-unit dwellings. Some of these back units were structures erected specifically for that purpose, while others appear to be converted garages.

Figure 10.07: Map of Grid Patterned Streets in Logan Heights



Source: Google maps

Figure 10.08: System of San Diego Street Car Company, December 1891



Source: Harris 1974, 18

Architectural styles vary significantly throughout the study site. Most homes seemed to be a variation of a Mid-century American bungalow (see Figure 10.09), with additional architectural influences of a wide range, including Craftsman (see Figure 10.10), Victorian (see Figure 10.11), Spanish-revival, and Mexican Adobe. Building materials also varied greatly, with stucco and

wood being the most frequent. The architectural details chosen for each home reflect distinct and varied personalities, such as the choice to include pink columns with a Romanesque scroll detail at the top (see Figure 10.12).

The wide range of styles contributes to the dynamic and eclectic feel of the community, with a full spectrum of paint colors on facades and taste-specific details throughout. When each of the five neighborhoods was visually surveyed, a unified style could not be conclusively determined. Each neighborhood was as assorted in architectural style as the next. This seemed to be a visual manifestation of the spirit of the community: eclectic and lacking any obvious or unified identity. The only exception was in Sherman Heights, where the homes follow a Victorian trend (see Figure 10.11). Perhaps this is due to an influence of neighboring Golden Hill, with its prominent and sprawling Victorian homes.

Figure 10.09: 3064 K Street – Stockton



Source: Google Street View

Figure 10.10: 2195 Ocean View Boulevard – Logan Heights



Source: Emily Tracy

Figure 10.11: Address Unknown – Sherman Heights



Source: Google Street View

Figure 10.12: 2402 Imperial Street – Sherman Heights



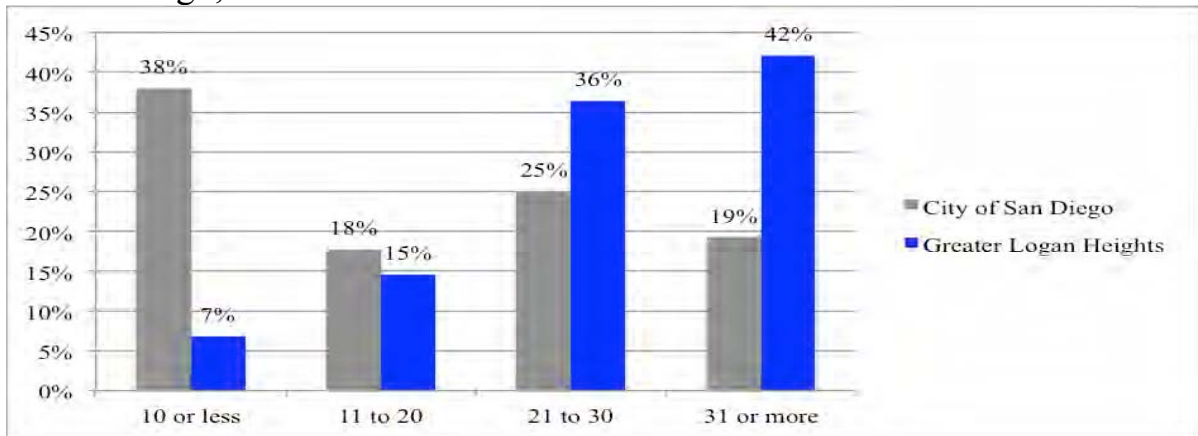
Source: Emily Tracy

Age of Housing

The homes of the five neighborhoods in Greater Logan Heights are generally older than the housing stock citywide. An analysis of Census data for the four decennial periods shows this trend holds true from the 1950s through present day. The data regarding the age of structures follows a similar trend in each of the five neighborhoods. For this reason, much of the data below analyzes the community as a whole. For a complete set of charts depicting the age distribution of the structures in each individual neighborhood for the decennial periods studied can be found in Appendix D.

Even as early as 1950, 42% of the housing in Greater Logan Heights was at least 31 years old, while just 19% of the housing in the city of San Diego fell into this category (Figure 10.15). The Census data from 1950 also shows that 38% of the housing in the city of San Diego was built in the 10 years prior, a higher percentage than any other category. This trend reflects the mid-century housing boom that most of the nation was experiencing at the time.

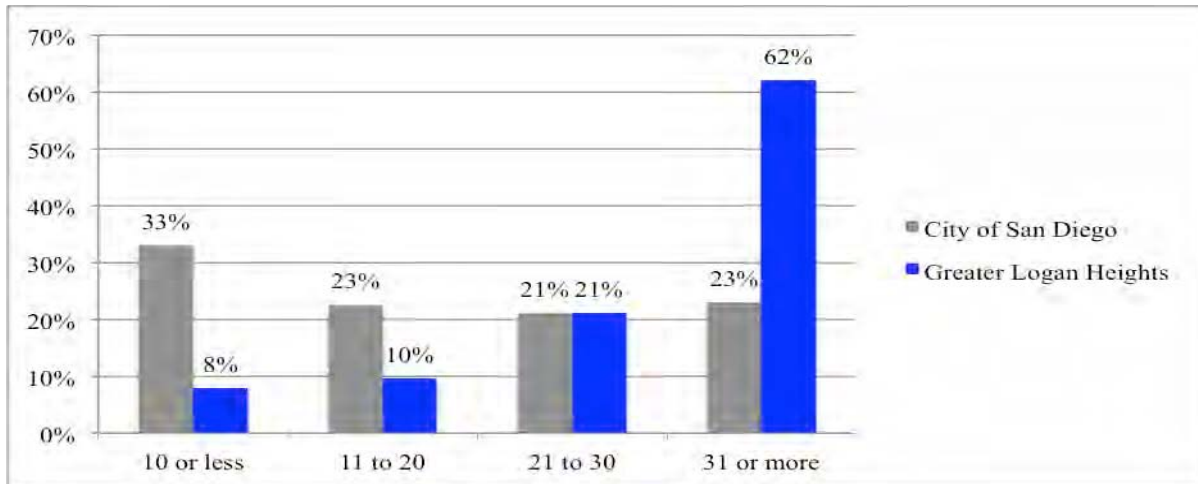
Figure 10.13: Age of Housing (years), Greater Logan Heights and the City of San Diego, 1950



Source: United States Census Bureau

By 1980, 62% of the housing structures in Greater Logan Heights were built at least 31 years prior. The city of San Diego shows a small percentage increase in the same category, though the increase is just 4% as compared to the 20% increase in Greater Logan Heights. During this time period the city of San Diego shows a relatively even distribution in the age of housing structures, while Greater Logan Heights contains a large stock of older homes. These trends are illustrated in Figure 10.14.

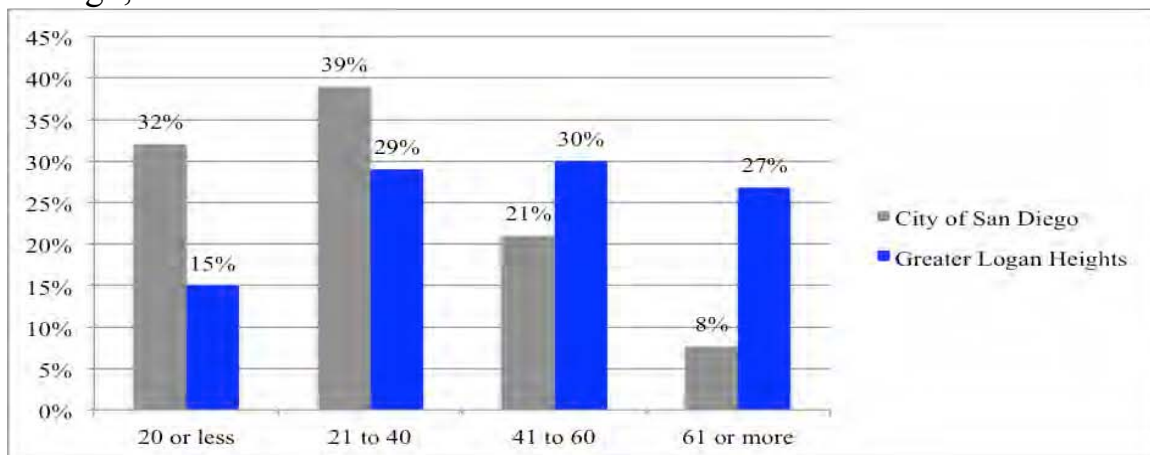
Figure 10.14: Age of Housing (years), Greater Logan Heights and the City of San Diego, 1980



Source: United States Census Bureau

By the turn of the century, more than two thirds of the homes in the city of San Diego had been built in the previous 40 years. The majority of housing in Greater Logan Heights at this time was built at least 41 years prior, although not as severe a trend towards older homes as it had been in the previous two decennial periods studied. Of the four decennial periods studied, Greater Logan Heights shows the most even distribution in age of structures during this period. These trends are illustrated in Figure 10.15.

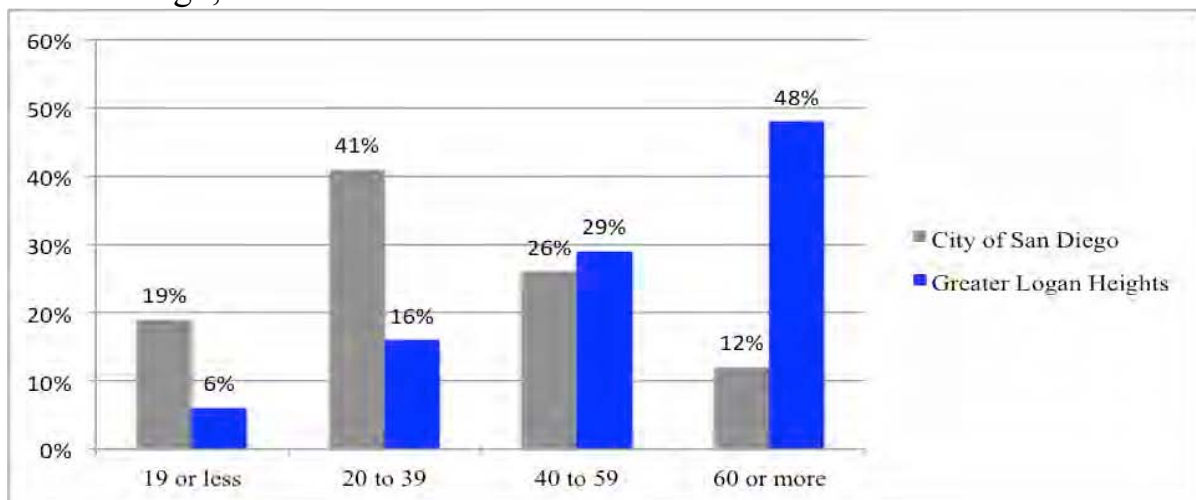
Figure 10.15: Age of Housing (years), Greater Logan Heights and the City of San Diego, 2000



Source: United States Census Bureau

According to the American Community Survey estimates for 2005-2009, most of the housing structures in Greater Logan Heights were built at least 60 years prior. This data also shows the homes in the City of San Diego are trending to be older than they have in previous periods studied. These trends are illustrated in Figure 10.16.

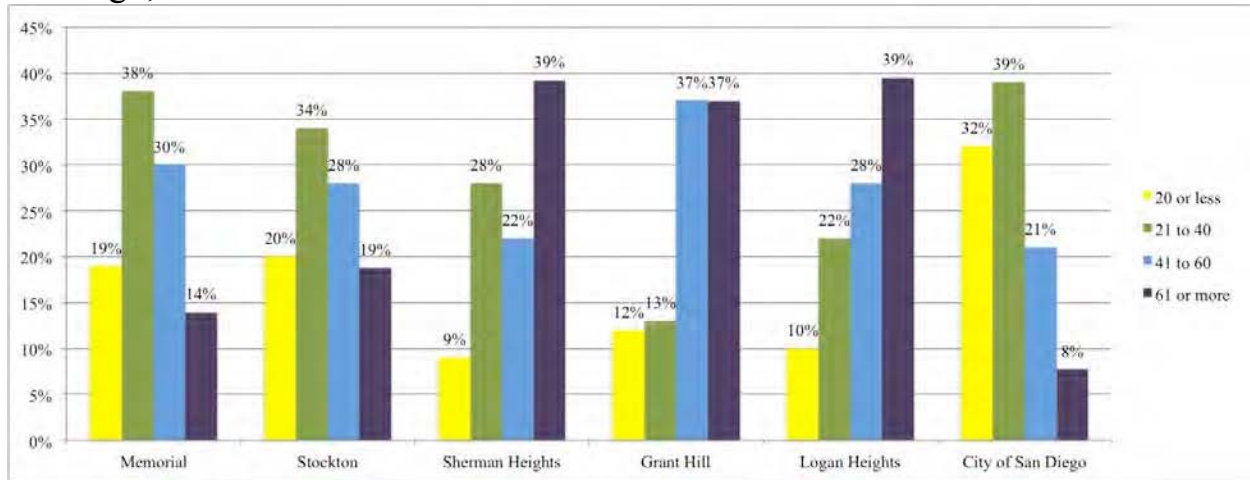
Figure 10.16: Age of Housing (years), Greater Logan Heights and the City of San Diego, 2005-2009



Source: American Community Survey Estimates

The Census results from the year 2000 show some differences in the individual neighborhoods that are of note. This data is illustrated in Figure 10.17. Sherman Heights, Grant Hill, and Logan Heights contain the highest percentage of structures 61 years or older. In the neighborhood of Sherman Heights, for example, 39% of the structures are at least sixty-one years old, in Logan Heights 39% of the structures are at least sixty-one years old, and Grant Hill 37% in of the structures fall into this category. While all of the neighborhood structures are significantly older than the city of San Diego, Memorial and Stockton are almost comparable in the 21 to 40 year category.

Figure 10.17: Age of Housing (years), Five Neighborhoods and the City of San Diego, 2000

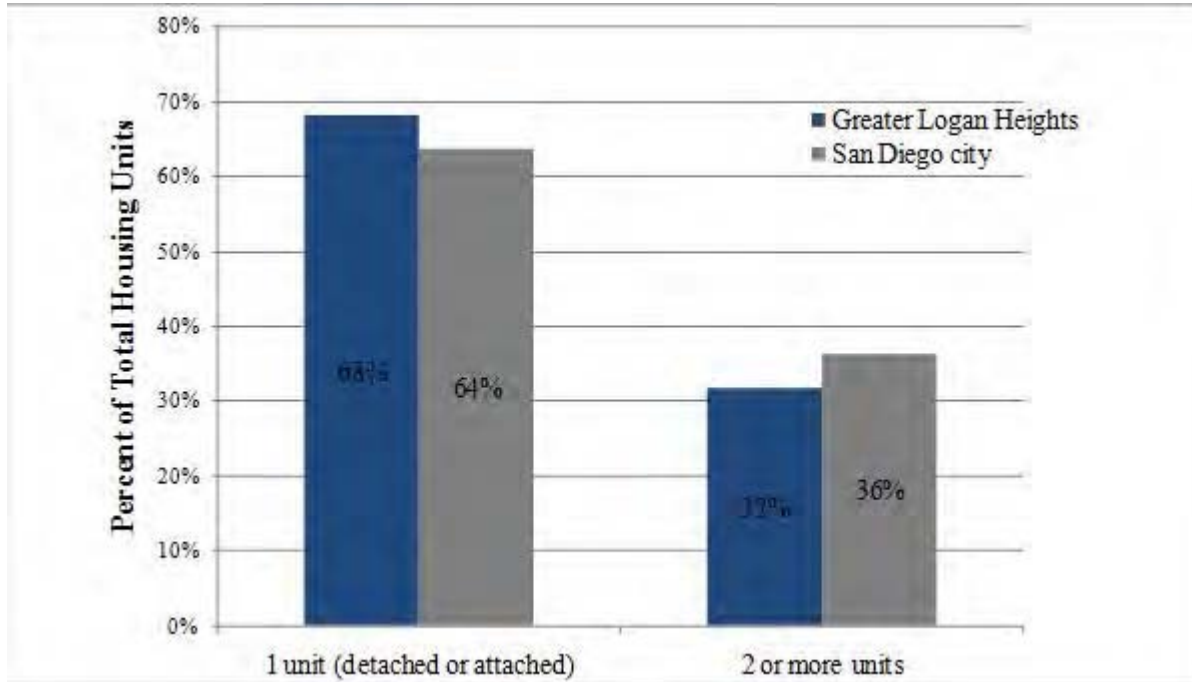


Source: United States Census Bureau

Housing Type

Similar to trends with the age of the housing stock, the ratio of single-unit homes to multi-unit structures (two or more units), has remained stable from the 1950s to present day. In 1950, 68% of the units in Greater Logan Heights were single family units. This was similar to the city of San Diego, which had 64%, as illustrated in Figure 10.18. The trend was fairly even across the five neighborhoods, with the exception of Sherman Heights, where only 41% of the housing stock was comprised of single-unit dwellings.

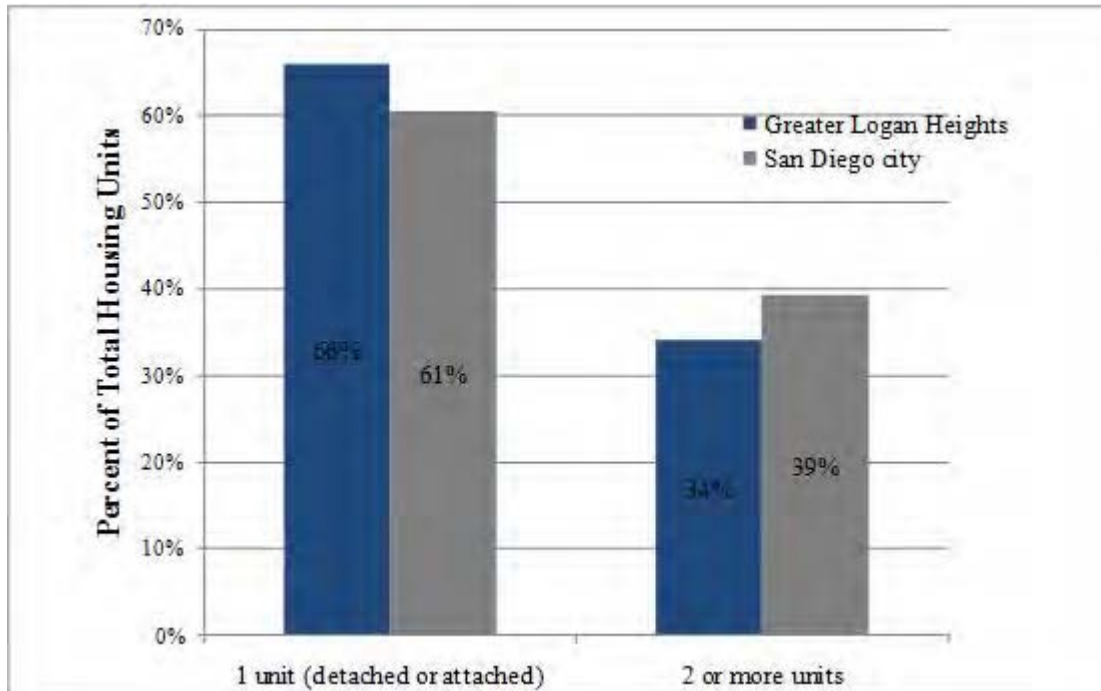
Figure 10.18: Single- vs. Multi-Unit Dwellings in Greater Logan Heights and the City of San Diego, 1950



Source: United States Census Bureau

In 1980, 66% of the housing stock in Greater Logan Heights was single-unit structures, a 2% decrease from the 1950s. San Diego city experienced a decrease as well, with the number of single unit dwellings dropping 3%, to a total of 61% of the total housing units (Figure 10.19).

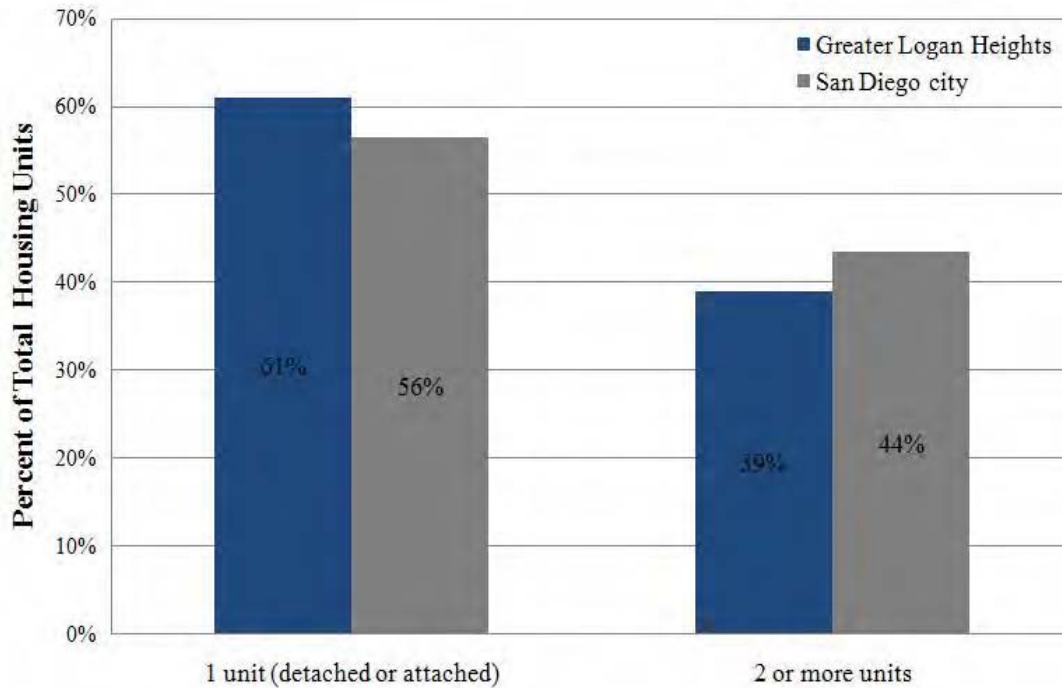
Figure 10.19: Single- vs. Multi-Unit Dwellings in Greater Logan Heights and the City of San Diego, 1980



Source: United States Census Bureau

Similar decreases in the number of single-unit attached and detached structures were seen in 2000, with both Greater Logan Heights and San Diego city decreasing again to 65% and 57% respectively. In the estimate data for 2005-2009, Greater Logan Heights continued to decrease, with 61% of the housing units being 1-unit structures. The city of San Diego held fairly steady between 2000 and 2009, with 56% of the total housing stock being single-unit structures, a decrease of only 1% (Figure 10.20).

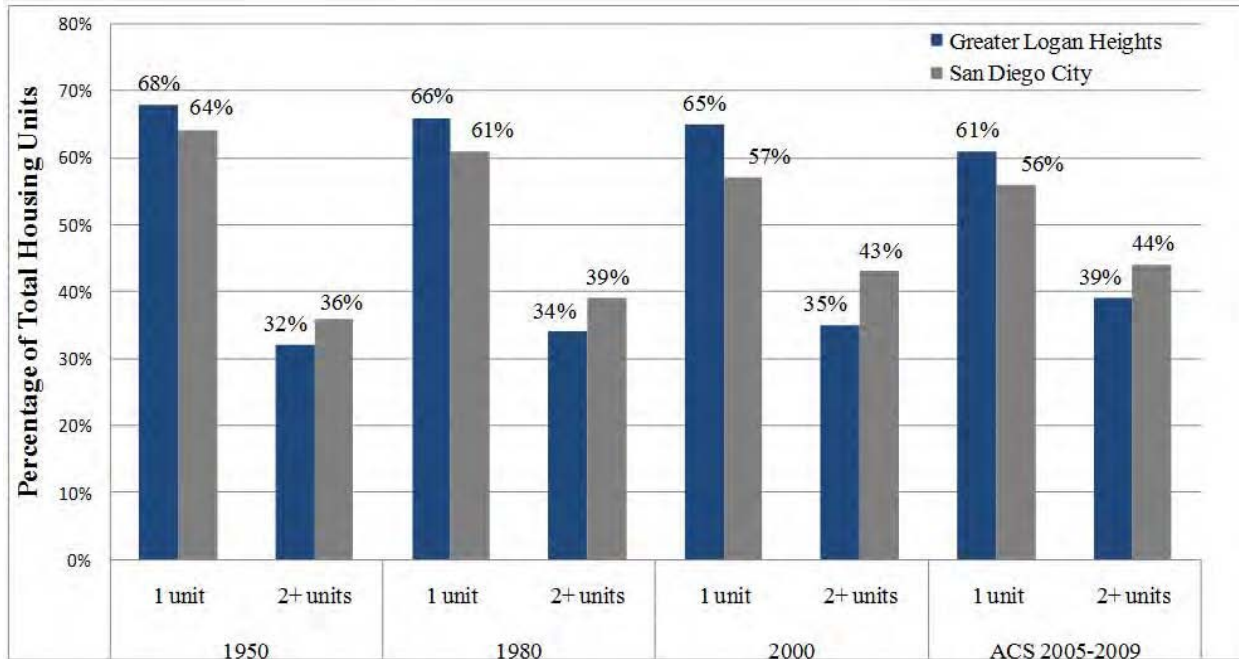
Figure 10.20: Single- vs. Multi-Unit Dwellings in Greater Logan Heights and the City of San Diego, 2005-2009



Source: American Community Survey Estimates

The trend across the four decennial Census periods shows the number of multi-unit structures increasing incrementally, around 2-3%. This was consistent across the five neighborhoods, except for Sherman Heights, which has consistently had only 30-40% as single-unit structures. Sherman Heights is one of the older neighborhoods within Greater Logan Heights, so this could be representative of a trend to subdivide larger houses that were initially single-family structures into multiple rental units. The city of San Diego experienced similar gains in multi-family units over the time same time period, but the percentage of single-unit structures has remained lower overall than in Greater Logan Heights. The steady decline for both Greater Logan Heights and the city of San Diego over time is seen in Figure 10.21.

Figure 10.21: Single- vs. Multi-Unit Dwellings in Greater Logan Heights and the City of San Diego, 1950, 1980, 2000 and ACS 2005-2009



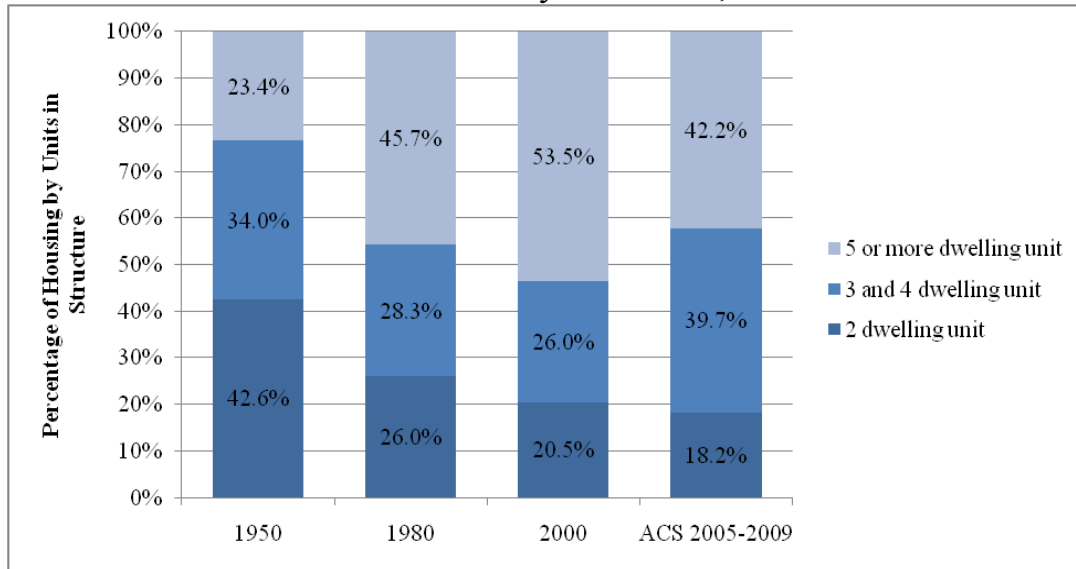
Source: United States Census Bureau & American Community Survey Estimates

Figures 10.22 and 10.23 below provide a more detailed representation of the housing stock of Greater Logan Heights and the city of San Diego over the four decennial time periods. To analyze the distribution of the number of units in the multi-family dwellings over time, some of the categories from the decennial Census periods had to be combined. In 1950, the category for 2 dwelling unit contains both categories for ‘1 and 2 dwelling unit, semidetached,’ and ‘2 dwelling unit, other’. To match the maximum unit number included in 1950 all the subsequent data from 1980, 2000 and ACS 2005-2009 was combined into the category of 5 or more dwelling unit. Tables showing the data with the more detailed categories can be found in Appendix D.

In 1950, the majority (42.6%) of the multi-unit structures in Greater Logan Heights were 2 dwelling units, which was higher than the city of San Diego at the time (38.3%). The city of San Diego had more structures containing 5 or more units, 34.1%, compared to Greater Logan Heights, which only had 23.4%. In 1980, the number of structures containing 5 or more units in

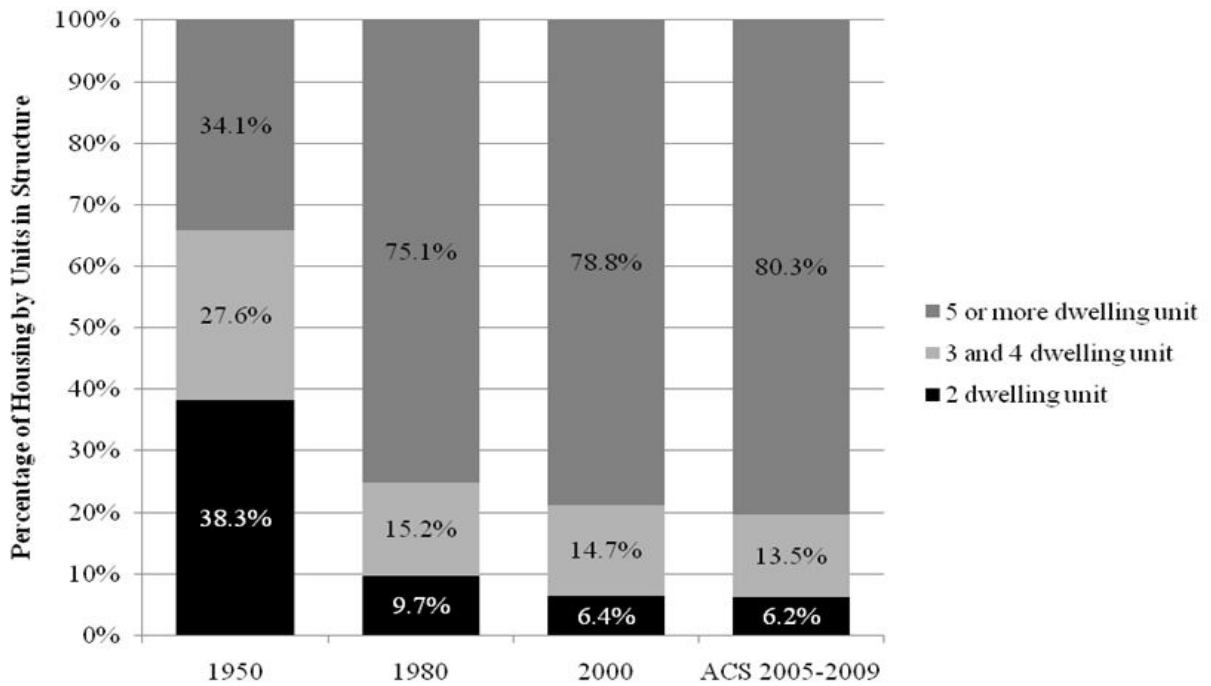
Greater Logan Heights had increased dramatically, to almost half of all multi-family structures, or 45.7%. San Diego in 1980 surpassed that by having 75.1% of the multi-family structures containing 5 or more dwelling units, and that percentage has remained constant through the most current 2005-2009 estimate data (80.3%). The increases in number of units most likely reflect San Diego's overall adjustment to the influx of people that came with World War II and then settled in the area and efforts to increase density in certain parts of the city. In 2000 the number of buildings in Greater Logan Heights containing 5 or more units jumped up by almost 8%, to 53.5%, but then saw a 10% decrease to 42% by the 2005-2009 estimate. No information was readily found on what factors would have led to the decrease, and the explanation could be as simple as the number being underestimated. Further research would be necessary to identify the cause of the fluctuation. As discussed in Chapter 5, the population in Memorial increased greatly between 1980 and 2000 and this neighborhood also gained the greatest number of structures with 5 or more units. Memorial was also noted earlier in the chapter as one of the neighborhoods with a high percentage of new buildings, along with Stockton. However the Southeastern Community Plan from 1987 makes a point of mentioning the goal of not altering the character of established residential neighborhoods, especially the older ones of Grant Hill and Sherman Heights. This might contribute to why the density remains low and large multi-family dwellings with over 5 units have been discouraged over time.

Figure 10.22: Greater Logan Heights - Housing Distribution by Number of Units in Multi-Family Structures, 1950-2009



Source: United States Census Bureau & American Community Survey Estimates

Figure 10.23: City of San Diego - Housing Distribution by Number of Units in Multi-Family Structures, 1950-2009



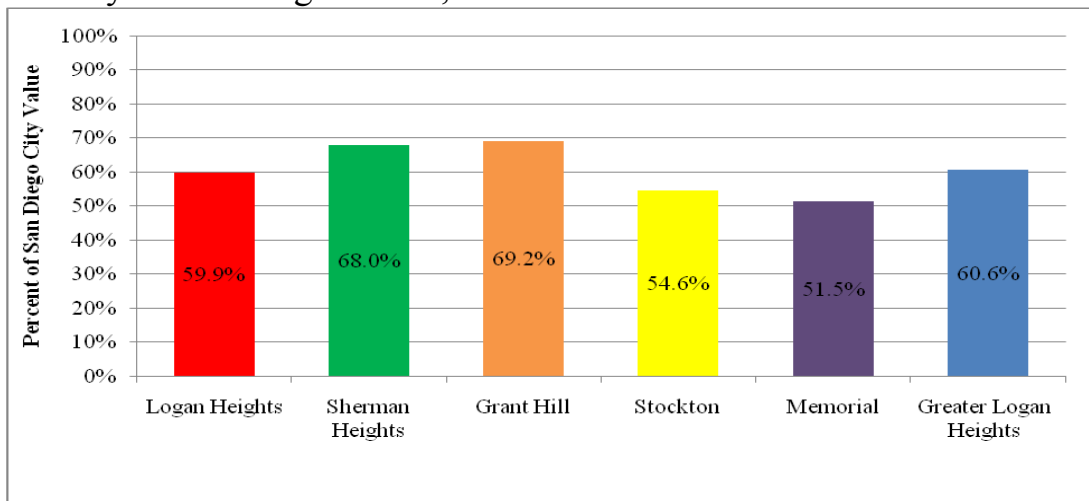
Source: United States Census Bureau & American Community Survey Estimates

The increase in structures with multiple units over time speaks to the need of more low-income housing in the area. The steady addition of more multi-unit structures signifies that a limit is probably being reached for subdividing the existing houses. As evident by the analysis above on age of structures in the community, not much new construction has been occurring throughout the community as a whole, especially compared to the city of San Diego.

Median Housing Value & Contract Rent

The median value of owner-occupied housing in Greater Logan Heights has always tracked below that of the city of San Diego. In 1950 the average value for the five neighborhoods was only 60% of the median value citywide (\$52,361 in Greater Logan Heights vs. \$86,349 for the city of San Diego, adjusted for inflation to 2009). Grant Hill and Sherman Heights were slightly closer to the city of San Diego median value during this time period, both just under 70% of the median (Figure 10.24).

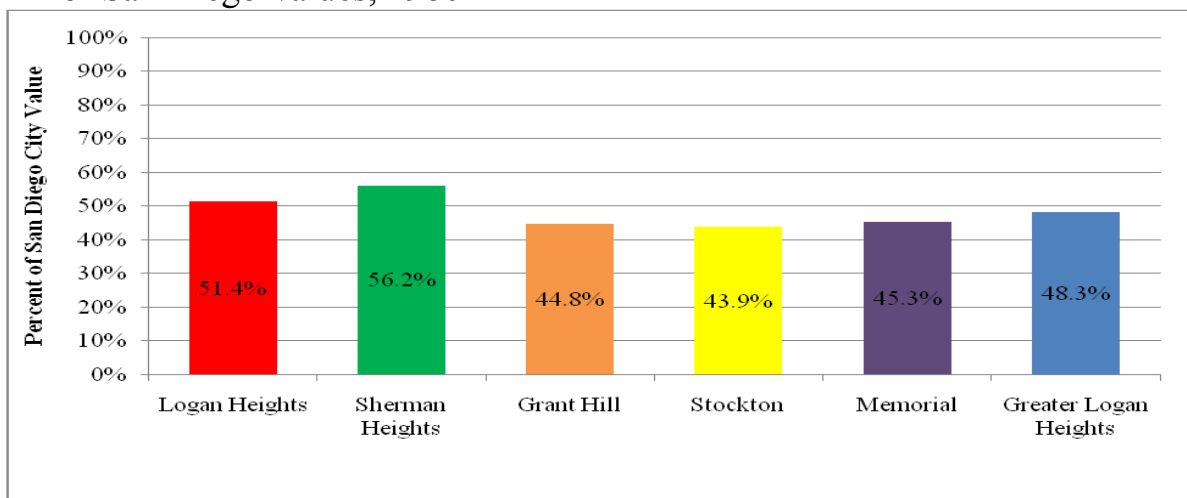
Figure 10.24: Greater Logan Heights - Housing Values as a Percent of City of San Diego Values, 1950



Source: United States Census Bureau

Between 1950 and 1980 there was a sharp decline in the median housing value relative to the city of San Diego. The average housing value for Greater Logan Heights had risen to \$112,996, but this was only 48.3% of San Diego city’s median owner-occupied housing value of \$233,804 in 1980 (Figure 10.25). Grant Hill experienced the steepest decline in this period, dropping 24% in value compared to 1950. Sherman Heights retained the most value, at 56.2% of the median value of the city of San Diego.

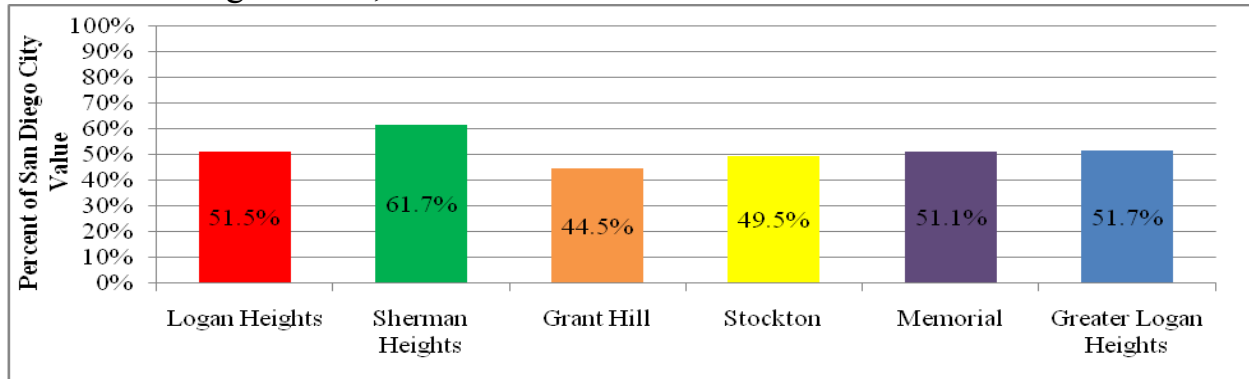
Figure 10.25: Greater Logan Heights - Housing Values as a Percent of the City of San Diego Values, 1980



Source: United States Census Bureau

In 2000 the housing values in Greater Logan Heights rebounded slightly, with the average value at \$141,604, but still remained well under San Diego city’s median value (\$274,089), at only 51.7%. Again Sherman Heights retained the highest median value, at 61.7% of the city of San Diego’s median value (Figure 10.26).

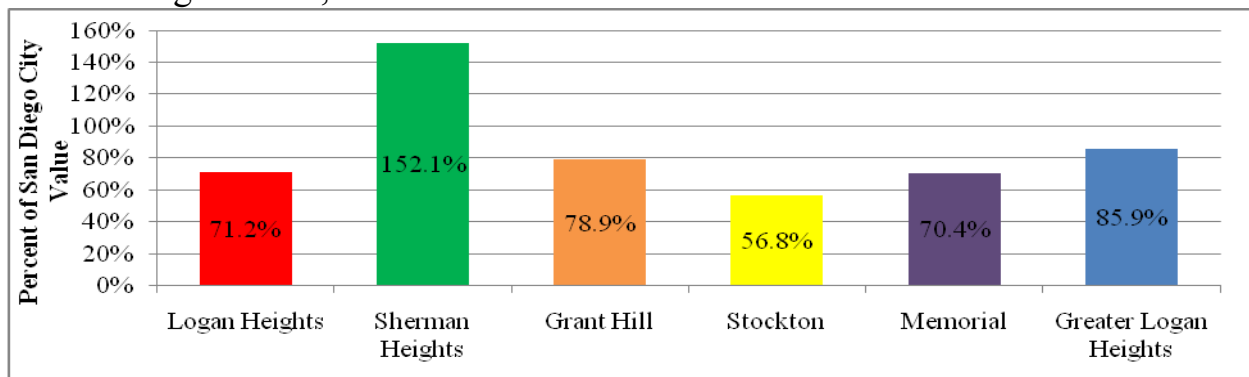
Figure 10.26: Greater Logan Heights - Housing Values as a Percent of the City of San Diego Values, 2000



Source: United States Census Bureau

The ACS 2005-2009 estimate data showed the median housing value for Greater Logan Heights, \$457,920, to have reached 85.9% of the median value for the city of San Diego (Figure 10.27). This seems largely due to the sharp increase in housing values in Sherman Heights, which showed a 90% increase from the 2000 Census. All of the neighborhoods saw gains in this time period, ranging from a 7% increase (Stockton) to a 34% increase for Grant Hill. The estimate data spans the time period during the “housing bubble” experienced in the United States in the early 2000s, which may have contributed to the inflated prices.

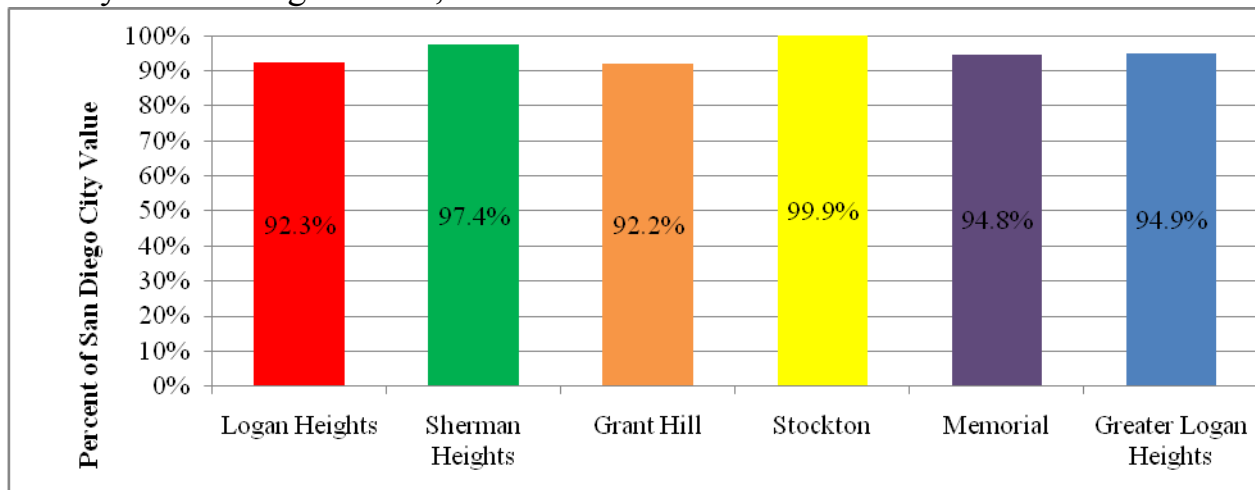
Figure 10.27: Greater Logan Heights - Housing Values as a Percent of the City of San Diego Values, 2005-2009



Source: American Community Survey Estimates

Trends in rents for Greater Logan have shown a similar trajectory to the housing values presented previously, with a steep initial drop but less recovery over time. The median contract rent in Greater Logan Heights in 1950 (\$329, adjusted to 2009 dollars) was almost equal to the median for San Diego city (\$347), at 94.9%. This was consistent across all five neighborhoods, each above 90% (Figure 10.28).

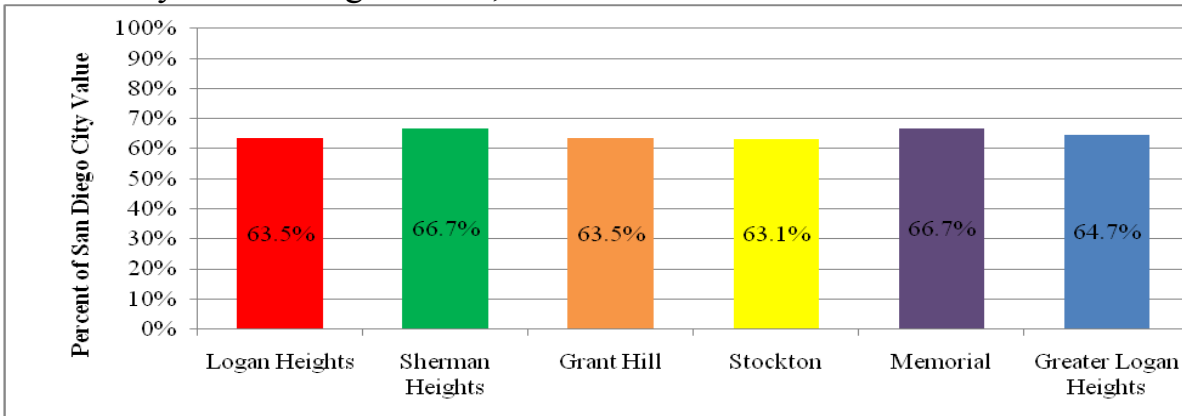
Figure 10.28: Greater Logan Heights – Median Contract Rent as a Percent of the City of San Diego Values, 1950



Source: United States Census Bureau

In 1980 all of Greater Logan Heights saw a decline in median contract rent, the average value being \$419, which comprised only 64.7% of the city of San Diego’s median rent of \$648 (Figure 10.29). The decline was very similar throughout all five of the neighborhoods, each experiencing around a 30% loss.

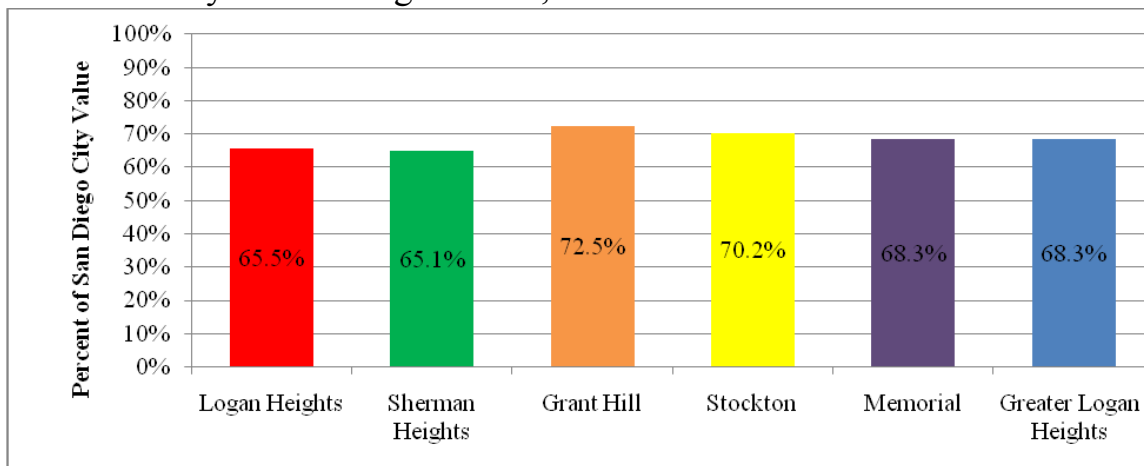
Figure 10.29: Greater Logan Heights – Median Contract Rent as a Percent of the City of San Diego Values, 1980



Source: United States Census Bureau

Median contract rent in Greater Logan Heights was \$608 in 2000, which translated into only a slight increase of 3.6% compared to 1980. This put Greater Logan Heights at 68.3% of the median contract rent in San Diego, which was \$890. All the neighborhoods regained value except for Sherman Heights, which dropped 1.6% in value compared to the contract rent in San Diego city (Figure 10.30).

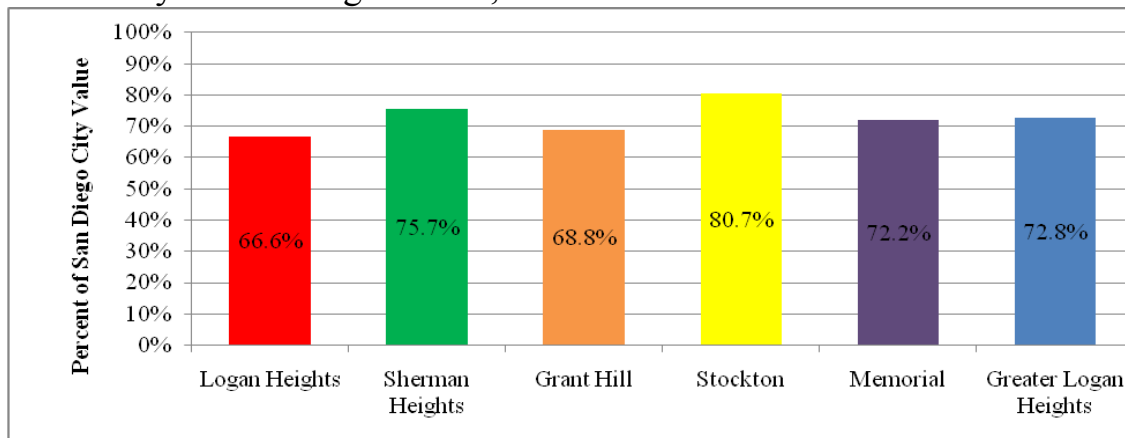
Figure 10.30: Greater Logan Heights – Median Contract Rent as a Percent of the City of San Diego Values, 2000



Source: United States Census Bureau

The estimate data from ACS 2005-2009 shows the median contract rent in Greater Logan Heights regaining a stronger standing compared to the city of San Diego. At \$836 the value is back up to 72.8% of the median contract rent of San Diego (\$1,148), an increase of around 8%. Gains were seen in all the neighborhoods, but the greatest increase was in Stockton, with the median rent up 17.6% to \$926, or 80.7% of the city’s median value for a monthly rent (Figure 10.31).

Figure 10.31: Greater Logan Heights – Median Contract Rent as a Percent of the City of San Diego Values, 2005-2009

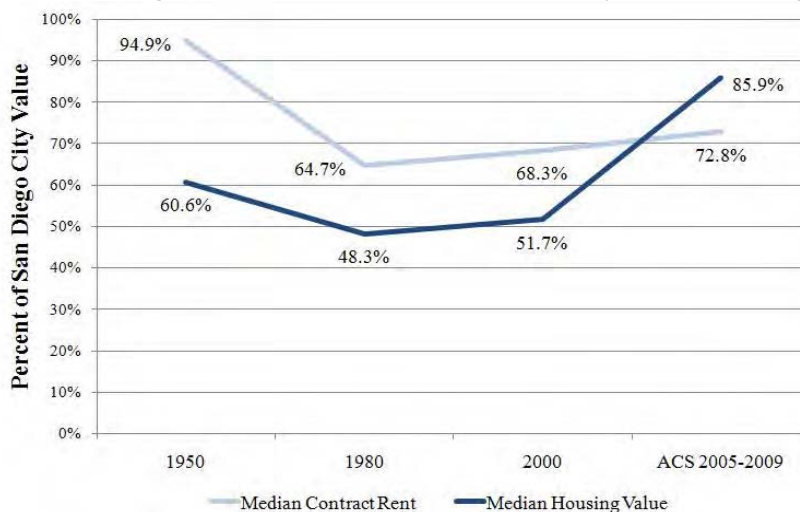


Source: American Community Survey Estimates

Both median housing value and median contract rent in the area shows a sharp decline from the 1950 to 1980 decennial Census period in all the neighborhoods within Greater Logan Heights. Median contract rent in Greater Logan Heights was within 92-99% of the mean for San Diego in 1950, with that rate falling sharply between 1950 and 1980, by nearly 30% in all neighborhoods. After the initial decline contract rent saw a slight but steady increase in Greater Logan Heights. The trends with median housing values were very similar, only with a less severe drop in value, 10%, between 1950 and 1980 (Figure 10.32). As discussed in Chapter 2, Interstate 5 was constructed in the 1960s, so the decline in values may be connected with this. In the 1980s

Greater Logan Heights also experienced high crime rates. Interviews with residents of the community provided detailed descriptions of life in the neighborhood during this time period. Cynthia Soto recalled how she had a boyfriend who lived in the area who would tell her not to get out of the car if they stopped for gas in the neighborhood. Drugs were also an issue, as Genoveva Aguilar remembered the common sight of red balloons on the ground while walking to elementary school, which she later learned were used to move the illegal substances. Another resident, Ismael Rodriguez, mentioned the presence of gang activity in the neighborhoods at that time. All of these factors would have affected both housing prices and rents, as reflected in the 1980 Census data. Genoveva Aguilar mentioned that between the late 1980s to early 1990s the community took strides to improve the crime situation. She didn't go into detail on what specific actions were taken, but the rebound in housing values and rents experienced by 2000 decennial Census might also be due to this reduction in crime. An even greater recovery in median owner-occupied housing value was realized in Greater Logan Heights according to the more recent estimates, rising to 85.9% of the city's median value.

Figure 10.32: Greater Logan Heights – Median Contract Rent and Median Housing Value as a Percent of the City of San Diego, 1950-2009

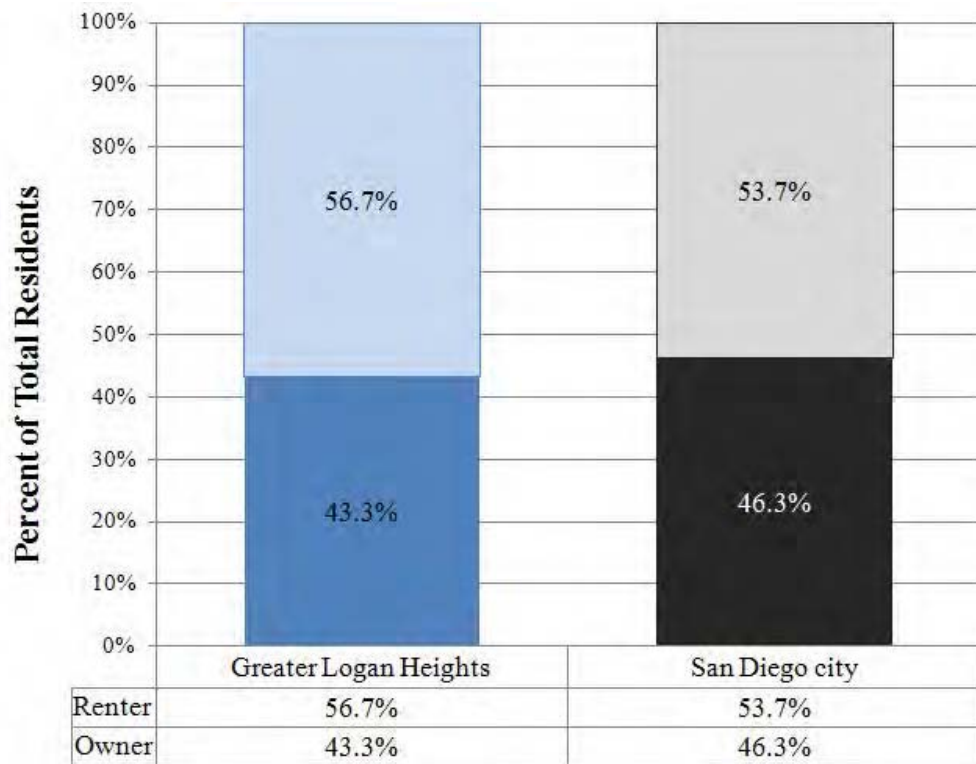


Source: United States Census Bureau and American Community Survey Estimates

Housing Tenure

Housing tenure in Greater Logan Heights has always shown a higher percentage of renters compared to owners, but the disparity has grown over time. In 1950, renters only slightly outweighed home owners, at 56.7% in Greater Logan Heights. The city of San Diego had a similar balance, with 53.7% of residents being renters (Figure 10.33). Sherman Heights and Grant Hill had the lowest proportion of owners in this time period, with 23.7% and 39.5% owners, respectively.

Figure 10.33: Greater Logan Heights and the City of San Diego – Percent Renter vs. Owner, 1950

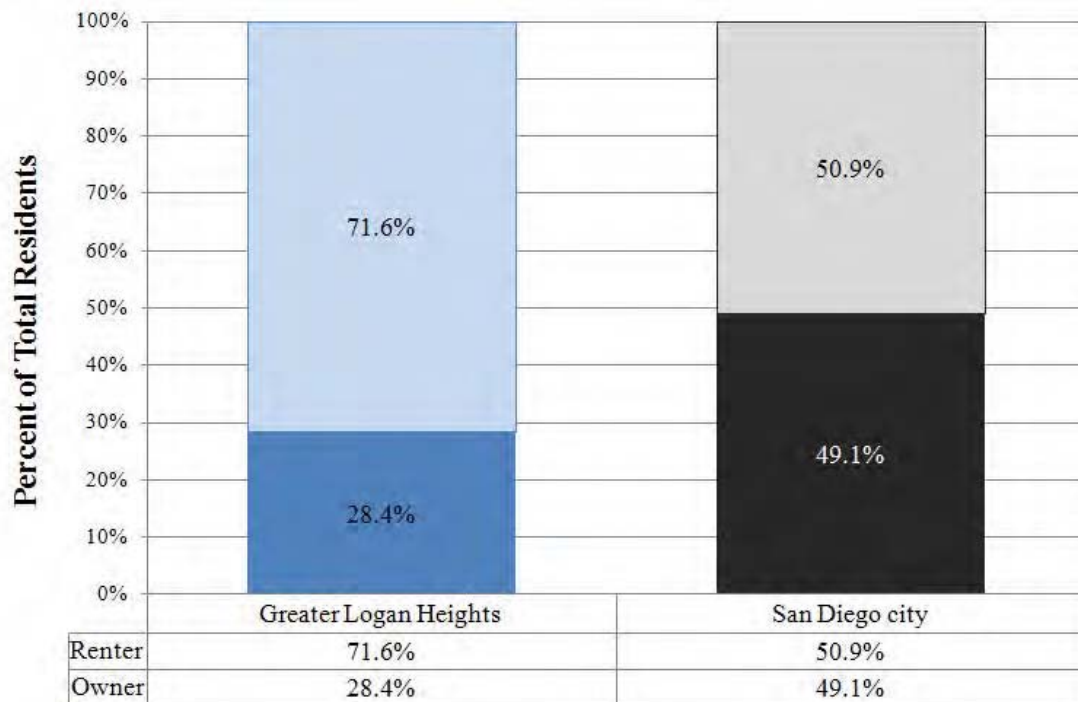


Source: United States Census Bureau

In 1980 the rate of homeowners in Greater Logan Heights experienced a sharp dive, comprising fewer than 30% of the residents of the community. This is in contrast to the city of

San Diego, where the homeownership increased by 3%. Here again Sherman Heights has the lowest total percent of homeowners, at 17.6%, but Grant Hill experienced the greatest decrease, losing almost 15% of homeowners, for total of 24.8% (Figure 10.34).

Figure 10.34: Greater Logan Heights and the City of San Diego – Percent Renter vs. Owner, 1980



Source: United States Census Bureau

The rate of homeowners stays fairly constant into the 2000 Census, with the total number of homeowners in Greater Logan Heights hovering around 25%. The city of San Diego was evenly split with about 50% homeowners and renters over the same time period (Figure 10.35). Each of the five neighborhoods experienced a slight decrease, but Grant Hill still lost the most, dropping 5.2% to just under 20% total homeowners.

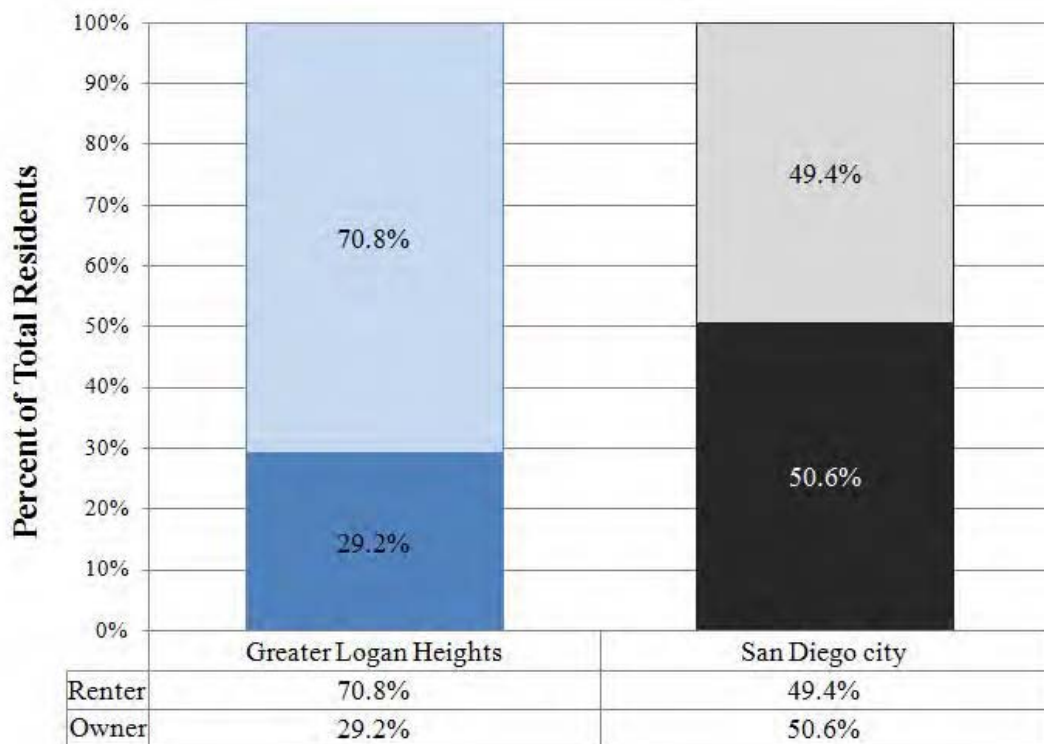
Figure 10.35: Greater Logan Heights and the City of San Diego – Percent Renter vs. Owner, 2000



Source: United States Census Bureau

The ACS 2005-2009 estimates show a small gain for Greater Logan Heights in homeownership, raising 4% to almost 30% home owners. This is still well below the city of San Diego figure of 50.6%, however (Figure 10.36). All five neighborhoods saw a slight increase in their percentage of homeowners, except for Sherman Heights, which lost another 3%, remaining the neighborhood with the lowest population of homeowners at 13.4%

Figure 10.36: Greater Logan Heights and the City of San Diego– Percent Renter vs. Owner, 2005-2009

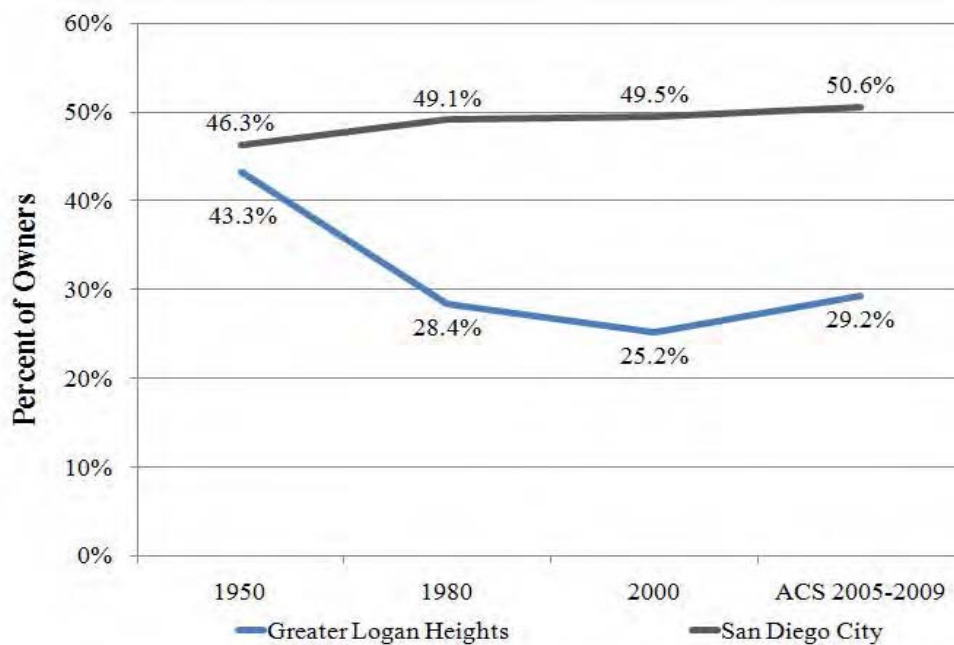


Source: American Community Survey Estimates

Throughout most of the study period, Greater Logan Heights saw a decrease in homeownership, with a significant drop from 1950 to 1980. In 1950, both Greater Logan Heights and the city of San Diego had 46% of residents who owned their homes. Within the five neighborhoods homeownership was more prevalent in Stockton and Memorial, which from the previous section were seen to generally have a lower median housing value than the average for Greater Logan Heights. In the most recent estimate data from 2009 the number of homeowners has rebounded slightly in Greater Logan Heights; almost 30% of total residents are estimated to own their homes. In contrast, homeownership in the city of San Diego climbed slightly from 1950 to 2009, but the proportion of renters to owners has held steady at approximately 50% each. The decrease in homeownership over time could be indicative of people who had bought

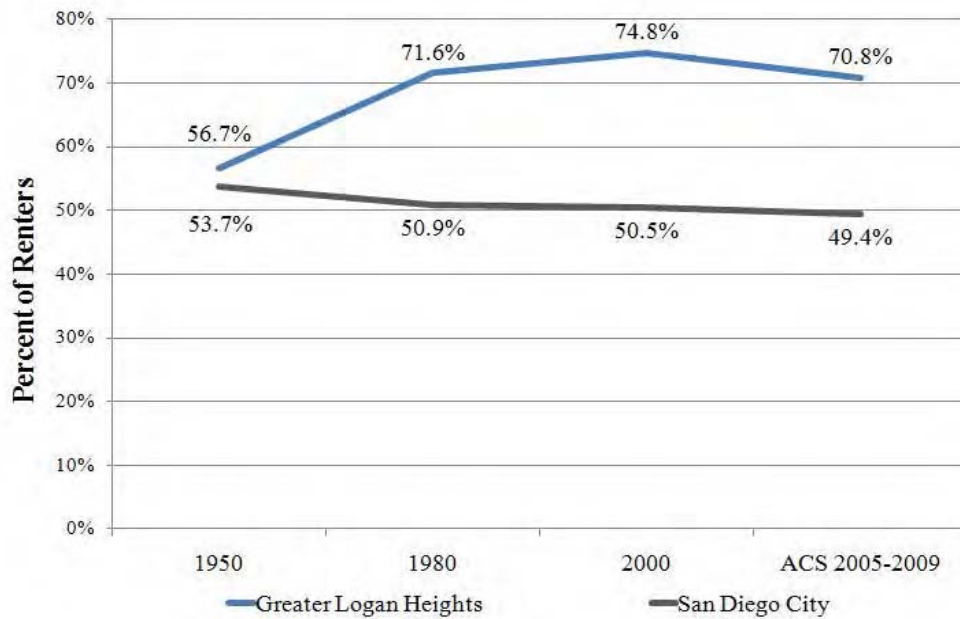
properties early in the area, especially when home prices were very low as represented in the 1980 Census data, and have since moved away but stay invested in the community as landlords. During a walkthrough of the community a Hispanic family that was fixing up a house explained they had lived in the area for 30 years, but had recently relocated to Chula Vista. However, they had invested in the house and planned to keep it as a rental property once the renovations were completed. This may be indicative of a larger trend, but would need further surveying to quantify the practice. Also, as discussed earlier in the chapter, homeownership is thought to have been actively discouraged in the area due to possibly discriminatory federal loan practices. The tenure arcs of Greater Logan Heights follow vastly different trajectories compared to the city of San Diego. Figure 10.37 and 10.38 show the divergent trends in both homeowners and renters over the four decennial periods.

Figure 10.37: Greater Logan Heights and the City of San Diego – Percent Owners, 1950-2009



Source: United States Census Bureau & American Community Survey Estimates

Figure 10.38: Greater Logan Heights and the City of San Diego
– Percent Renters, 1950-2009



Source: United States Census Bureau & American Community Survey Estimates

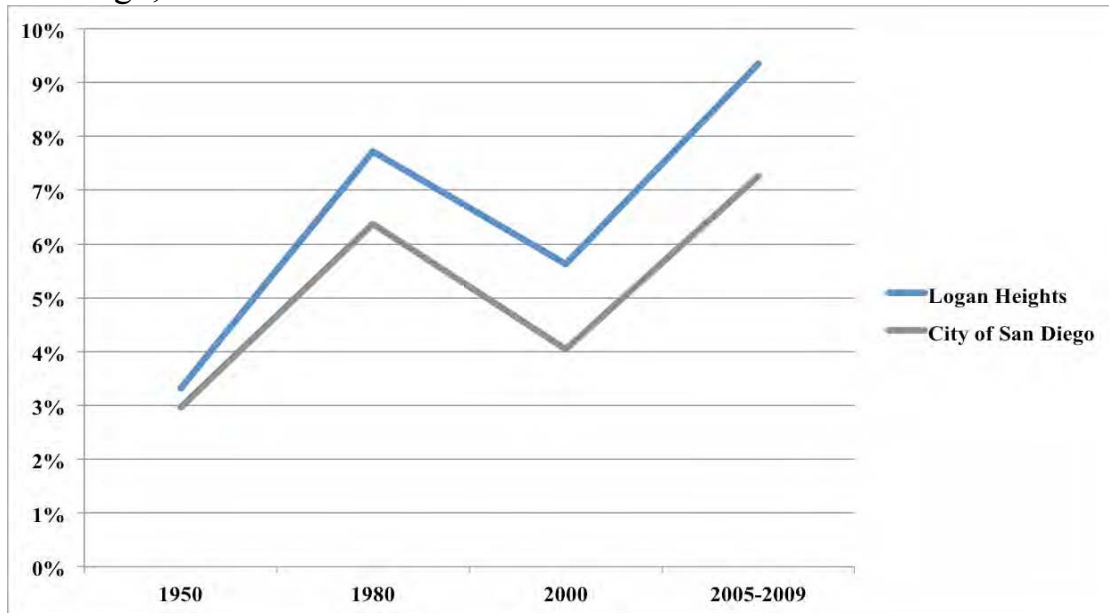
Vacancy Rates

Between 1950 and 2009 vacancy rates in Greater Logan Heights fluctuated along the same trends of the city of San Diego (see Figure 10.39). The data does show a widening gap between the vacancy percentage of Greater Logan Heights and that of the city of San Diego, perhaps suggesting that the neighborhood is becoming less desirable than it may have been in the 1950s. However, many other factors could have contributed, so this cannot be conclusively determined.

At the beginning of this research, we sought to determine if any of the industrial uses along Commercial Boulevard contributed to vacancies in the area. The data across all time periods studied did not show any significant trends that would suggest this is the case. We asked

Cynthia Soto, a resident of the area of her opinion on the industrial uses, and she did not believe that they contributed to any vacancies.

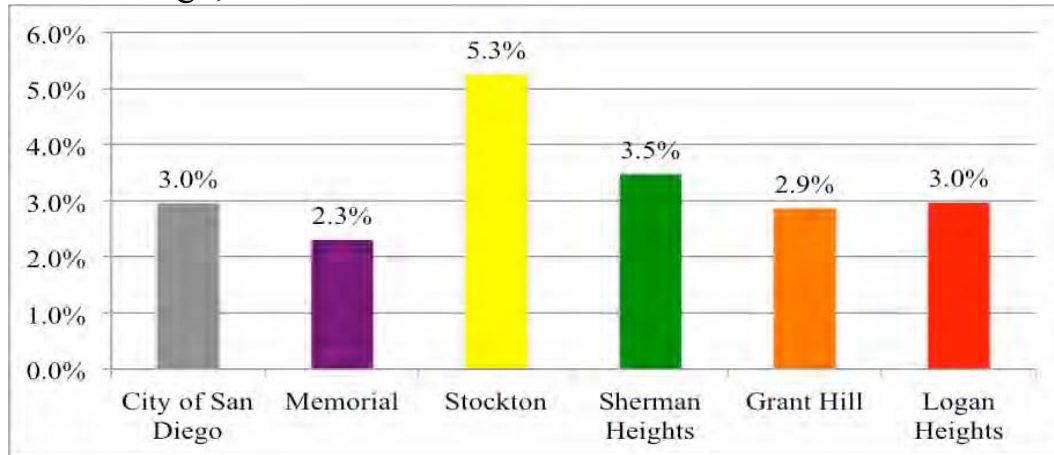
Figure 10.39: Vacancy Rate, Greater Logan Heights and the City of San Diego, 1950 – 2009



Source: United States Census Bureau & American Community Survey Estimates

In 1950, the vacancy rates in most of the neighborhoods that make up Greater Logan Heights were very similar to that of the city of San Diego (see Figure 10.40.) Two of the neighborhoods—Grant Hill at 2.9% and Memorial at 2.3%—had a lower rate than the city. Logan Heights was right on par with the city at 3%. Sherman Heights was only half a percentage point above the city at 3.5%. Stockton was the outlier in this data set, at almost double the city: 5.3%. This could be attributed to the historical development, as discussed in Chapter 2. The area experienced a slow, eastward moving growth pattern, and Stockton is in the North East corner of the Greater Logan Heights area. The areas closer to the waterfront and the central business district might have been more desirable during this decennial time period.

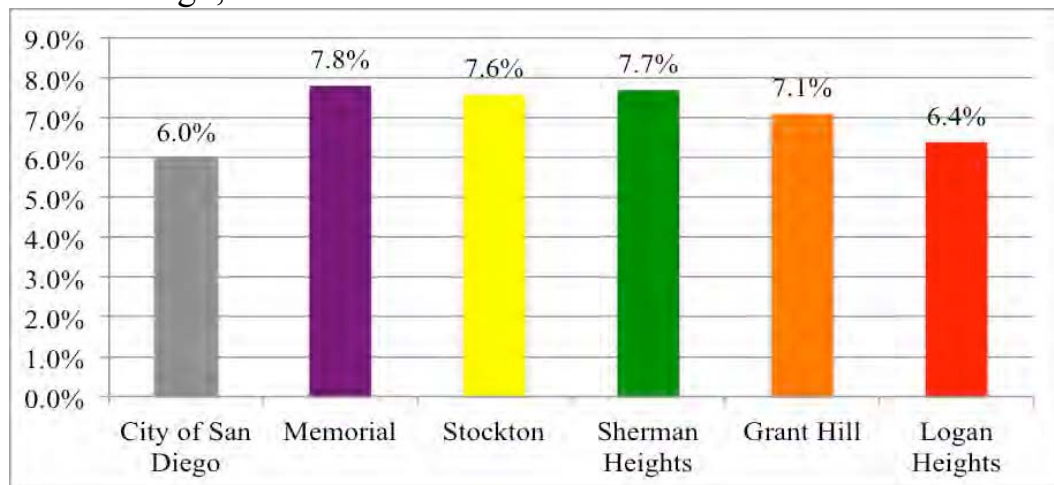
Figure 10.40: Vacancy Rate, Greater Logan Heights and the City of San Diego, 1950



Source: United States Census Bureau

In 1980, vacancy rates in the Greater Logan Heights neighborhoods were significantly higher (see Figure 10.41.) In this data set, all of the neighborhoods are within a 2% range of both each other and the city. However, the vacancy rates during this time period are all above the city as a whole.

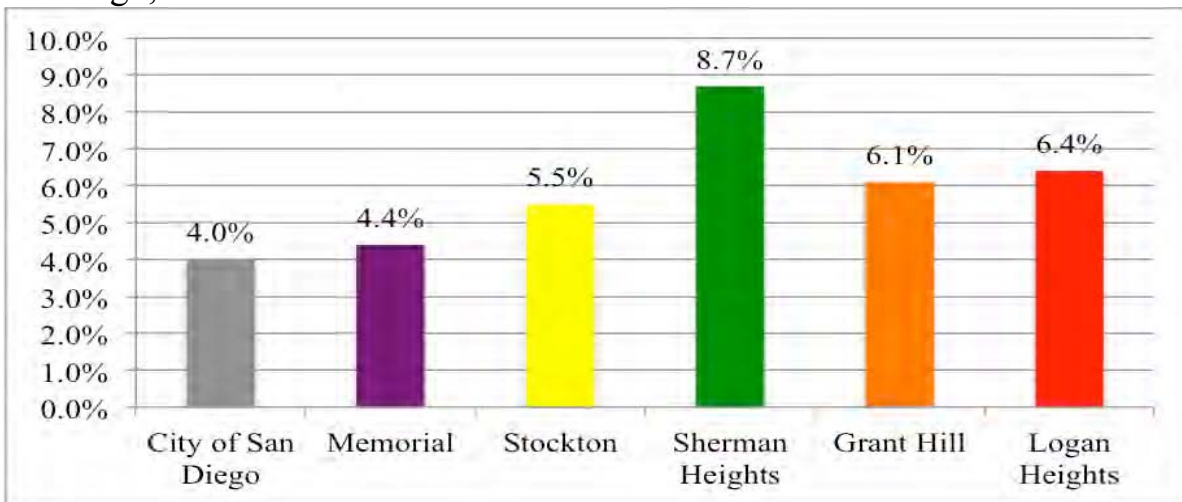
Figure 10.41: Vacancy Rate, Greater Logan Heights and the City of San Diego, 1980



Source: United States Census Bureau

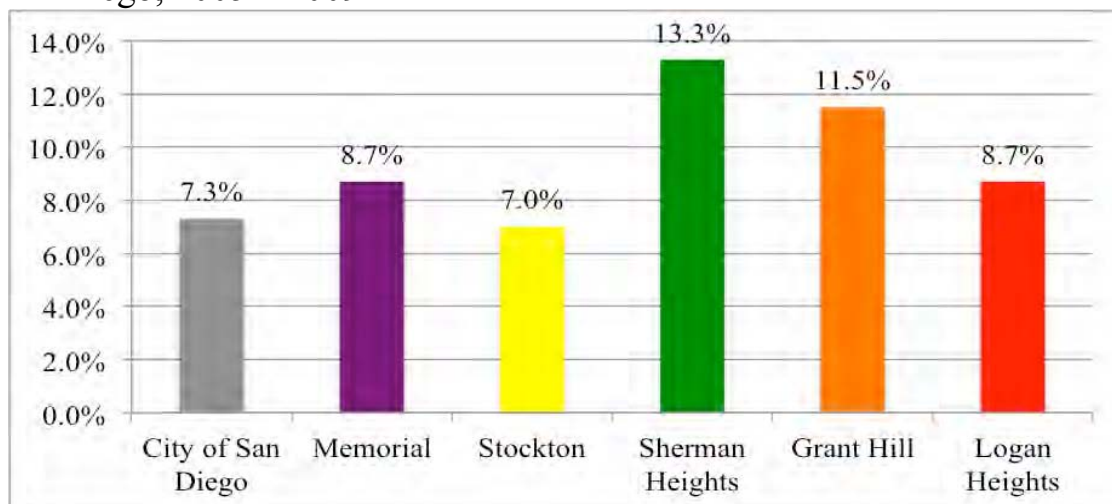
As seen in Figure 10.42, in 2000 the vacancy rates in the city of San Diego had decreased by 2% since the 1980 Census. The neighborhoods of Memorial, Stockton and Grant Hill also experienced declines. The trends identified from the American Community Survey estimates for 2005-2009 show a near identical distribution (see Figure 10.43.) Based on data for 2000 and 2005-2009, Sherman Heights maintains more than double the vacancy rate of the city. The Sherman Heights neighborhood has distinct architectural character, in the form of Victorian homes. Also, recently Sherman Heights experienced a sharp increase in housing values (see Figure 10.27). Arguably, architectural character increases housing value and the demand for such housing so vacancy rates should decrease. Perhaps the increase in value prices residents out of the area. Further research and analysis- in the form of interviews and surveys- would be necessary to determine the causes of this correlation.

Figure 10.42: Vacancy Rate, Greater Logan Heights and the City of San Diego, 2000



Source: United States Census Bureau

Figure 10.43: Vacancy Rate, Greater Logan Heights and the City of San Diego, 2005 – 2009

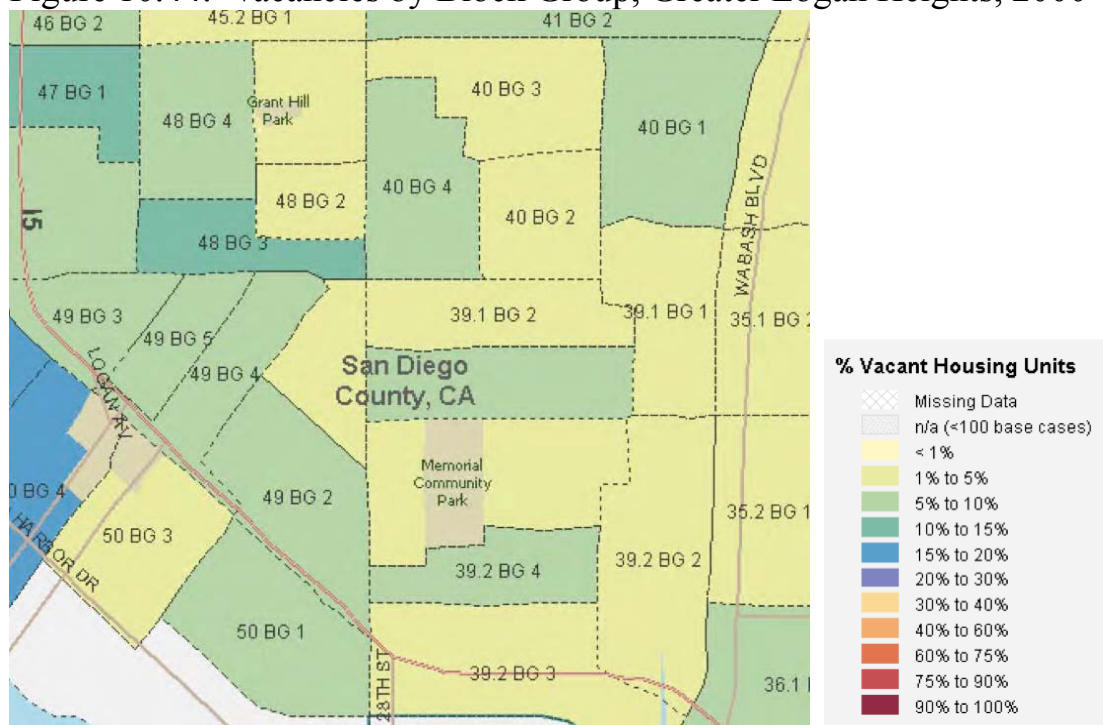


Source: American Community Survey Estimates

The neighborhood with the highest vacancy rate changed throughout the four decennial periods. Though Logan Heights doesn't show the highest vacancy rate, it is interesting to note that the vacancy in Logan Heights is consistently at or above the city average. In the two most recent periods, Sherman Heights has the highest vacancy rate. This appears to be yet another distinction in the housing situation in Sherman Heights that sets them apart from the other four neighborhoods. For the year 2000, a map depicting the vacancies by block groups of Greater Logan Heights shows the two block groups with the highest vacancies towards the west side. One of these block groups in Logan Heights, labeled "48 BG 3," borders Commercial Avenue. This area could experience higher vacancies due to a prominence of industrial uses such as auto-body shops and junkyards. The block group at the top left in Sherman Heights, labeled "47 BG 1," also is an area of relatively high vacancies. The reason for this is not as readily apparent. A map depicting the vacancies by block groups of Greater Logan Heights in the year 2000 depicts the two block groups with the highest vacancies, which are on the west side of the community

and shaded darkest (see Figure 10.44). In the year 2000, Sherman Heights showed the lowest rents as compared to the other four neighborhoods and as compared to the City of San Diego (see Figure 10.42). For this reason one would expect the area to be occupied, so this trend of high vacancy is counterintuitive. This research into housing conditions did not reveal a reason for this increase in Sherman Heights.

Figure 10.44: Vacancies by Block Group, Greater Logan Heights, 2000



Source: Social Explorer

Findings and Analysis

In analyzing the changing housing conditions in Greater Logan Heights, the main factor that seems to be contributing to the lack of a unified identity in the area are socioeconomic fluctuations. In speaking with long time community residents Cynthia Soto and Genoveva Aguilar, both mentioned that many of the older generation have remained in the area even though

they have experienced socioeconomic fluctuations in their tenure. Ms. Soto also mentioned how many of her friends and neighbors had left the area not to return, such as people who left to attend college. She credits an increase in income, achieved through their college degree, as a reason that they may not be coming back to Greater Logan Heights; they can afford to move elsewhere. As mentioned in other chapter, this socioeconomic distinction separated Greater Logan Heights from the city of San Diego. However, as evidenced by the data above on housing value and contract rent, the five neighborhoods do not seem to be fractured from each other, but rather from the city.

It is also important to mention that there are subtle differences within the neighborhoods. The three neighborhoods that maintained the highest housing values are the oldest within Greater Logan Heights—Sherman Heights, Grant Hill and Logan Heights. These neighborhoods are simultaneously increasing in both value and vacancy, while Memorial and Stockton seem to experience little change in these areas temporally. Many of the older homes are historic, with unique and expensive maintenance challenges, another aspect tied to socioeconomic class. While the three older neighborhoods are different from Memorial and Stockton, it is unclear as to how much this difference in the age of homes may lead to a lack of consensus and desire to unify. Another issue came to light that might better explain the failure of potential redevelopment projects that is more tightly tied to socioeconomic issues.

An issue the communities have struggled with over time is the tension between preserving the nature of the existing residences and providing adequate affordable housing. Major land use decisions, such as how and where to add affordable housing, are a struggle. Is a lack of a determined course for future development a symptom of the community's lack of consensus? Genoveva Aguilar, a resident of the community, explained a situation that may

indicate that this is the case. In the late 1990s, land on the corner of 22nd Street and Commercial Boulevard was designated for an affordable housing project: Comm22. Originally, this land that was held for a school but the plans were never realized, so priority was given to the Comm22 Project. Unfortunately, this action to push the development of the parcel forward has met little progress to this day.

Although some lack of consensus surrounding this large affordable housing project has delayed completion of the project, the community of Greater Logan Heights does maintain affordable rents across the four decennial periods in that median contract rents are consistently below the city of San Diego. The relatively lower rents- coupled with the low levels of educational attainment (as mentioned in Chapter 8) that relate to the lower income levels (to be discussed in Chapter 13)—seems to have led to long tenure for renters in the community. Renters make up the majority of the population of the community, 74.8% according to the most recent U.S. Census in 2000 (see Figure 10.35.) Long-term residency in the community, although tenuous and predicated on the availability of affordable housing, will undoubtedly lead to a connection with the community that is not easily dissolved. For example, Cynthia Soto explained that when her family purchased their home—a single-family unit with a detached duplex on the lot—the seller asked that they not evict a long-term renter from the back house as the sellers felt the renter had a right to maintain her residence even though she was not an owner. This exchange of property and the potential displacement of current renters leads to a fear of gentrification in the community. With over three quarters of the community renting, there is no guarantee that housing will be available to them if property ownership were to change hands as the community undergoes redevelopment. In this way, low rents in the community seem to be contributing to the lack of consensus in the community.

There seems to be a myriad of issues at play, including the socioeconomic issues, historical concerns and also general aesthetics. Ms. Soto spoke to the condition of the structures on the Commercial Boulevard, and stated that they needed a “facelift.” Commercial Boulevard is the route the MTS trolley takes through Greater Logan Heights. Residents of the community, she explained, are embarrassed that this corridor is the face of the community. This comment, combined with the data analyzed within this chapter, reinforces the idea that the main issue is not the minor differences between the five neighborhoods, but rather the differences between Greater Logan Heights and the city of San Diego. Ms. Soto did not mention that this area along Commercial, located on the north end of Logan Heights, made the other four neighborhoods embarrassed about Logan Heights, rather she implied that the entire Greater Logan Heights community was embarrassed that this is how trolley passengers from the city viewed the area as a whole.

Modes of transportation, including the trolley along Commercial Avenue and its effects on the community, will be discussed in the following chapter.

Chapter 11: Mode of Transportation

Emily Tracy

Figure 11.00: Various Modes of Transportation at Commercial St and 25th St



Source: Emily Tracy

Introduction

The objective of this chapter is to examine the available transportation infrastructure in Greater Logan Heights along with use patterns of various modes of transportation by community members over the last thirty years. One reason a community like Greater Logan Heights may become fractured is a lack of communication and interaction between residents. When community members are informed on local redevelopment projects and the redevelopment process in general, they are able to have meaningful conversations with one another. These conversations and the associated exchange of information will help to unify the community and

allow them to come together to work to get redevelopment projects that benefit their neighborhoods.

When searching for ways to create a more unified community, examining the ways in which people move through that community is a good place to begin. Modes of transportation have a large impact on social interactions within a community. Traveling in a single-occupant vehicle is an isolated experience. If two drivers who are acquainted pass on the street, they may not even recognize each other. Even if they do, they won't have the time to do much more than wave as they whiz past.

Other forms of transportation, however, provide ample opportunities for social interaction. Two pedestrians can easily stop on a sidewalk and catch up, or two riders on a trolley can have a leisurely conversation as they travel towards their destinations. These kinds of casual interactions foster a sense of community, and help build networks for information sharing among residents. Access to transportation also affects access to employment and education opportunities, cultural institutions, and public open spaces.

Evaluation of the modes of transportation utilized in a community can be helpful when considering ways to decrease environmental injustice, as well. Pollution from motorized transportation is one of the most obvious ways people damage their environments every day. Reducing the number of trips taken in cars through the community decreases emission of these pollutants in addition to the aforementioned social benefits.

To evaluate the various modes of transportation within the community of Greater Logan Heights, a variety of data sources on commutes and transportation infrastructure have been utilized. Specific methods used in this analysis are discussed in the following section.

Methodology

A variety of data sources were used to conduct the analysis of modes of transportation in Greater Logan Heights. The principal source was Census data within the category of Mode of Transportation to Work. This data reflects the primary mode of transportation used by residents of Greater Logan Heights to commute to and from their jobs. If the respondent used more than one mode, they were asked to select the mode used for the longest distance of their commute or for the most days out of the week.

The Private Vehicle category encompasses cars, vans, and small trucks that are owned by individuals, including company cars. Within this category, responses are divided into two parts: those who drove alone, and those who carpooled. The other major category is Public Transportation, which encompasses a variety of modes of transit operated by public entities including streetcar and trolley car, railroad, buses, and subways. Data was also collected for other modes, such as walking, bicycling, or riding a motorcycle. Categories were also included for responses of “Other,” and for residents who worked from home and therefore didn’t commute.

The data was collected for three different time periods: 1980 and 2000 decennial Census data, and American Community Survey estimates for 2005-2009. Census forms in 1950 did not request information about transportation, and as a result that data was not available to analyze. In the more recent data, the survey forms were more extensive than in 1980, so some of the data for those years have been collapsed in the tables in this chapter to allow for comparison across time periods. Modes that had values of zero in all neighborhoods in Greater Logan Heights have been omitted.

The American Community Survey estimates are extrapolations of sample data, and as a result have a fairly large margin of error. They provide separate margins of error for each data point, but across all data within the Mode of Transportation category there was an average margin of error greater than +/- 60%. While this creates uncertainty in the raw data, the proportions of modes of transportation are still meaningful and will allow for examination of trends and comparison to the decennial Census data as well as comparisons between geographic areas.

In the tables of data following for the various modes of transportation, percentages are given in the blue lines underneath the raw data. These percentages were calculated by dividing the number of respondents using that mode of transportation by the total number of workers 16 and older (hereafter “workers”) in that geographic area, and rounding to two significant digits past the decimal point.

Information about existing infrastructure was compiled through research done on the San Diego Metropolitan Transit Service (hereafter “MTS”) website. A windshield survey of the community was also conducted on January 16, 2011, during which the pedestrian and bicycle infrastructure was evaluated. These findings, along with the public transportation options, are discussed in the following section.

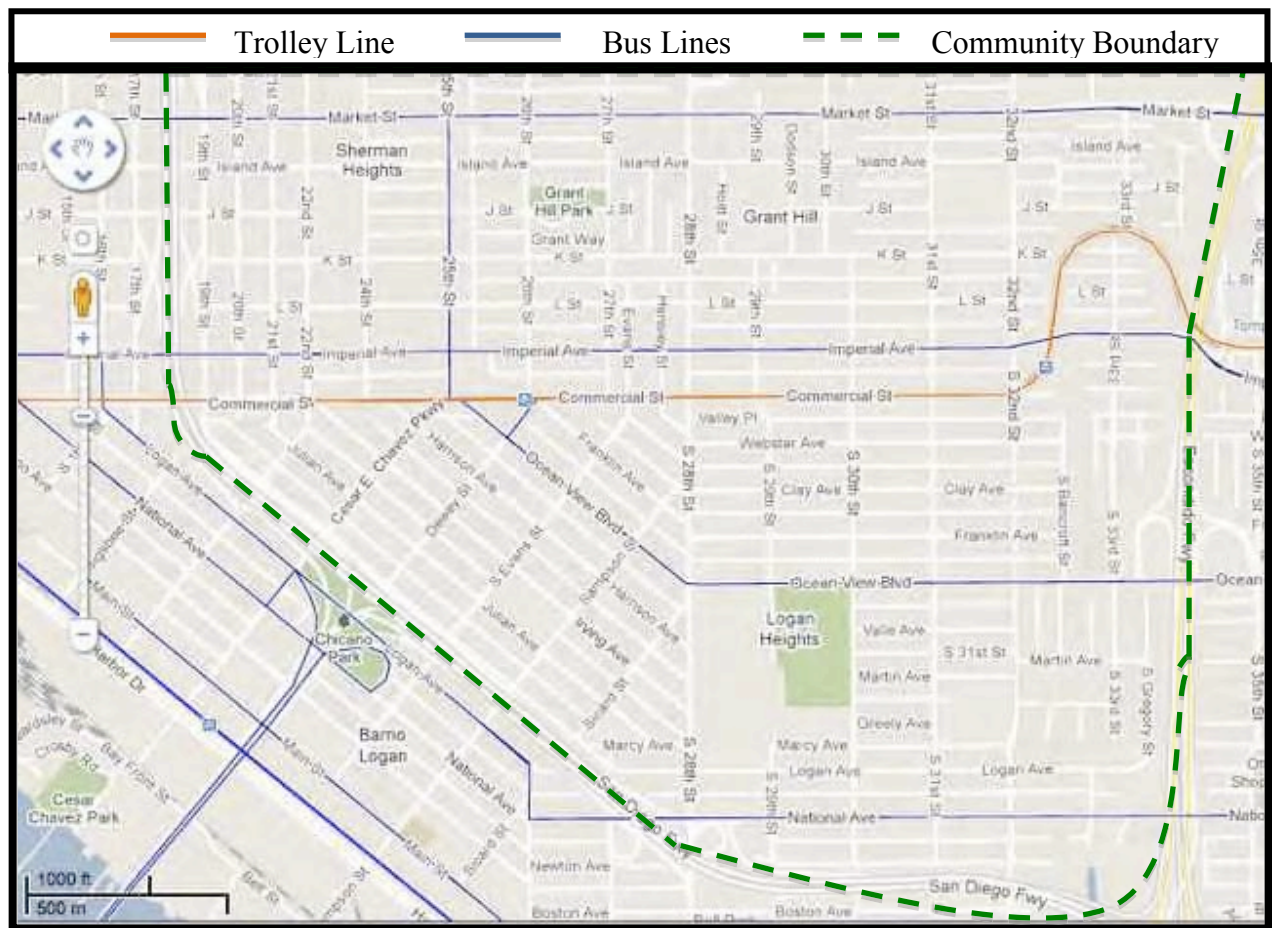
Transportation Infrastructure

Within Greater Logan Heights, two modes of public transportation are available: trolley cars and buses. The Orange Line of the MTS Trolley system, which began service in 1986, runs along Commercial Street. The tracks delineate an informal border through the community, dividing Logan Heights and Memorial, which lie south of Commercial Street, from Sherman

Heights, Grant Hill, and Stockton, which lie to the north. There are two trolley stops within the community: one at 25th and Commercial Streets, between Grant Hill and Logan Heights, and one at 32nd and Commercial Streets, between Stockton and Memorial. Three MTS bus lines also run through the community of Greater Logan Heights: lines 3, 4, and 11 (San Diego MTS 2011).

Figure 11.01 shows the transit routes through the community. The dashed green line shows the boundary of Greater Logan Heights. The orange line is the MTS Trolley route, and the blue lines are MTS bus routes. The placement of trolley stops and neighborhood names is slightly inaccurate.

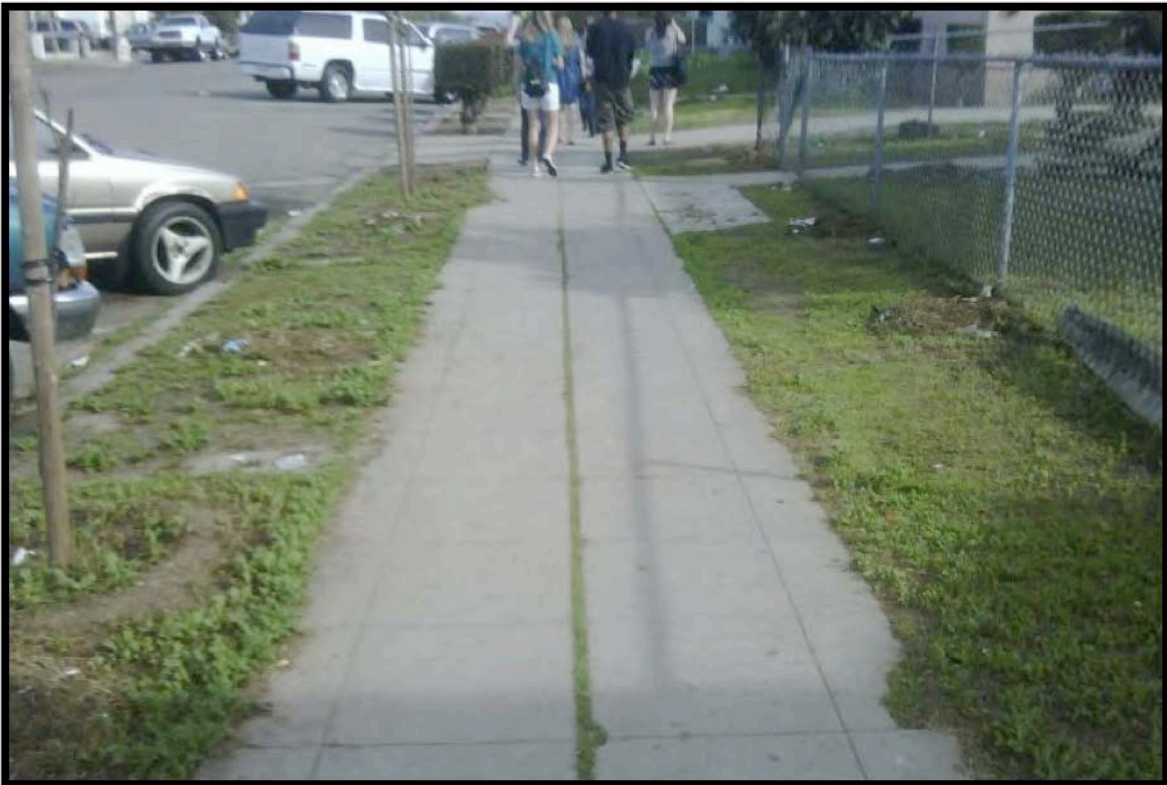
Figure 11.01: Transit Routes in Greater Logan Heights



Source: maps.google.com

The bicycle and pedestrian infrastructure in the community shows a wide range of maintenance levels and connectivity. While it is inconsistent, however, the overall level of service is similar across all five neighborhoods. In some areas, sidewalks are wide enough for pedestrians walking in opposite directions to pass comfortably, and separated from parked cars and moving vehicle traffic by a strip of land planted with grass, as shown in Figure 11.02. Although the sidewalks like the one in this photograph are old and weathered, with weeds sprouting in the cracks, they are not broken up or uneven. There are limited shade trees along the streets, however, making walking on the sidewalks in Greater Logan Heights a hot and sunny experience even in mid-January.

Figure 11.02: Broad Sidewalk with Planted Strip



Source: Jillian Wolter

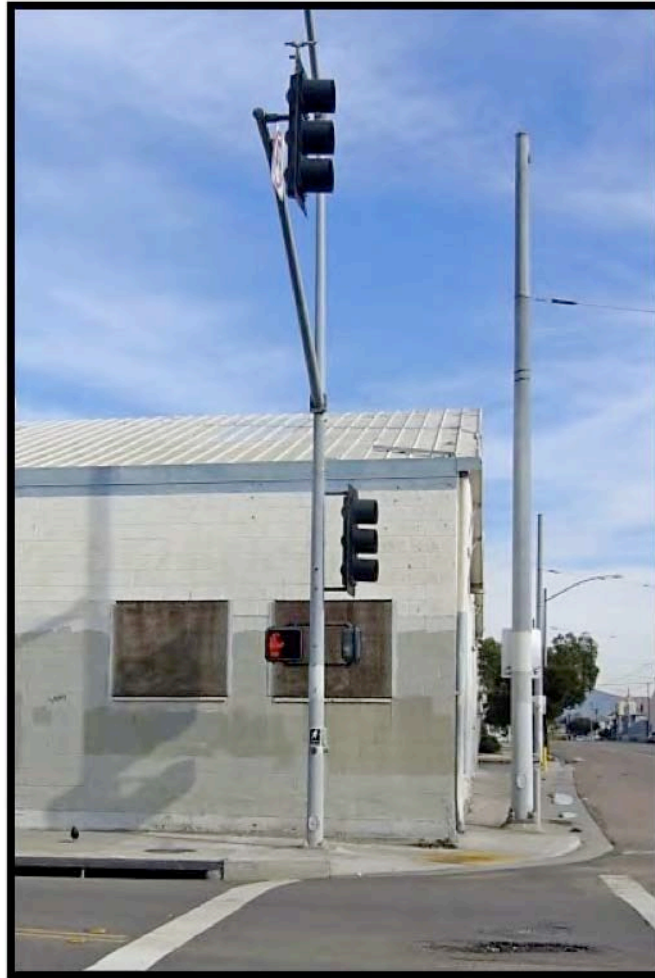
Other areas exhibited a wide array of problematic sidewalks. Many were cracked or crumbling, as shown in Figure 11.03. Some sidewalks were not separated from the street by any kind of buffer, were too narrow for two pedestrians to pass comfortably, or were blocked by utility poles and other obstructions. All three of these characteristics are illustrated in Figure 11.04. The figure shows a building compromising the pedestrian space, which is further obstructed by utility poles. A pedestrian walking along that street would be exposed to car traffic on the broad boulevard just off the right edge of the photograph.

Figure 11.03: Cracked Pavement



Source: Julie Nelson

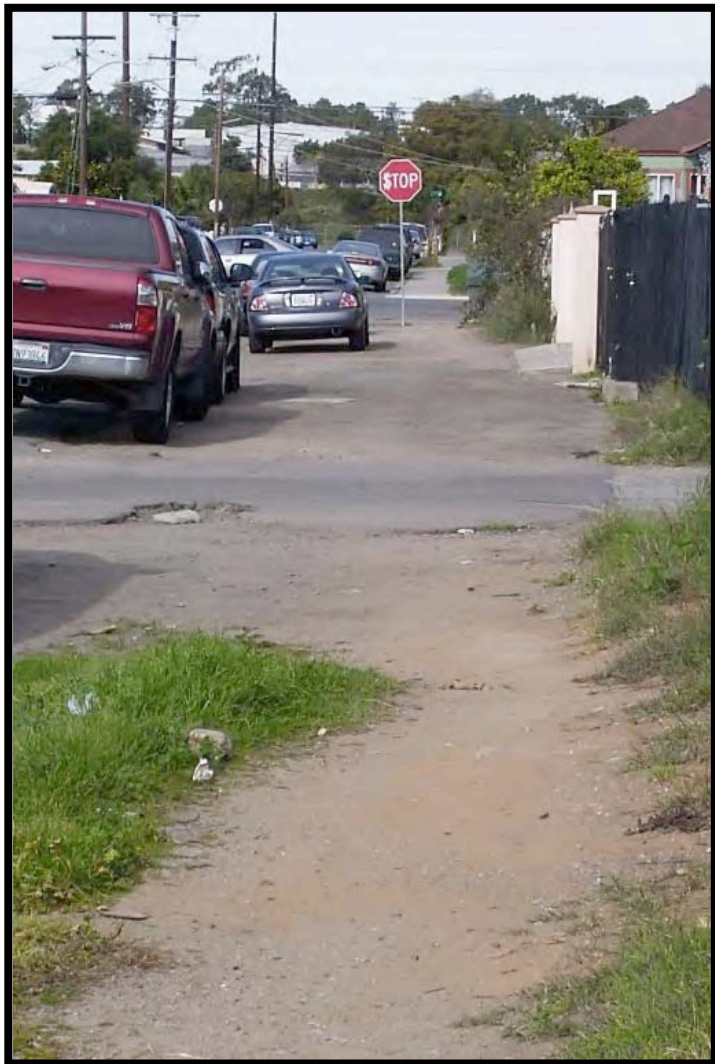
Figure 11.04: Narrow, Obstructed Sidewalk



Source: Emily Tracy

In still other places, there were no sidewalks available at all. Buildings and landscaping extended all the way to the curb edge. Where there was frequent foot traffic in these areas, dirt paths were worn along the ground, as in Figure 11.05. Because there is no clear delineation between vehicle space and pedestrian space, parked cars encroach on this pathway and compromise the pedestrian right-of-way.

Figure 11.05: Dirt Sidewalk



Source: Kathryn Turner

Painted crosswalks were present at most intersections, and arterial streets often had pedestrian walk signals available that could be triggered with a button. Many streets are excessively wide, however, making pedestrians vulnerable for an extended period of time as they cross from one curb to the other. Figure 11.06 shows a section of Commercial Street. This section has one lane of parking on each side of the street, one lane of vehicular traffic in each direction, and MTS Orange Line trolley tracks. There are sidewalks on both sides of the street, but they are overgrown with foliage

and obstructed by poles. Commercial Street is over 60 feet wide at this point.

Very few bicycle lanes are striped within the community, but speed limits are low enough on many of the residential streets that bicycles and cars can safely share the vehicle lanes. Even on broad Commercial Street, the posted speed limit is 25 miles per hour. Figure 11.07 shows a man cycling near the trolley stop at 25th Street on Commercial Street with a child on his bike.

While the public transportation options in Greater Logan Heights appear to serve the community's needs, there are areas where pedestrian and bicycle infrastructure could be

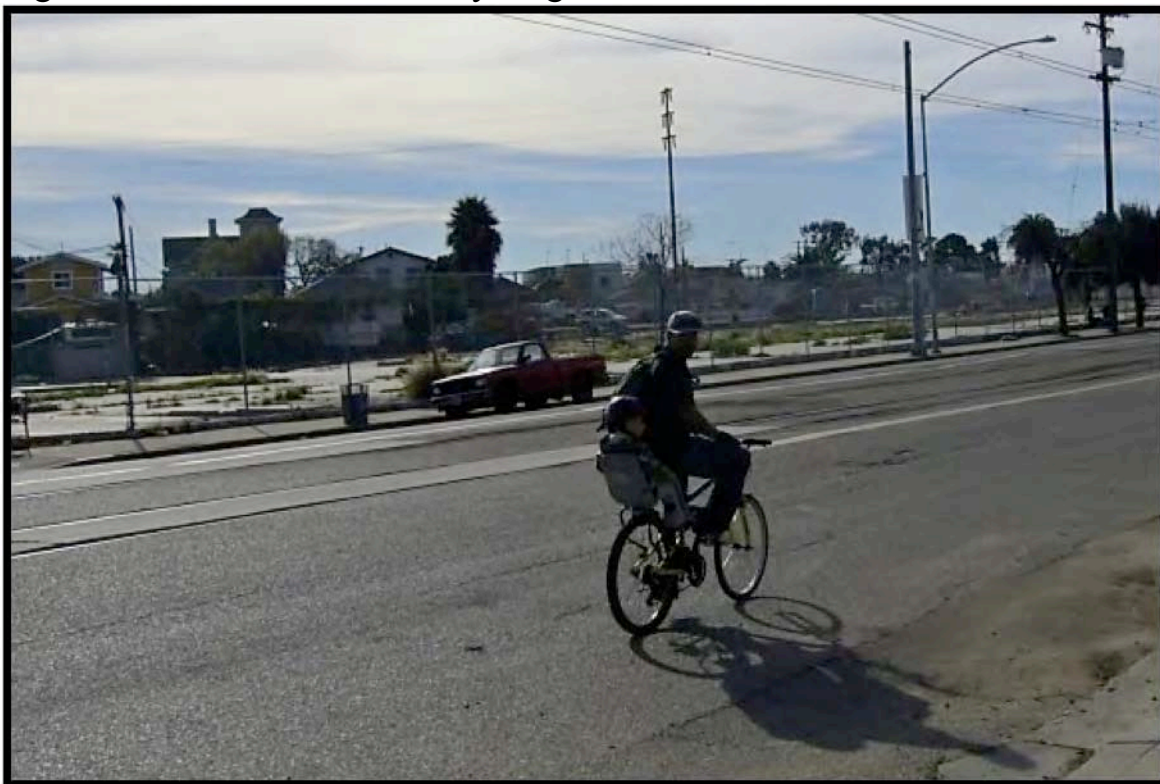
significantly improved to increase use rates. Specific data will be outlined and analyzed in the following section.

Figure 11.06: Commercial Street



Source: Emily Tracy

Figure 11.07: Man and Child Cycling on Commercial St.



Source: Emily Tracy

Mode of Transportation to Work

Census data on modes of transportation used by commuters in Greater Logan Heights was collected for 1980 and 2000, in addition to American Community Survey Estimates for 2005-2009. The data is included in tables on the following pages, along with analysis of trends over time.

Figure 11.08 displays United States Census data from 1980 for the city of San Diego, Greater Logan Heights, and each of the five neighborhoods. Figure 11.09 is a visual representation of the same. In 1980, 77.8% of workers in the city of San Diego commuted to work in private vehicles. Greater Logan Heights had a slightly lower percentage, at 72.4%.

Figure 11.08: Mode of Transportation to Work in 1980

	City of San Diego	Greater Logan Heights	Grant Hill Tract 0048	Logan Heights Tract 0049	Memorial Tract 0039	Sherman Heights Tract 0047	Stockton Tract 0040
Workers 16 and older	419332	5509	1050	1145	1585	711	1018
Private Vehicle	326105	3987	702	820	1225	413	827
Percent	77.8	72.4	66.9	71.6	77.3	58.1	81.2
Drove Alone	259268	2688	379	534	870	309	596
Percent	61.8	48.8	36.1	46.6	54.9	43.5	58.6
Carpool	66837	1299	323	286	355	104	231
Percent	15.9	23.6	30.8	25.0	22.4	14.6	22.7
Public Transportation	18184	933	244	130	194	209	156
Percent	4.3	16.9	23.2	11.4	12.2	29.4	15.3
Bus/Streetcar	17821	933	244	130	194	209	156
Percent	4.3	16.9	23.2	11.4	12.2	29.4	15.3
Walked	51626	403	62	116	138	67	20
Percent	12.3	7.3	5.9	10.1	8.7	9.4	2.0
Other Means	16420	81	10	43	10	8	10
Percent	3.9	1.5	1.0	3.8	0.6	1.1	1
Worked at Home	6997	105	32	36	18	14	5
Percent	1.7	1.9	3.1	3.1	1.1	2.0	0.5

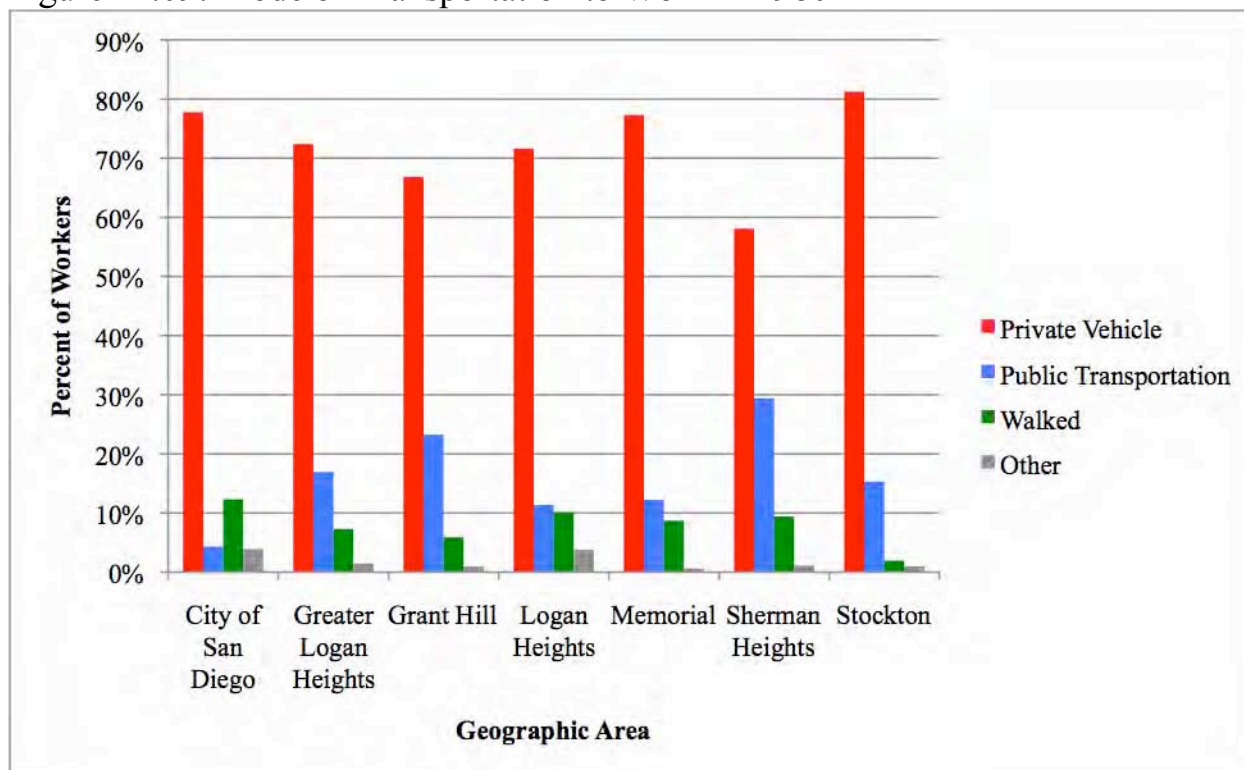
Source: United States Census Bureau

Notable outliers within the community were Sherman Heights, at 58.1%, and Stockton, at 81.2%.

A significantly higher percentage of private vehicle commuters carpooled in Greater Logan Heights than citywide—a difference exceeding 7%.

The percentage of workers who commuted using public transit was nearly four times higher in Greater Logan Heights than in the city of San Diego, at 16.9% versus 4.3%. In 1980 the trolley line through the community had not yet been constructed, so all of the trips within Greater Logan Heights would have been on MTS bus lines. The neighborhoods of Grant Hill and Sherman Heights were both five times the city of San Diego percentage, though, at 23.2%

Figure 11.09: Mode of Transportation to Work in 1980



Source: Unites States Census Bureau

and 29.4% respectively. These two neighborhoods are located in the northwest corner of the community, in closest proximity to Downtown San Diego. The increased rate of transit ridership may therefore be a result of residents commuting to jobs in the Downtown area, where parking is scarce.

A much lower percentage of workers walked to work in Greater Logan Heights than in the city of San Diego, at 7.3% versus 12.3%. There was a wide variation in percentages across the five neighborhoods, however. Sherman Heights and Logan Heights both had walking rates around 10%, while only 2.0% of workers in Stockton walked to work. A small percentage of people in all five neighborhoods marked the “Other Means” category on the Census form, which may represent cycling, motorcycles, or taxis. The percentage that worked from home was

slightly higher in Greater Logan Heights than the city of San Diego, at 1.9% and 1.7% respectively.

Figure 11.10 contains Census data for the same variables in the year 2000, across the same geographic areas. Citywide, 86.2% of workers commuted in private vehicles, while only 70.6% in Greater Logan Heights did. The neighborhood of Sherman Heights had a significantly lower percentage of private vehicle commuters, at only 57.1%. In the city of San Diego, the vast majority of these were single-occupancy vehicles—74.0% of the total workers compared to 12.2% who carpooled, for a difference of over 60%. The margin in Greater Logan Heights was much narrower, at approximately 23%.

Only 4.2% of workers in the city of San Diego commuted by public transportation, less than a quarter of the 19.3% in Greater Logan Heights. Logan Heights and Stockton had the lowest percentages of public transit use in the community, at 14.4% and 13.8% respectively. Sherman Heights had the highest percentage, at 28.4%. Most of these trips within the community were taken on buses or trolley buses.

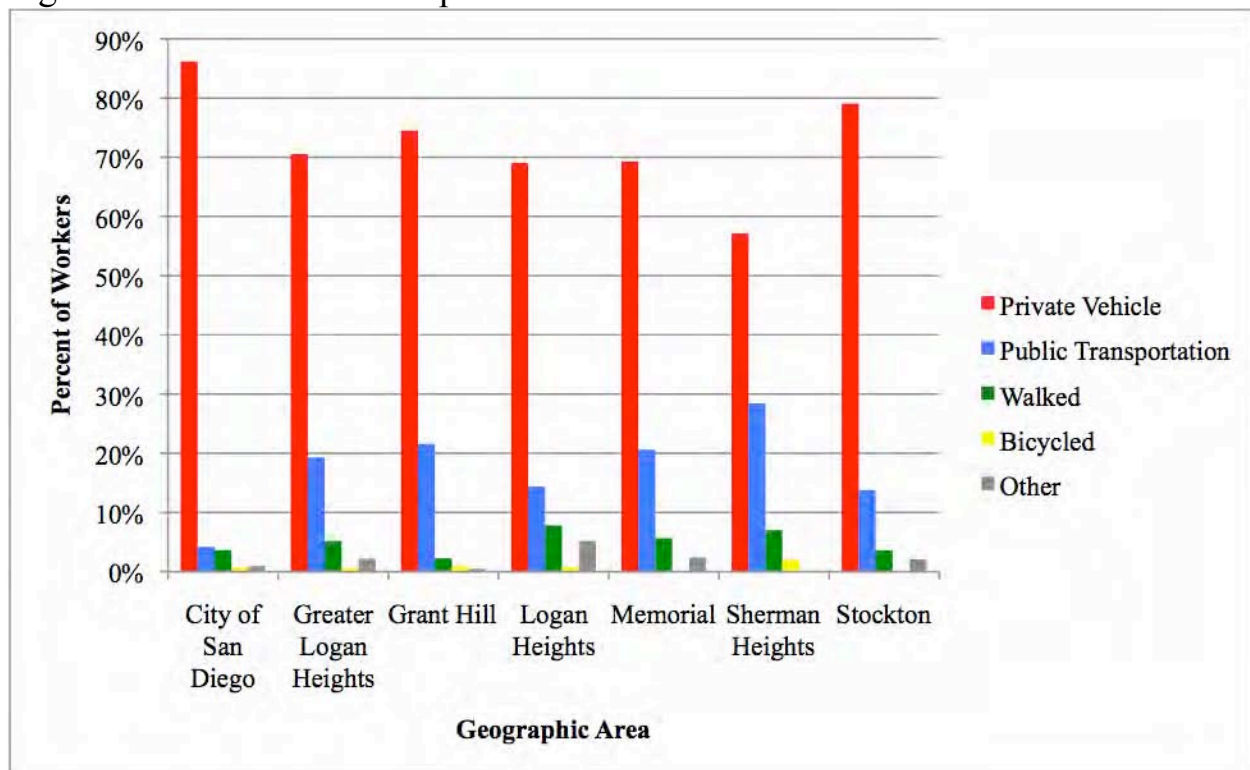
Percentages of bicycle riders were under 1% in all geographic areas except Sherman Heights, which was 2.0%. Memorial and Stockton both returned values of 0 for bicycle commuters in 2000. Citywide, 3.7% of workers walked to work, while 5.2% in Greater Logan Heights walked. Logan Heights, Memorial, and Sherman Heights had much higher percentages of walkers than Grant Hill and Stockton. The top three neighborhoods had rates at roughly 6%, 7%, and 8%, while the others had rates of 2% and 4%. A notable percentage of residents in the neighborhood of Logan Heights indicated that they commuted to work by other means—5.2%.

Figure 11.10: Mode of Transportation to Work in 2000

	City of San Diego	Greater Logan Heights	Grant Hill Tract 48	Logan Heights Tract 49	Memorial Tracts 39.01 & 39.02	Sherman Heights Tract 47	Stockton Tract 40
Workers 16 or older	580318	7417	1497	1481	2100	954	1385
Private Vehicle	500056	5233	1115	1023	1455	545	1095
Percent	86.2	70.6	74.5	69.1	69.3	57.1	79.1
Drove Alone	429311	3487	657	728	1030	351	721
Percent	74.0	47.0	43.9	49.2	49.1	36.8	52.1
Carpooled	70745	1746	458	295	425	194	374
Percent	12.2	23.5	30.6	19.9	20.2	20.3	27.0
Public Transportation	24236	1431	323	213	433	271	191
Percent	4.2	19.3	21.6	14.4	20.6	28.4	13.8
Bus/Trolley Bus	22342	1343	298	204	393	263	185
Percent	3.9	18.1	19.9	13.8	18.7	27.6	13.4
Streetcar/Trolley Car	881	48	25	9	-	8	6
Percent	0.2	0.7	1.7	0.6	-	0.8	0.4
Railroad	268	25	-	0	25	-	-
Percent	0.1	0.3	-	-	1.2	-	-
Taxicab	500	15	-	-	15	-	-
Percent	0.1	0.2	-	-	0.7	-	-
Bicycle	4214	45	14	12	-	19	-
Percent	0.7	0.6	0.9	0.8	-	2.0	-
Walked	21172	386	34	116	119	67	50
Percent	3.7	5.2	2.3	7.8	5.7	7.0	3.6
Other Means	5643	163	7	77	50	-	29
Percent	1.0	2.2	0.5	5.2	2.4	-	2.1
Worked at Home	23328	159	4	40	43	52	20
Percent	4.0	2.1	0.3	2.7	2.1	5.5	1.4

Source: United States Census Bureau

Figure 11.11: Mode of Transportation to Work in 2000



Source: United States Census Bureau

Figure 11.12 provides the American Community Survey estimates for 2005-2009. In the city of San Diego, 85.3% of workers commuted in private vehicles. This was approximately 12% higher than the 72.9% of workers in Greater Logan Heights who commuted in the same fashion. The percentages of private vehicle commuters were fairly consistent across the five neighborhoods, with Sherman Heights and Stockton having slightly lower percentages than the others. Greater Logan Heights had 10% higher carpools than the city of San Diego.

Less than 4% of workers in the city of San Diego commuted by public transportation. This is approximately one-third the rate of public transit users in Greater Logan Heights, at 12.9%. In all geographic areas, almost all of these were trips by bus or trolley bus. Less than 0.6% of commuters in Logan Heights and Stockton traveled to work by streetcar or trolley car,

but this was still three times the percentage of streetcar and trolley car riders in the city of San Diego.

Figure 11.12: Mode of Transportation to Work in 2005-2009

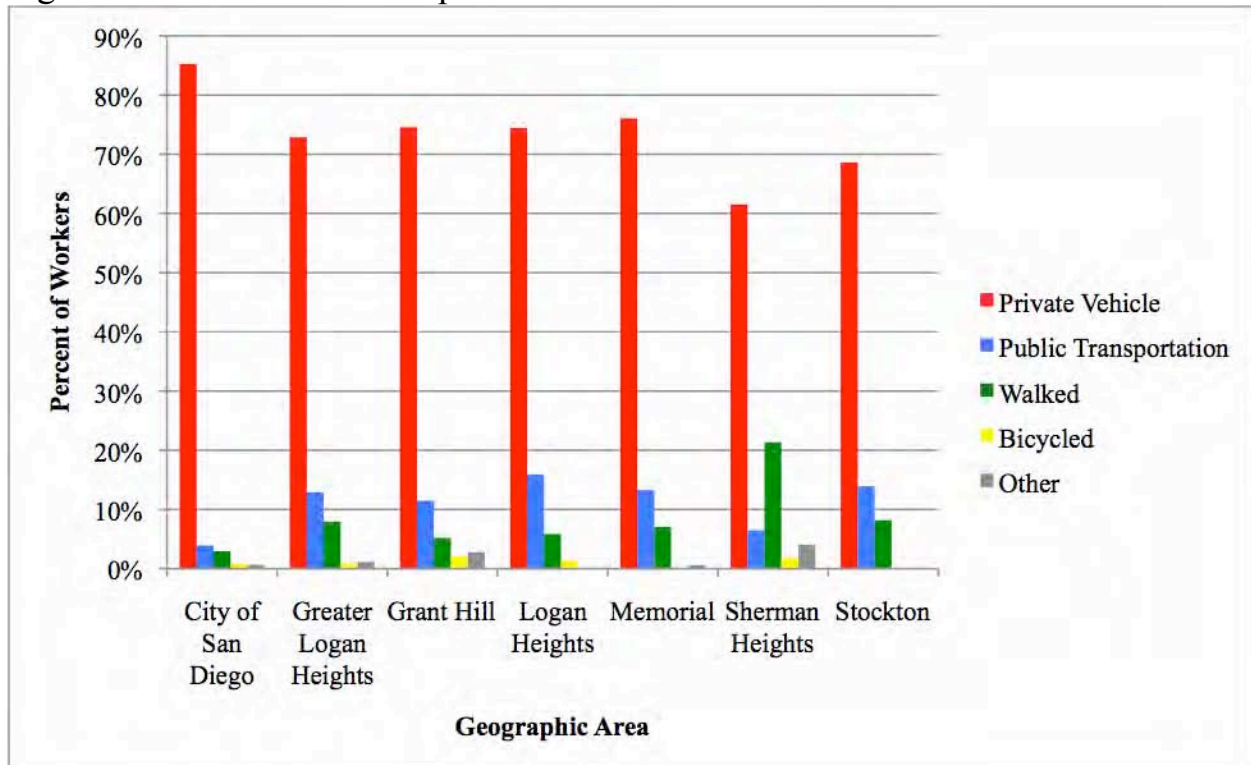
	City of San Diego	Greater Logan Heights	Grant Hill Tract 48	Logan Heights Tract 49	Memorial Tract 39.01 & 39.02	Sherman Heights Tract 47	Stockton Tract 40
Workers 16 and older	633714	8504	1690	1608	3004	787	1415
Private Vehicle	540330	6197	1260	1197	2285	484	971
Percent	85.3	72.9	74.6	74.4	76.1	61.5	68.6
Drove Alone	480623	4488	951	853	1693	285	706
Percent	75.8	52.8	56.3	53.1	56.4	36.2	49.9
Carpooled	59707	1682	309	344	565	199	265
Percent	9.4	19.8	18.3	21.4	18.8	25.3	18.7
Public Transportation	24779	1097	194	256	399	51	197
Percent	3.9	12.9	11.5	15.9	13.3	6.5	13.9
Bus or Trolley Bus	22748	1080	194	247	399	51	189
Percent	3.6	12.7	11.5	15.4	13.3	6.5	13.4
Streetcar or Trolley Car	1319	17	-	9	-	-	8
Percent	0.2	0.2	-	0.6	-	-	0.6
Motorcycle	2533	28	-	-	-	8	20
Percent	0.4	0.3	-	-	-	1.0	1.4
Bicycle	5175	78	35	22	7	14	-
Percent	0.8	0.9	2.1	1.4	0.2	1.8	-
Walked	18722	678	88	94	212	168	116
Percent	3.0	8.0	5.2	5.9	7.1	21.4	8.2
Other Means	4269	97	47	-	18	32	-
Percent	0.7	1.1	2.8	-	0.6	4.1	-
Worked at Home	37635	329	66	39	83	30	111
Percent	5.9	3.9	3.9	2.4	2.8	3.8	7.8

Source: American Community Survey Estimates

This 2005-2009 data set is the first time that respondents in Greater Logan Heights reported commuting via motorcycle—1.0% in Sherman Heights and 1.4% in Stockton. This rate

is over twice the reported rate for the city of San Diego. The rate of bicyclists in Greater Logan Heights remained slightly above that of the citywide average, with a difference of 0.1%.

Figure 11.13: Mode of Transportation to Work in 2005-2009



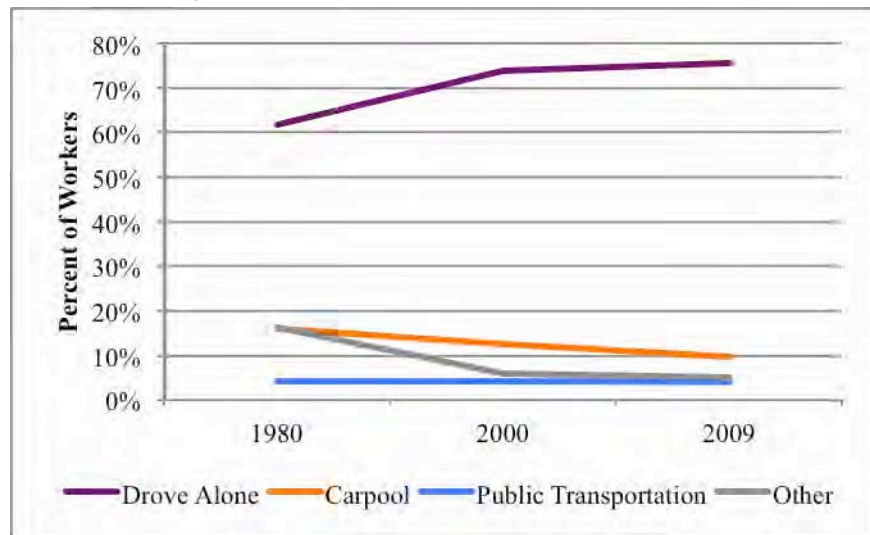
Source: American Community Survey Estimates

The percentage of workers who walked to work in Greater Logan Heights, at 8.0%, was nearly three times the percentage that walked in the city of San Diego. Across the five neighborhoods, an undeniable standout is Sherman Heights at 21.4%. This may be due to a higher concentration of jobs in the Sherman Heights area, allowing for shorter commutes for residents and making walking the most reasonable mode of transportation.

Figure 11.14 makes visible the strong prevalence of commuting in single-occupant vehicles in the city of San Diego. While all other modes have decreased since 1980, the

percentage of workers who drove to work alone has increased by nearly 15%. This increase may be due to employment opportunities that appear in the far-flung reaches of the city, on the edges where development is most active. While transit

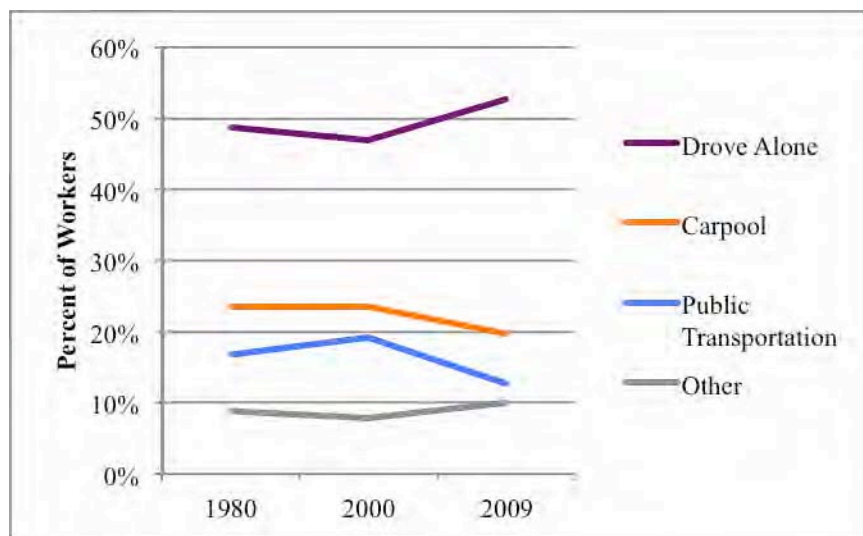
Figure 11.14: Mode of Transportation in the City of San Diego



Source: United States Census Bureau and American Community Survey Estimates

routes are concentrated in the core of a city, where high density makes it more profitable, employees who work on the fringe must rely increasingly on their own vehicles for

Figure 11.15: Mode of Transportation in Greater Logan Heights



Source: United States Census Bureau and American Community Survey Estimates

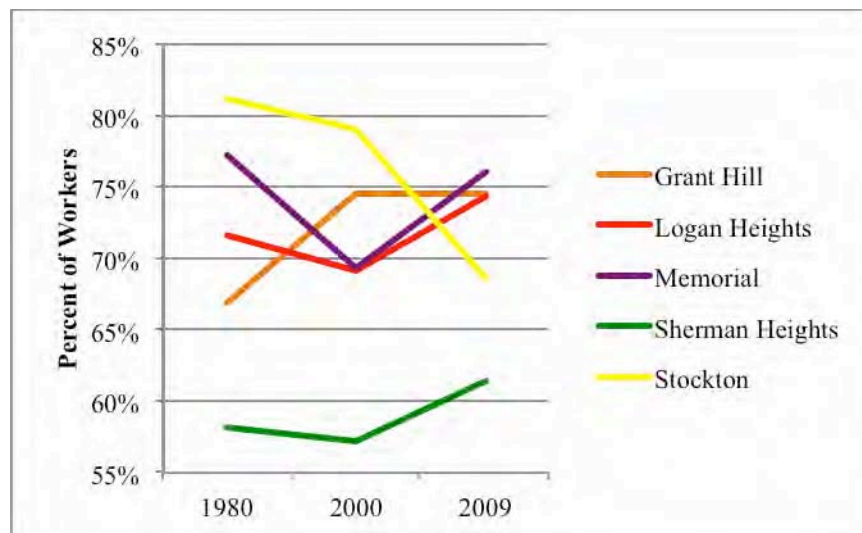
transportation to their jobs.

While a lower overall percentage of workers commuted in private vehicles in Greater Logan Heights than citywide, the community also shows trends of commuters increasingly driving to work alone and decreasing rates of transit

ridership and carpooling. These trends are illustrated in Figure 11.15, which shows changes in percentages of workers that used various modes of transportation in Greater Logan Heights.

When the percentage of workers commuting in private vehicles is broken down across the five neighborhoods of Greater Logan Heights, several notable trends become evident. These are illustrated in Figure 11.16. Sherman Heights consistently has lower percentages of private vehicle commuters than the other four neighborhoods, ranging from 57.1% to 61.5%. Stockton had significantly higher percentages in 1980 and 2000 at 81.2% and 79.1% respectively, but the rate dropped over 10% to 68.6% in 2009. The other three neighborhoods showed wide variation in percentages in 1980, but have remained fairly consistent between 65% and 75%.

Figure 11.16: Commuters in Private Vehicles in Greater Logan Heights

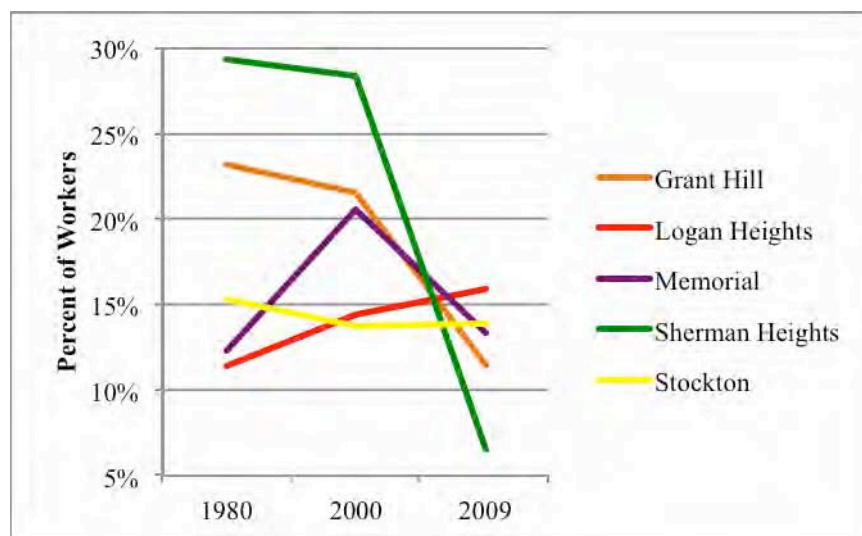


Source: United States Census Bureau and American Community Survey Estimates

The distribution of public transportation commute rates between the five neighborhoods is illustrated in Figure 11.17. Given the introduction of the MTS Trolley line through the

community, an increase in ridership between 1980 and 2000 was expected, but that hypothesis appears to be false. While Logan Heights showed an increase from 11.4% in 1980 to 15.9% in 2009 and Stockton showed a slight increase from 13.8% in 2000 to 13.9% in 2009, the overall trend shows a reduction in ridership rates for public transit. Sherman Heights in particular displayed a precipitous drop, from 28.4% in 2000 to 6.5% in 2009. This drop may have been exaggerated, however, by the large margin of error present in the American Community Survey estimates.

Figure 11.17: Public Transportation in Greater Logan Heights



Source: United States Census Bureau and American Community Survey Estimates

The reason for Sherman Heights' comparatively high rate of transit ridership in 1980 and 2000 may be linked to employment in lower-paying jobs that prevented residents from owning cars, or from owning multiple cars in households with more than one worker. As discussed in Chapter 13: Employment, Sherman Heights has the lowest median income of the five neighborhoods. This discussion of comprehensive findings is continued in the following section.

Conclusion

While there is some variation in the data between the five neighborhoods of Greater Logan Heights, the data does not suggest a fracturing of the community along neighborhood lines. On the contrary, the five neighborhoods have grown statistically more similar when it comes to mode of transportation over the last thirty years. The spread in percentages of private vehicle commuters between the five neighborhoods in Greater Logan Heights shrank from 23.1% in 1980 to 14.6% in 2009. The spread in percentages of commuters who used public transportation also shrank, from 18% in 1980 to 9.4% in 2009. From these trends, it becomes evident that any division between the neighborhoods is not correlated with variances in data on mode of transportation. In spite of this, transportation may offer some solutions in unifying the community.

Genoveva Aguilar is a longtime resident of Greater Logan Heights and a redevelopment activist within the community. In an interview on February 12, 2011, she expressed concern that the inability of the five neighborhoods to reach a consensus on development projects within the community is linked to the lack of information available to the residents. Because they lack an understanding of the terms and processes associated with redevelopment, they are unable to have meaningful discourse about proposed projects or create plans on their own for the improvement of the community. A prevalence of travel in single-occupancy vehicles may be contributing to this isolation, and creating a more socially interactive community through promotion of public transit, walking, and biking could aid in the dissemination of information through the five neighborhoods.

An important factor in residents' decision on the mode of transportation they use to commute is the proximity of their job to their home, which affects the length of their travel time each day. These correlations will be discussed in the following chapter on Commute Patterns.

Chapter 12: Commuting Patterns

Rance Leslie

Figure 12.00 : Trolley that Travels from Downtown to Greater Logan Heights



Source: Google Images

Introduction

The relationship between redevelopment and community connectivity is extremely relevant when discussing the community of Greater Logan Heights. Related to this is the value of considering the design of the community's public transportation and how it fosters the need for redevelopment. This chapter analyzes the design of the trolley and MTS bus route throughout the community and the public transportation within the Greater Logan Heights area. Society is entering an era where sustainability is becoming important at the city level. Examining the community's transportation design and flaws will show if becoming more sustainable will mean changing the design of the transportation system to better fit the community or improving walkability to create a more walkable community. A more walkable community will mean

redevelopment within the community that will seek to connect its members to the public transit system.

Automobiles comprise the majority of transportation issues as they generate significant CO₂ emissions that harm the environment. Therefore public transit systems need to be redeveloped in consideration of community members, designing to the community's needs, whether they are improving the safety and time margins or creating a more walkable environment within Greater Logan Heights. The under-developed areas of Greater Logan Heights are creating fractured neighborhoods and problems surrounding revitalizing the community, even within the confinement of transportation and sustainability. Although analyzing modes of transportation and rates of public transit use from the previous chapter is most important in exploring the idea of fractured neighborhoods and redevelopment, its also meaningful to incorporate the subcategories from the this chapter to acknowledge and examine why public transit is decreasing and how these variable play out in the community of Greater Logan Heights.

This chapter analyzes transportation trends in Greater Logan Heights and focuses on the average commute times and vehicles per household throughout the neighborhoods of Greater Logan Heights and the city of San Diego. Examining these specific trends will allow the public to see how significantly automobile transportation has grown on society, therefore creating greater harm to the environment. An increase in automobile use not only disconnects a community from public transportation but also continues to aggravate problems associated with sustainable redevelopment in fractured communities such as Greater Logan Heights

Methodology

To study the transportation system within the Greater Logan Heights area, data was analyzed from the Census and case studies to show the community's public transportation system and the issues that surround the system. The Census data focused on vehicles per household and commute times of specific tracts of the community. The data was easily utilized on the American Fact Finder website as data was separated into its own subject heading of transportation. Data collected through interviews and SANDAG publications explored the problems associated with transportation and how to promote walkability in order to increase public transit use. The data collected through the interviews helps to show why there are developmental issues and why there may be fractured neighborhoods in the Greater Logan Heights area, moreover Greater Logan Heights as a fractured community from the city of San Diego while establishing plans that are in place already to aid areas such as Greater Logan Heights. Even though this type of data collection was an effective source, some aspects were difficult to include in the analysis of the community because some of the findings were not specifically meant for the Greater Logan Heights community but other communities throughout San Diego. The publications and information found through the data collection not only establish the problems with the transit system but also incorporate potential solutions whether it is redevelopment or re-connectivity. Analyzing data of commute times, vehicles per household and interviews allows the redevelopment and revitalization of Greater Logan Heights to be affectively evaluated.

Literature Review

In the academic literature on transportation and sustainability, there is a collection of research done around walkability and sustainable transportation. Boarnet and Compin (1999) examine how even though San Diego has one of the oldest light rail systems, improvement is still needed. The idea of a Transit-Oriented Development program (TOD), explores designing a transit system that specifically fits the region or urban community such as Greater Logan Heights. Projects can be linked together to create transit metropolises in which rail is a feasible transportation option for many of the region's residence (Boarnet, Compin, 1999). This particular source describes that in order to allocate funding for redevelopment, specifically in the area of transportation, a community needs to design to the environment by creating a system that connects the community, the people, and the system itself together where the system may remain unchanged as the community endures different obstacles. Related to this research, Cervero and Duncan (2002) demonstrate how the trolley system has grown in the Mission Valley area where shopping centers and housing and mixed-use areas is along the railroad. This idea works for this specific community of San Diego, because the area is given funding for redevelopment. This source also explains when funding is given to a particular community, is when developmental progress can adhere to the many solutions that may be presented.

As cities become more and more disconnected due to issues surrounding redevelopment, planners seek to provide solutions that not only fix the problem but also implement the idea of sustainability. To this end, Coupland (1996) explains the idea of creating mixed-use communities. A mixed-use community incorporates all of the community's needs into one place or surrounding area. For example, an area with the land size of most malls would include housing, shopping areas, eateries, jobs, dentistry, health care, etc. in one area. This idea not only

limits the use of automobile travel but also promotes walkability as everything is in one area. Funding is one of the main challenges in discussions about redevelopment and public transit. Stephen Schmidt examines and explores the idea of grants and subsidies that are provide by TEA 21 (Transportation Equity Act of the 21st century) and how they can be changed and redesigned to provide better funding to transportation planning within cities (Schmidt, 2001). This examination of the TEA act by Schmidt could help to increase the funding by finding problems with the funding system that is in use today. This source allows an ongoing conversation of funding to include the idea that society needs to examine the issues in today's funding plan instead of trying to establish new ways for funding.

Throughout the research on the idea of redevelopment in terms of transportation and sustainability, one can see the potential reasons to why redevelopment problems persist in a community such as Greater Logan Heights. The Boarnet and Compin (1999) source enable us to consider why the rail system through Logan Heights endures limited use and how certain solutions such as the transit oriented program can be useful in solving the problems behind fractured and lost connectivity communities. When revitalizing communities such as Greater Logan Heights the connectivity of the community and the public transit system is important because without the connectivity the redevelopment planning is pointless as the same problems will continue to exist. In exploring communities need for development, Cervero and Duncan (2002) and Coupland (1996) mixed-use development theories would aid planning in the Greater Logan Heights area to revitalize the community allow fractured parts of the neighborhoods to become more connected. This idea would not only help the community itself but every aspect including economy, development, and most importantly transportation. With mixed-use developed communities, it is also acknowledges that the communities bring funding

responsibilities which is later explored by Schmidt (2001). This particular source could allow society to acknowledge the problems associated with funding issues within this economy and present a petition for change. Moreover, funding and spending patterns could change therefore providing more funding for transportation systems as the one in Greater Logan Heights. As the realization of redevelopment and fractured community problems are beginning to be acknowledged in the Greater Logan Heights community, the issue of funding is still isolating the many solutions presented for redevelopment in the specific community.

History

Sustainability is beginning to be a topic that is discussed globally in many communities due to the fact that the environment is changing and cities are being designed to beautify and entertain society instead of designing to nature. After World War II, communities were designed to fit the need of cars. To better the environment, society needs to co-exist with nature, creating sustainability, which could be done by the idea of walkable communities. It is ironic that communities/villages in early ages started off as walkable communities, advanced in technology and appearances, and now society is forced to go back to the idea of walkable communities to better the environment. In present day, the walkable community idea is in discussion to be implemented in many cities to reach the goal of sustainability. Walkability within many communities is seen as the sure way of making communities more sustainable.

San Diego is considered a large city including many sub-divided communities within itself. With that said, large cities should be targeted to become more sustainable due to the fact that large cities are causing the most harm to the environment. For example, San Diego is affected by what is called rush hour traffic, which is allowing the CO₂ emissions to become

greater each day, especially with the rapid growth in population (Litman, 2007). When rush hour traffic is not in effect there is still the problem of certain automobiles creating smog and other issues harmful to the environment (Litman, 2007). Through city planning certain things are being done but expanding roads and highways just allows more automobiles to be on the roads in travel. The idea of bringing walkable communities to San Diego as a whole, will create a sustainable environment and in doing so, allow other cities to see walkability advances and prosperous results in healthy environmental studies.

Figure 12.01: Traffic



Source: Google images

Findings

This chapter examines the Greater Logan Heights community and the data involving commute times and vehicle availability within the community. The data on vehicle availability is

not analyzed at the neighborhood level because the trends across all five neighborhoods are significantly similar. However, this data is available and presented in Appendix E. The table below (Figure 12.02) includes the data from the 1980 Census that shows the vehicle availability in Greater Logan Heights compared to the city of San Diego. It is important to see the difference in percentage between the two areas.

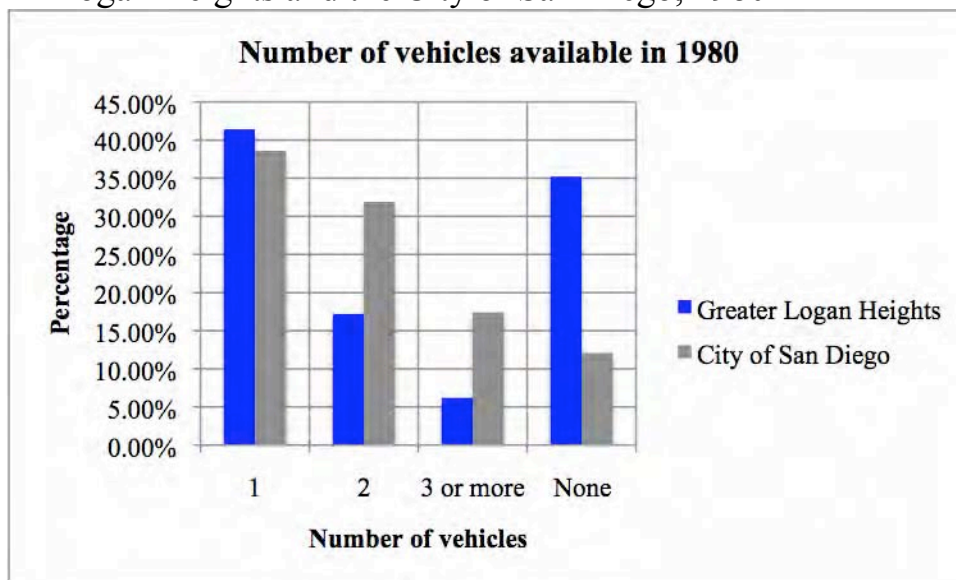
Figure 12.02: Vehicle Availability in 1980

	City of San Diego	Greater Logan Heights
Workers 16yrs and older who responded	321060	6073
Vehicles available per Household		
None	38716	2137
Percent	12.1%	35.2%
1	124075	2514
Percent	38.6%	41.4%
2	102363	1045
Percent	31.9%	17.2%
3 or more	55906	377
Percent	17.4%	6.2%

Source: United States Census Bureau

Figure 12.02 indicates that in the city of San Diego, the highest number of households (38.6%), had one vehicle. The Greater Logan Heights community showed similar results with the highest percentage of vehicles per house hold as one, with the percentage of 41.4%. Figure 12.03 incorporates a bar graph of the data, which better shows the differences between the two areas.

Figure 12.03: Vehicle Availability as a Percentage in Greater Logan Heights and the City of San Diego, 1980



Source: United States Census Bureau

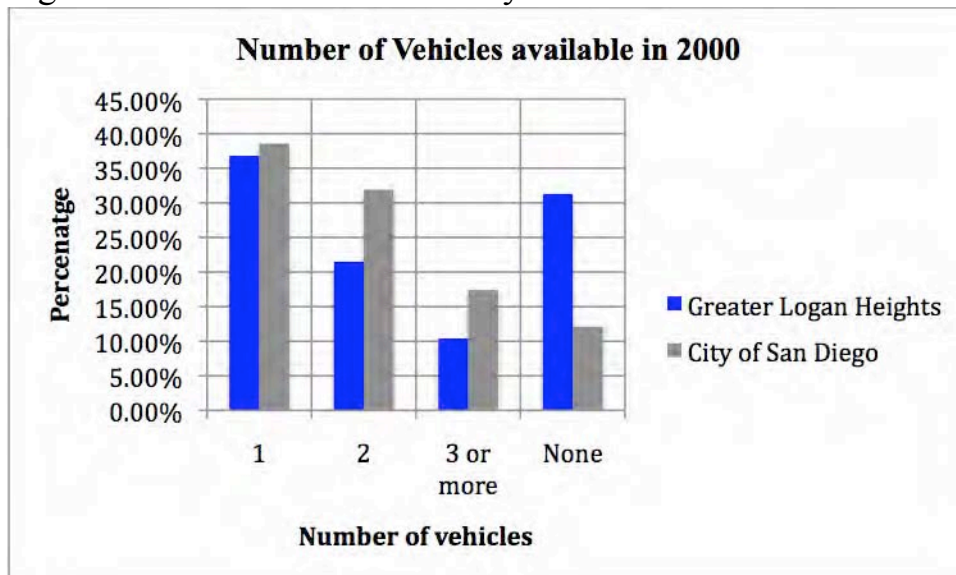
Between Greater Logan Heights and the city of San Diego, it is important to see that the Greater Logan Heights exhibited a significantly different pattern with respect to unavailability of vehicles.. Greater Logan Heights second highest is the percentage of people who had no vehicles available to them which was 35.2% of the community. In the city of San Diego, the category of no vehicles per household had the lowest percentage among the categories. The neighborhoods within Greater Logan Heights have people in the community that are not economically as stable as people within the city of San Diego. This could explain the difference at this time period. The higher amount that the neighborhoods have with households with one car could be explained through the idea that the members of the community were economically unstable at this time that they did everything they could to have a car to get back and forth to work. The next table and graph analyzes the data collected by the Census for the year of 2000.

Figure 12.04: Vehicle Availability in 2000

	City of San Diego	Greater Logan Heights
Workers 16yrs and older who responded	450682	6337
Vehicles per Household		
None	42627	1982
Percent	12.1%	31.3%
1	169793	2336
Percent	38.6%	36.8%
2	169676	1362
Percent	31.9%	21.5%
3 or more	68586	657
Percent	17.4%	10.4%

Source: United States Census Bureau

Figure 12.05: Vehicle Availability in 2000



Source: United States Census Bureau

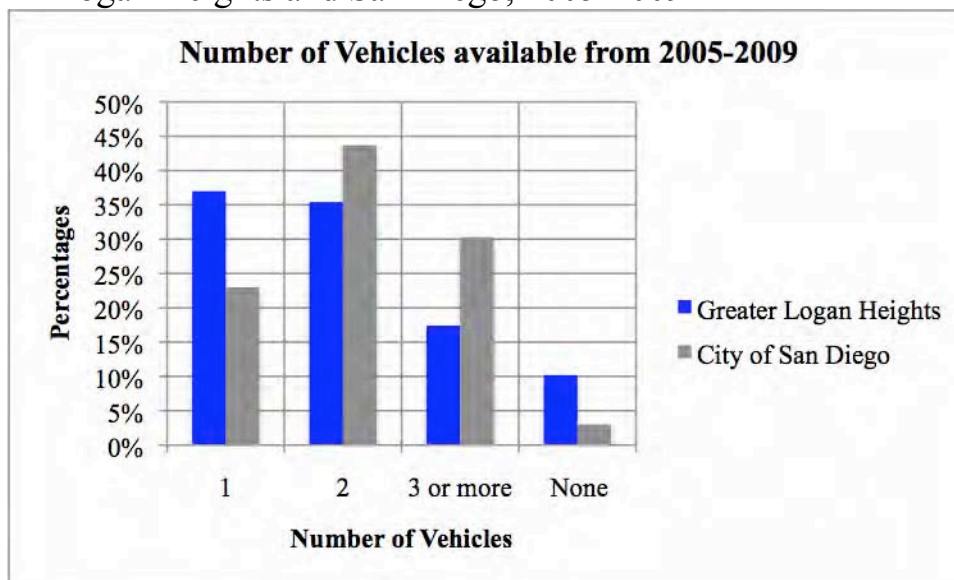
Between 1980 and 2000, the city of San Diego percentage for households with one vehicle has remained the same while the Greater Logan Heights percentage decreased from 41.4% to 36.8%. The percentage of the workers with no car in the city of San Diego remained the same, 12.1%. Although the percentage of the Greater Logan Heights area dropped 4% in the area of households with no vehicles, the community still shows a dramatic difference from the city of San Diego. It appears as though the residents of Greater Logan Heights cannot keep up economically with the city of San Diego as shown in the next chapter. This data shows that the community is designed to fit the people of a low-income level. In terms of transportation, this data shows a tremendous increase in vehicle availability because the percentage either remains the same or increases in vehicle availability percentages as the population grows. The figures below analyze vehicle availability from the ACS 2005-2009 estimates.

Figure 12.06: Vehicle Availability from 2005-2009

	City of San Diego	Greater Logan Heights
Workers 16yrs and older who responded	634347	6359
Vehicles per Household		
None	19011	649
Percent	3%	10.2%
1	146388	2353
Percent	23%	37.0%
2	276933	2251
Percent	43.7%	35.4%
3 or more	192015	1106
Percent	30.3%	17.4%

Source: United States Census Bureau

Figure 12.07: Vehicle Availability as a Percentage in Greater Logan Heights and San Diego, 2005-2009



Source: American Community Survey

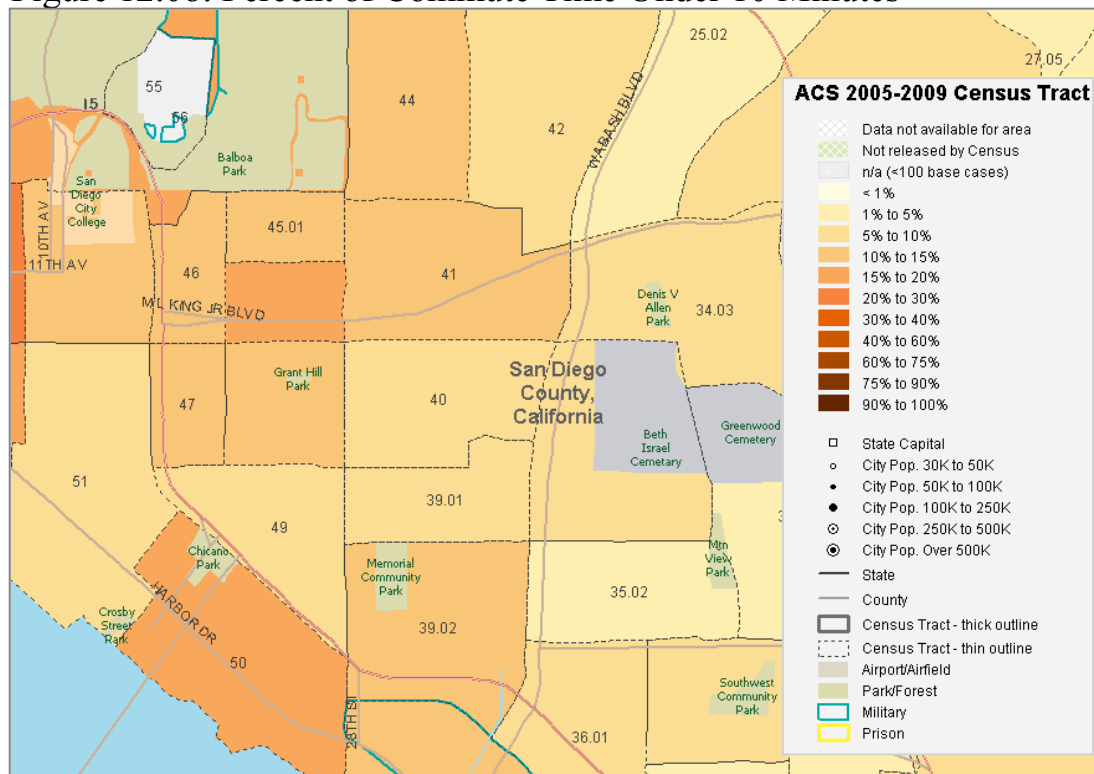
Figure 12.07 illustrates that the percentage of households with one vehicle in the City of San Diego drops to 23% of the workers in the community. Although this drop occurs, the percentage increases in the percentage of two vehicle households in the city. It is interesting that with the economic downturn of the 21st century active, the number of vehicles per household has increased dramatically throughout the years since 1980-2010. The percentage for houses with no vehicle has dropped to 10.2% in the Greater Logan Heights community. This data shows how dependent communities such as Greater Logan Heights, have become dependent on the automobile. With the economy the way that it is, it would seem as though the data would be reversed with the increase of households with no vehicles or decrease in 3 or more car availability. In the housing chapter (chapter 10), it is shown that there is an increase in number of people per household throughout the community of Greater Logan Heights that could potentially explain an increase in the number of vehicles per household.

The Greater Logan Heights community is an area in need of redevelopment meaning that it houses residents of low-income. Since the 1980, the data shows how the automobile has become a necessity in the community as public transit adheres to a decrease in usage. The main problem that is associated with this data is that not only does the increase in traffic and automobile use, can cause harm to the environment, the continued want for automobiles in the community takes the community away from the public transit system and development creating this idea of fractured neighborhoods. The next set of data tables and graphs analyzes the commute times of Greater Logan Heights and how this along with increase automobile availability contribute to the issues in the community surrounding fractured neighborhoods in need of redevelopment and community connectivity.

Commute Times, 1980-2009

In Figures 12.09 through 12.10 below, the table and graph presents the Census data from 1980 -2009 that shows that with the increase in vehicle availability comes an increase in commute times throughout the community. Its interesting to see that the commute times average changes by several minutes even though the neighborhoods are next to each other. In the community, neighborhoods such as Stockton, has more low-income areas then the rest of the neighborhoods, which may explain the major increase in the data for the Stockton tract as far as commute times and low-income residents willing to travel for work.

Figure 12.08: Percent of Commute Time Under 10 Minutes



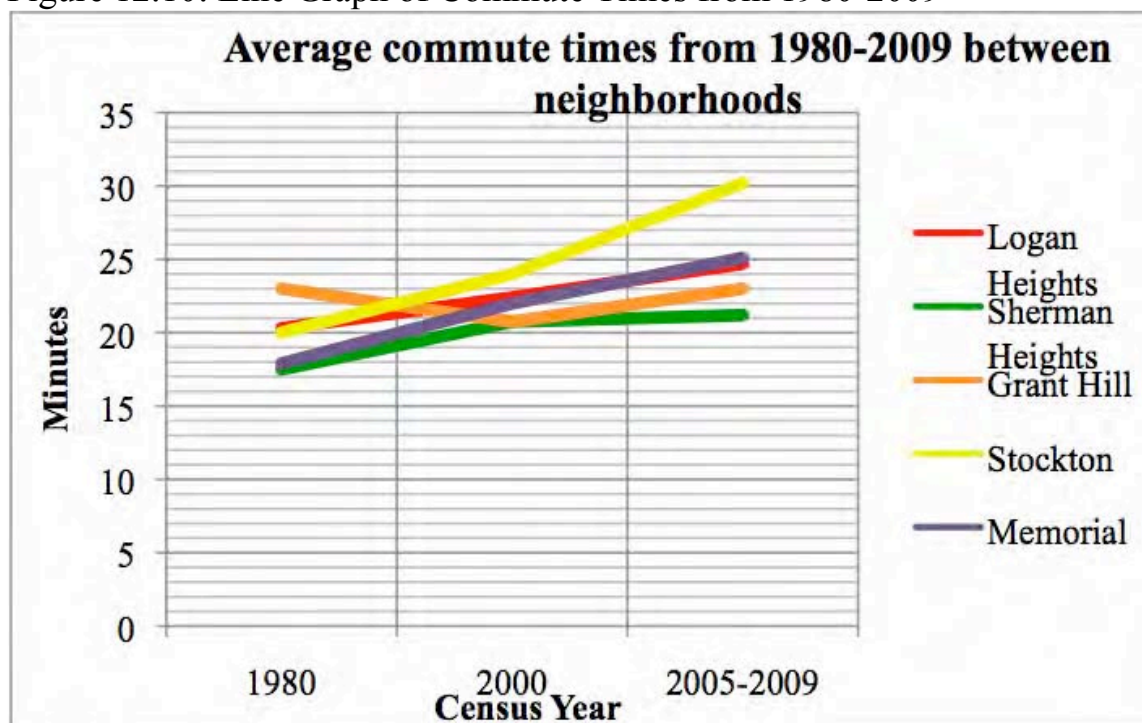
Source: Social Explorer

Figure 12.09: Table of Average Commute Times in Minutes, 1980-2009

	City of San Diego	Greater Logan Heights	Grant Hill Tract 0048	Logan Heights Tract 0049	Memorial Tract 0039	Sherman Heights Tract 0047	Stockton Tract 0040
Average Commute times (1980) (Minutes)	18.5m	19.7m	20.3m	20.3m	17.9m	17.5m	20m
Average Commute times (2000) (Minutes)	20.8m	22m	20.8m	22.4m	22m	20.8m	24m
Average Commute times (2005-2009) (Minutes)	18.5m	24.8m	23m	24.7m	25.1m	21.2m	30.2m

Source: United States Census Bureau

Figure 12.10: Line Graph of Commute Times from 1980-2009

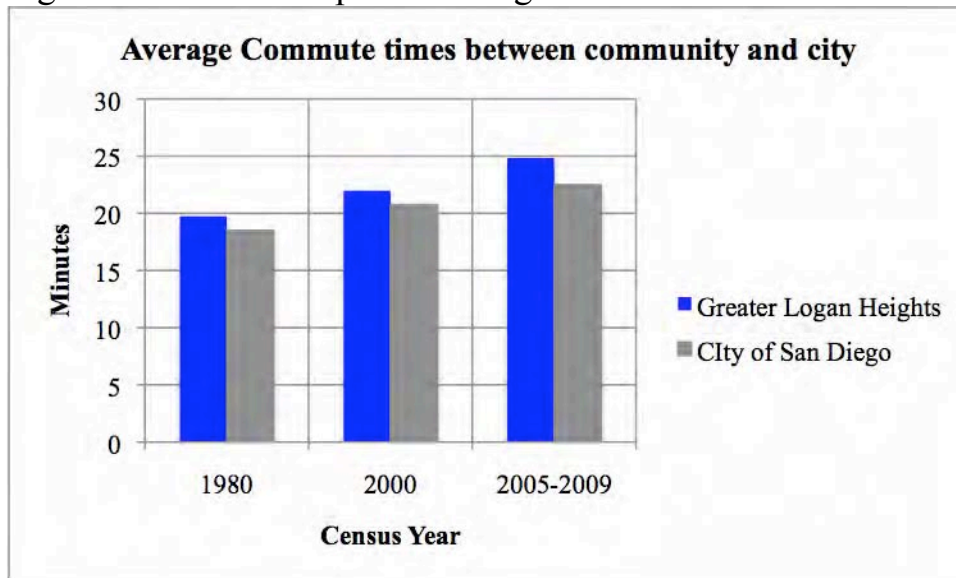


Source: United States Census Bureau

When analyzing the commute time data, it is significant to include all of the neighborhoods to show the difference in commute times between them. All of the neighborhoods stay within the range of 20 and 25 minutes, but all of the neighborhoods increase overtime. The main finding from this data is that in Greater Logan Heights, the average commute time is increasing which makes the idea of the increased want for an automobile to save time inevitable. The increase commute time is either due to the fact that more residents work further than others from the community or that this increase in vehicle availability, not only in Greater Logan Heights but the city of San Diego too, is causing traffic and road volume increase. Its interesting to see the dramatic increase in the neighborhood of Stockton which starts off with an average commute time of 20 minutes in 1980 and increase to 30.2 minutes by the year 2009. The

Stockton increase also adds an increase to the average commute time of the Greater Logan Height area, which is shown in Figure 12.11 below.

Figure 12.11: Bar Graph of Average Commute Times from 1980-2009

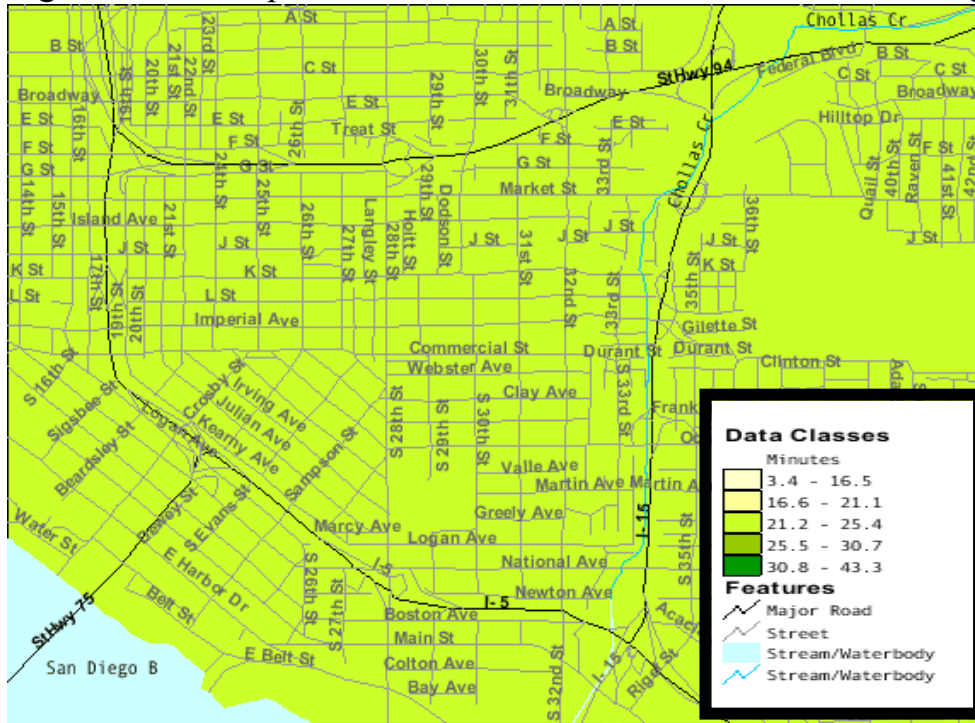


Source: United States Census Bureau and American Community Survey

In Figure 12.11, the data demonstrates, that as the commute time increased over the years, the commute time of Greater Logan Heights remained higher than the city of San Diego. This data shows that more people in the city of San Diego work closer to home than the people in Greater Logan Heights. The average number difference in the graph, remains within the average commute time of 20-25 minutes. Overall, this shows that Greater Logan Heights and the city of San Diego both have increasing number in commute times, which could be explained by more vehicle availability over time and/or the loss of public transit use within the community. Greater Logan Heights has a residential design, where most of the community consists of houses and small businesses. There is not a great amount of occupations within Greater Logan Heights

explaining the high commute times for the community. Figure 12.11 shows a representation for the Greater Logan Heights area of commute times for the 2010 Census.

Figure 12.12: Map of Estimated Commute Times for Greater Logan Heights



Source: United States American Survey

Analysis

The data trends presented in this analysis can be further explained using other sources. An interview conducted with Brian Lane, an Associate Transit Planner with SANDAG, illuminates some of the findings. Lane explains that planners realize that Greater Logan Heights is an area in need of redevelopment in order to fix the fractured neighborhoods that it has become. He explains with the emphasis on transportation, SANDAG has designed a RTP (Regional Transit Plan) that will make improvements in communities such as Greater Logan Heights from now until the year 2050. The increased vehicle availability in Greater Logan Heights and the city of San Diego results from an underdeveloped transit system that the

community has grown apart from. The RTP seeks to improve walkability and sustainability in the different communities throughout San Diego. Lane explains that it is important to decrease automobile usage by increasing walkability in the community. In an overall picture, the RTP serves as a plan that will decrease automobile usage, decrease commute times, increase community connectivity to public transit system, redevelop the transit system, and increase better modes of transportation, all problems seen in this chapter and Chapter 11. Lane shows that in the Greater Logan Heights community, SANDAG is looking to put in bike lockers to increase walkability and even provide car pool vans to get people from the house to public transit stations. In terms of redevelopment, he shows how the trolley stations throughout the community will be redesigned in order to fit the need of the community. Along with the adjustments made below in figure 12.13, trolley stations will be modified and raised making loading and unloading easier while creating an appearance that is more appealing to the everyday rider. The RTP brings the sense of community connectivity and redevelopment to a fractured neighborhood such as Greater Logan Heights.

Figure 12.13: SANDAG Simulation of Proposed Redevelopment in Greater Logan Heights



Source: Google images

Conclusion

Throughout the research on the community of Greater Logan Heights, the issues of increased commute times and increased vehicle availability have helped to show the flaws of the transportation infrastructure of the community. With increased vehicle availability in the community comes increased commute times, which brings increased hours of vehicles on the road which is harmful to the environment and does not promote sustainability. We argue that Greater Logan Heights' transportation infrastructure is in need of redevelopment. Redeveloping the transit system, as suggested by SANDAG, could connect the community back to its transit system; therefore bring a fractured community back to its original state and improving community connectivity. There are many topics surrounding the idea of funding for such

redevelopment, especially in areas such as Logan Heights. The chart in Appendix E provides potential funding ideas presented by the organization Walk San Diego. Society has to realize that the little things help meaning whether funding allow improvements in five years or fifty years as the RTP, every design and plan is leading to a sustainable environment. As new transit plans are implemented and put into action its important to realize that if the design is not to the specific community that the community will end up back in square one. A suggestion to solve these problems is to create a more walkable environment by redeveloping the transit system and the community itself creating a more sustainable community for the future. A more walkable city is seen as a way to aid environment survival for the future, creating mixed-use developments where jobs, food and other everyday needs are present in the community. With this idea, also comes discussion around employment and how should be more jobs in walking distance to decrease automobile use, especially in low-income communities such as Greater Logan Heights.

Chapter 13: Employment

Taylor Patton

Figure 13.00: Blokhaus



Source: MarcDM

Introduction

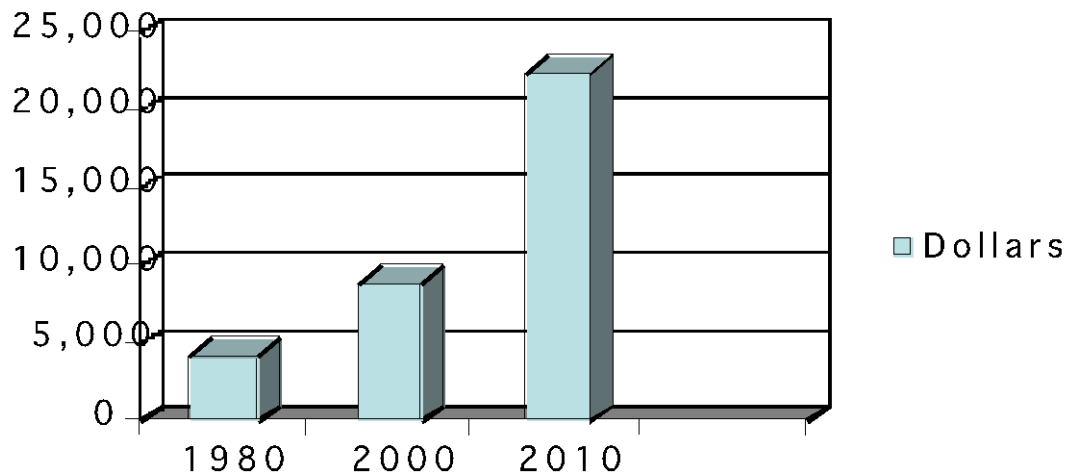
This chapter analyzes specific variables and trends relating to employment to further explore the reasons as to why the neighborhoods comprising Greater Logan Heights are experiencing problems with regards to cohesiveness and general prosperity. Employment is one component of the fabric that holds a household and, furthermore, a community together. It is

known that aspects of employment are directly related to a higher standard of living and thus a more prosperous community. The issue plaguing Greater Logan Heights is the inability to achieve unification, which is influenced by the perceived lack of cohesion between the neighborhoods and hinders the community from being prosperous. Employment is a necessary component to the success of the community, which can allow that community to turn its attention to their betterment, not just to making ends meet. This chapter analyzes trends in unemployment, median household income, and poverty rates. The trends in the data reveal the neighborhoods within the Greater Logan Heights area are not necessarily fractured in nature, but rather they appear to be uniformly fractured from the greater San Diego area.

Methodology

The variables analyzed for this chapter are unemployment status, median household income, and poverty rate of each individual neighborhood, Greater Logan Heights, and the city of San Diego. These three variables are represented for each of the neighborhoods, Greater Logan Heights, and the city of San Diego for four different decennial periods: 1950, 1980, 2000, and 2010. The following are each decennial period's federal individual poverty threshold: 1980 Poverty Threshold: \$4,290; 2000 Poverty Threshold: \$8,959; 2010 Poverty Threshold: \$11,161. To further illuminate the findings, the following are each decennial period's household of four poverty threshold: 1980 Poverty Threshold: \$8,414; 2000 Poverty Threshold: \$17,603; 2010 Poverty Threshold: \$22,541.

Figure 13.01: Graph of Federal Poverty Threshold 1980, 2000, and 2010



The federal government did not establish and implement a poverty threshold until 1965, so there is no poverty data for the decennial period of 1950. All figures used are adjusted to 2009's inflation rate. For 1950 and 1980, there was no information regarding the city of San Diego, instead there was county data available and that will be the basis for comparison for the Greater Logan Heights community. For 1950, there was no county or state data for median family income, so the median family income of the entire United States was used instead to give some sort of comparison. The neighborhood of Memorial is divided into two tracts: 39.01 and 39.02. This division does not come into effect until after the 1980 decennial Census, thus the data after 1980 for Memorial has two figures. For the data analysis throughout this chapter, the two figures will be averaged to create one figure.

Unemployment Status 1950- 2010

The first trend that will be analyzed is unemployment status. According to the data collected in the 1950 decennial Census, the number and corresponding percentage of unemployed individuals throughout the five neighborhoods of Logan Heights are relatively similar. The neighborhood with the lowest percentage of unemployment is Memorial with 7.9% and the neighborhood with the highest percentage of unemployment is Grant Hill with 15.7%. The average percentage of unemployment for the Greater Logan Heights area is 11.2% while the city of San Diego experienced 7.2% unemployment (see Figure 13.01).

Next, according to the 1980 decennial Census data, the unemployment status of the individuals living in Greater Logan Heights rose, but rose in a relative uniform fashion. The neighborhood with the highest level of unemployment was Stockton with 15.3% while the neighborhood with the lowest level of unemployment was Logan Heights with 10.73%. There is no data for the city of San Diego; instead there is only data for the county. The unemployment rate of the county of San Diego for the 1980 decennial period was 7%. This is sharply compared to Greater Logan Heights of 15%. It is obvious that by 1980, Greater Logan Heights was experiencing issues in unemployment terms. The total area has an unemployment rate that is 8% higher than the county of San Diego.

Moving onto 2000, according to decennial Census, Greater Logan Heights had an average of 13.1% unemployed while the city of San Diego had an unemployment rate of 6.1%. The neighborhood within Greater Logan Heights that had the lowest level of unemployment was Sherman Heights with 6.2%. The neighborhood with the highest level of unemployment was Memorial, tract 39.02 with 16.1%. The Greater Logan Heights data is sharply juxtaposed with

the city of San Diego’s data with a difference of 7%. The neighborhood of Memorial, tract 39.02 surpasses the city of San Diego by 10%, as shown in Figure 13.01.

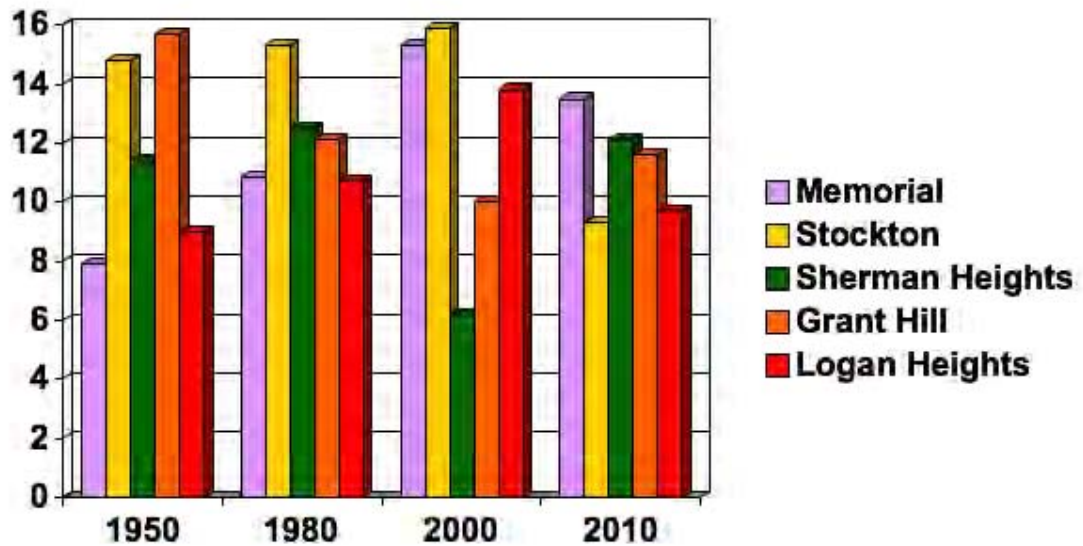
To conclude the analysis of unemployment rate data, the year 2010 experienced a percentage of unemployed individuals in the city of San Diego of 6.3% while Greater Logan Heights had an average of 11.6%. The neighborhood with the lowest percentage of unemployed individuals was Stockton with 9.3% followed closely by Logan Heights with 9.7%. The neighborhood with the highest percentage was Memorial, tract 39.01 with 14.8%. Sherman Heights was no longer the neighborhood with the lowest percentage of unemployed but rather it joins the ranks with the majority of the neighborhoods with 12.1% unemployed. The rest of the neighborhoods excluding Stockton and Logan Heights ranged from 11.6% to 12.1%.

Figure 13.02: Percent Unemployed

	Memorial Tract 39.01, 39.02	Stockton Tract 40	Sherman Heights Tract 47	Grant Hill Tract 48	Logan Heights Tract 49	Greater Logan Heights	City of San Diego
1950	(164) 7.9%	(209) 14.8%	(132) 11.4%	(196) 15.7%	(163) 9.0%	(864) 11.2%	(13,000) 7.2
1980	(315) 10.86%	(190) 15.29%	(107) 12.53%	(150) 12.17%	(207) 10.73%	(969) 15.0%	(56,651) 7.0%
2000	(163) 14.5% (233) 16.1%	(278) 15.9%	(65) 6.2%	(172) 10%	(244) 13.8%	(1,155) 13.1%	(36,358) 6.1%
2010	(261) 14.8%, (221) 12.1%	(145) 9.3%	(105) 12.1%	(226) 11.6%	(82) 9.7%	(1,140) 11.6%	6.30%

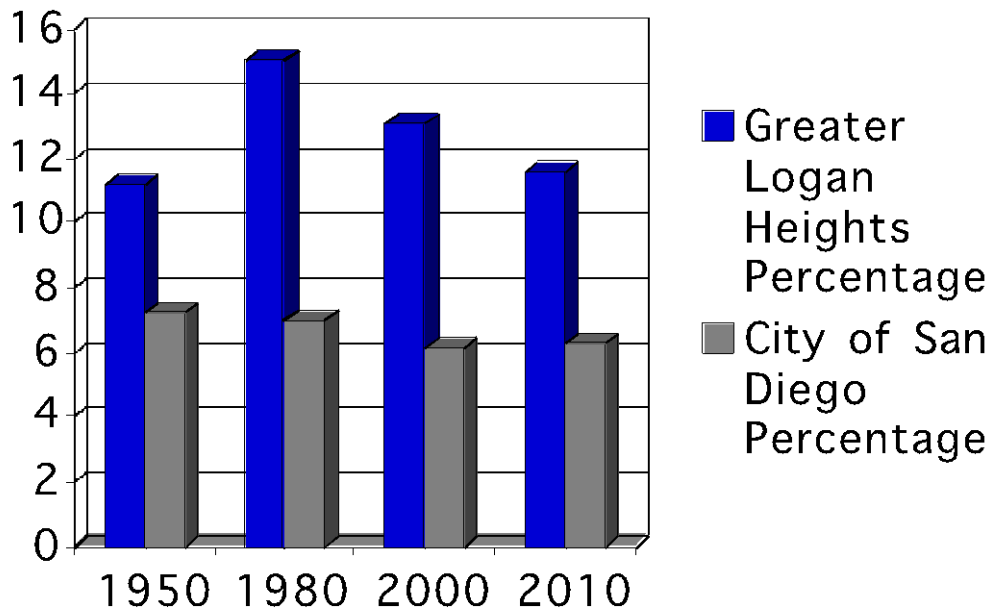
Source: United States Census Bureau

Figure 13.03: Percent Unemployed in the Five Neighborhoods



Source: United States Census Bureau and American Community Survey

Figure 13.04: Percent Unemployed in Greater Logan Heights and the City of San Diego



Source: United States Census Bureau and American Community Survey

Median Household Income 1950-2010

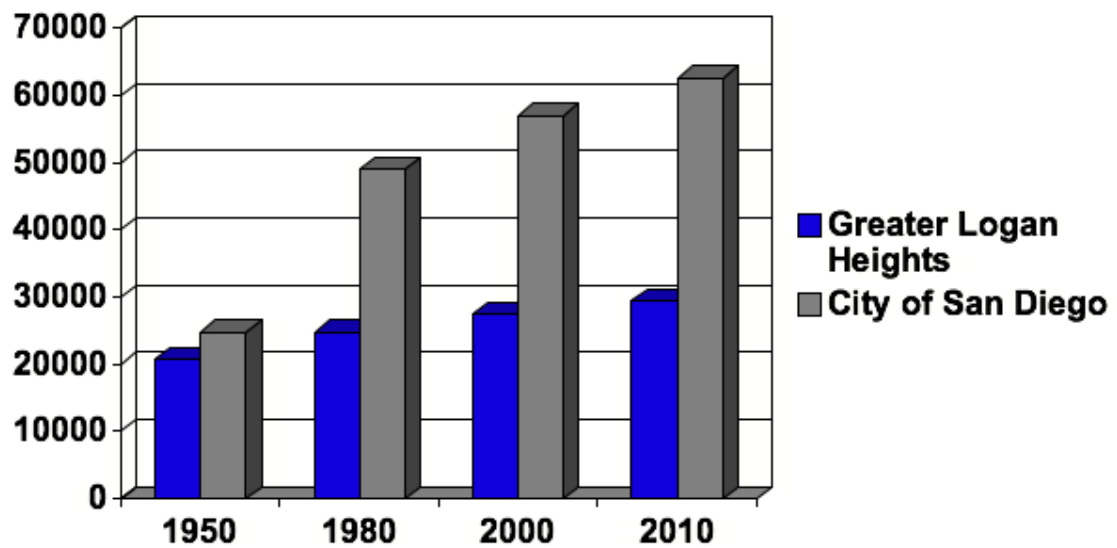
As with the unemployment status, the median incomes for the five neighborhoods comprising Greater Logan Heights in 1950 are very similar. The following figures have been adjusted for inflation to 2009 values. The lowest median income lies with Stockton with a median household income of \$20,121. The neighborhood with the highest median income was Sherman Heights with \$21,958. The average median income for Greater Logan Heights was \$20,724. The average median income for the city of San Diego was \$24,774.

In 1980, the neighborhood with the lowest median household income level was Stockton with \$22,496 while the neighborhood with the highest median household income level was Sherman Heights with \$26,087. The median household income level for the entirety of Greater Logan Heights was \$24,746. This figure can be compared to the county of San Diego's median household income of \$49,017. Again this data illustrates that there is not particularly a distinctive difference between the neighborhood median income levels, but there is a clear distinction between the community and the rest of San Diego County.

In 2000, the median income for the Greater Logan Heights area was \$33,537 while the city of San Diego had a median income of \$58,486, which was about 75% higher. The neighborhood with the lowest median income was Sherman Heights with \$24,106 while the neighborhood with the highest median income was Memorial, tract 39.01 with \$31,033. Memorial, tract 39.02 had a median income of \$27,466 and is followed closely behind by Logan Heights with \$25,481. This data raises some interesting questions in the sense that Sherman Heights had the lowest media income, but also had the lowest rate of unemployment. This would lead one to question the nature of the types of employment in Sherman Heights—what types of jobs are the residents obtaining that disallows them from enjoying a higher income.

In 2010, the median income of households for the city of San Diego was \$62,577 while the median income for Greater Logan Heights was \$29,348. This indicates that the median in the city of San Diego was 113% higher than the Greater Logan Heights average. The neighborhood with the lowest median income was Memorial, tract 39.01 with \$23,264, which is then juxtaposed with Memorial, tract 39.02 whose median income was \$31,502. Logan Heights is the neighborhood with the highest median income with \$31,995. Sherman Heights remains with a comparatively low median income of \$28,005.

Figure 13.05: Median Household Income in Greater Logan Heights and the City of San Diego



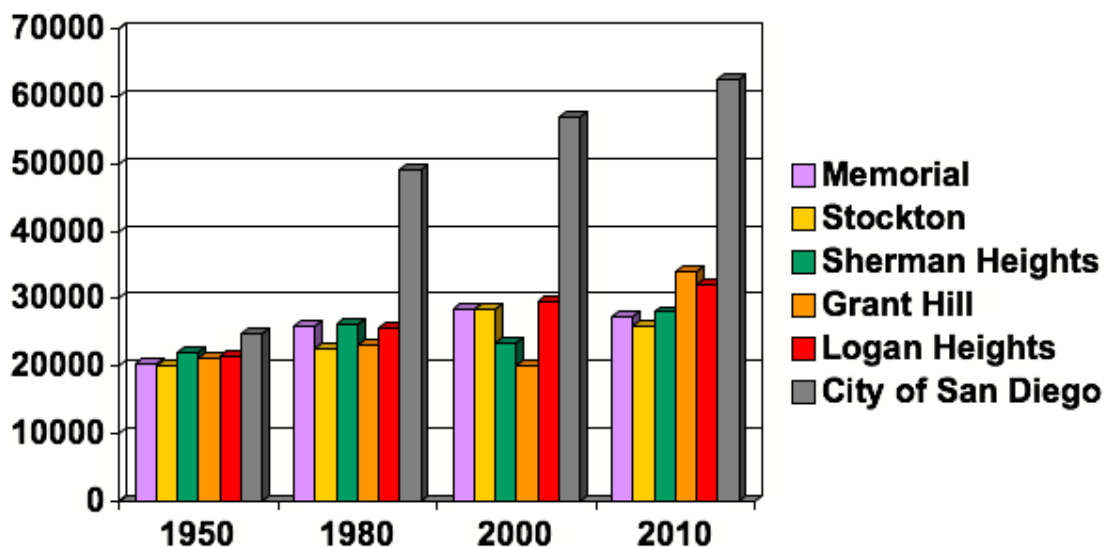
Source: United States Census Bureau and American Community Survey

Figure 13.06: Median Household Income Level

	Memorial: Tract 39.01, 39.02	Stockton: Track 40	Sherman Heights: Tract 47	Grant Hill: Tract 48	Logan Heights: Tract 49	Greater Logan Heights	City of San Diego
1950	\$20,350	\$20,121	\$21,958	\$21,135	\$21,300	\$20,724	\$24,783
1980	\$25,981	\$22,496	\$26,087	\$23,153	\$25,511	\$24,746	\$49,017
2000	\$28,497	\$28,502	\$23,484	\$19,925	\$29,561	\$27,523	\$56,976
2010	\$27,383	\$25,952	\$28,005	\$34,028	\$31,995	\$29,348	\$62,577

Source: United States Census Bureau and American Community Survey

Figure 13.07: Median Household Income of the Five Neighborhoods and the City of San Diego



Percentage of Population Living Under the Federal Poverty Level 1950-2010

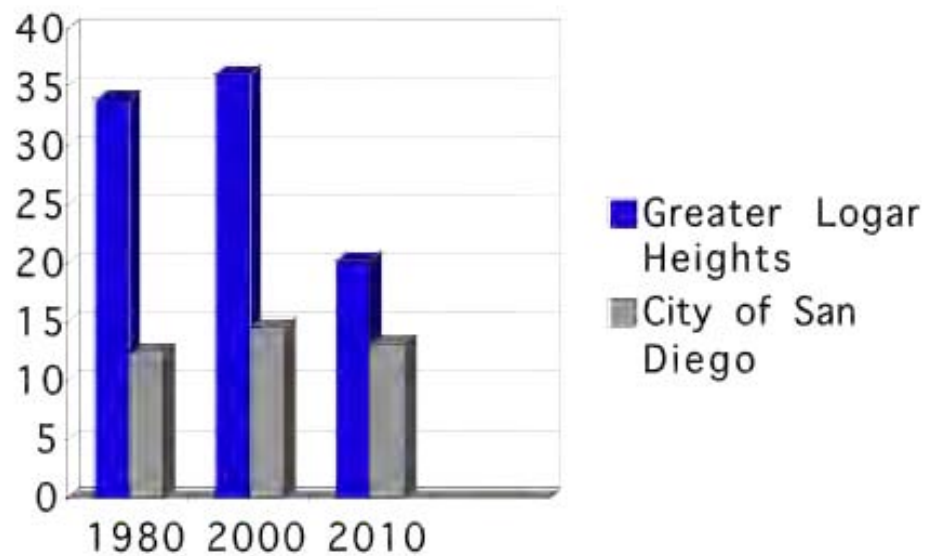
There is no data regarding the poverty rate for the 1950 decennial period. The federal government did not establish and subsequently implement the poverty threshold until the 1965.

The following monetary figures have been adjusted to 2009's inflation rate. In 1980, the poverty threshold was \$11,465. In Greater Logan Heights, a total of 33.9% of the population lived below the poverty threshold while the county of San Diego experienced a total of 12.4% of the population living below the poverty threshold. The neighborhood with the lowest level of individuals living below the poverty threshold was Sherman Heights with 27.1%. The neighborhood with the highest level of individuals living below the poverty threshold was Grant Hill with 41%. The difference between the total amount of the population living under the poverty threshold in Greater Logan Heights and the county of San Diego is no less than staggering, with a difference of 21.5%.

In 2000, the federal poverty threshold was \$8,959 for an individual and the average percentage of individuals living below the poverty threshold in the city of San Diego was 14.6% while the average percentage in Greater Logan Heights was 36.2% - more than double the city's rate. The neighborhood with the highest percentage of individuals living below the poverty threshold was Sherman Heights with 48.3% and the neighborhood with the lowest percentage was Memorial, tract 39.01 with 37%. The rest of the neighborhoods: Memorial, tract 39.02, Stockton, Grant Hill, and Logan Heights were all within 41%. This data displays relative uniformity in the staggering difference of poverty compared to the city of San Diego.

According to the data for 2010, the federal poverty threshold for an individual was \$11,161. The percentage of individuals living below the poverty threshold in the city of San Diego was 13.1% while the percentage for Greater Logan Heights was 30.8%. The neighborhood with the highest percentage of individuals living under the poverty threshold was Stockton with 42.5% followed by Sherman Heights with 34.1%. The neighborhood with the lowest percentage was Memorial, tract 39.02 with 19.8%, followed by Memorial, tract 39.01 with 29.1%.

Figure 13.08: Percent of Population Living Under the Poverty Threshold in Greater Logan Heights and the City of San Diego



Source: United States Census Bureau and American Community Survey

Figure 13.09: Percent of Population Living Under the Poverty Threshold

	Memorial: Tract 39.01, 39.02	Stockton: Tract 40	Sherman Heights: Tract 47	Grant Hill: Tract 48	Logan Heights: Tract 49	Greater Logan Heights	City of San Diego
1950	No data available	No data available	No data available	No data available	No data available	No data available	No data available
1980	30.73%	36.90%	27.13	41%	33.78%	33.90%	12.4%
2000	32.3%, 37.1%	35.5%	42.6%	35.7%	36.1%	36.20%	14.60%
2010	29.1%, 19.8%	42.50%	34.10%	29.50%	20.20%	30.80%	13.10%

Source: United States Census Bureau and American Community Survey

Summary of Analysis of Trends 1950-2010

The following is a summary of the decennial period trends. In sum, the data for 1950 indicates that Greater Logan Heights was experiencing some issues unemployment, poverty, and low medium income levels.

The data reveals that in 1980, Greater Logan Heights exhibited the following trends: Greater Logan Heights experienced 8% more unemployment than the city of San Diego, had 21.5% more of its population living under the poverty threshold than the city of San Diego, and had a significantly lower median household income than the city. These trends indicate that Greater Logan Heights was experiencing economic and financial hardships acutely dissimilar from the rest of the city. On the neighborhood level, the differences in figures were not considerably substantial in comparison to one another, but in comparison to the greater city of San Diego, they are immense.

Analysis of the year 2000 data indicates that out of the five neighborhoods within Greater Logan Heights, Sherman Heights stands out due to its high levels of poverty and low median incomes, as well as its low levels of unemployment. This could be attributed to the fact that 75% of the population of Sherman Heights speaks a language other than English (as discussed in Chapter 7), which could have an effect on the type of job that the residents are able to obtain and the level of wage they receive. There is a 21.6% difference between the Greater Logan Heights percentage of population living under the poverty threshold and the city of San Diego percentage of population living under the poverty threshold.

Based on the analysis of the variables of employment: unemployment rates, median income, and percentage of population living beneath the poverty threshold, many conclusions can be drawn. The research question asks if the five neighborhoods comprising Greater Logan

Heights are in fact fractured and cannot achieve the revitalization of their community. After analyzing the data gathered from the U.S. Census regarding employment, however, it has become clear that the neighborhoods are not that different from one another in terms of their levels of unemployment, median income, and poverty status. It would seem rather that Greater Logan Heights is fractured from the rest of the communities in the greater area of San Diego. Consistently since 1950, Greater Logan Heights has experienced significantly lower levels of employment, median income, and percentage of its population living out of poverty than the rest of the city of San Diego. On a neighborhood level, each community experienced relatively similar degrees of unemployment, median income, and percentage of the population living under the poverty threshold. In particular, the data for the neighborhood of Sherman Heights exhibits trends that would indicate that their population is in fact employed to some degree (of course not anywhere near the status of the city of San Diego) but the members of the community consistently had a lower median income than the rest of the neighborhoods and subsequently lived below the poverty threshold in greater numbers than the rest. These and other trends among the neighborhoods may provide reasons as to why the neighborhoods are struggling individually and why Greater Logan Heights as a whole is significantly less prosperous than the rest of the city of San Diego.

Some initial conclusions can be drawn though. Based on other data analysis such as occupation, language spoken, and educational attainment, it is evident that Greater Logan Heights lacks a healthy local economy. They lack the time or funds to generate their local economy and the majority of the residents who are employed are employed within the service sector rather than the managerial sector. This is almost opposite of the rest of the city of San Diego. These jobs that the residents obtain are lower paying, less secure, and leave little room for

betterment, both financially and socially. The term “scraping by” can be applied to Greater Logan Heights and that is perhaps one facet contributing to their hindrance to a revitalization of their community. This is further illustrated in the next chapter, Occupation.

Chapter 14: Occupation

Kathryn Turner

“Work is a core activity in society. It is central to individual identity, links individuals to each other, and locates people within the stratification system.

Perhaps only kin relationships are as influential in people’s everyday lives.

Work also reveals much about the social order, how it is changing, and the kinds of problems and issues that people (and their governments) must address”

- Arne L. Kalleberg (2009)

Figure 14.00: Auto Parts Warehouse and Recycling Center



Source: Caitlin Jafolla

Introduction

The vibrancy of a community is closely related to the overall prosperity of its residents and the viability of the local economy, which are intertwined with the nature and location of the employment of its residents. Employment plays a significant role in determining the prosperity of a community because it impacts the residents’ income, skill set, commute time, and time spent in the community. The next step in ascertaining the role of these factors in the development of

Greater Logan Heights, which includes the five neighborhoods of Memorial, Stockton, Sherman Heights, Grant Hill, and Logan Heights, is to analyze the occupational distribution of its residents.

This chapter contains an analysis of the occupational distribution of residents and the character and economic condition of the local business environment within Greater Logan Heights and how they have changed over time. The collection and analysis of this data provides insight into how individuals in the community make a living, where they work, and the health and nature of the local economy. A comparison of these variables between the community and the larger city of San Diego serves to shed some light on the impact this data and the trends it exhibits has had on the unique character of Greater Logan Heights and the relationships of members within the community. These trends have influenced the quality of life and the livelihoods of residents and have played major roles in determining the current economic viability and social cohesion of the five neighborhoods. A discussion of these variables and issues will also offer a better understanding of the fractured nature of the five neighborhoods and the struggle of residents to unite as a community.

Methodology

The story of economic development and decline in Greater Logan Heights has been influenced by a variety of socio-cultural, political, and economic factors, as discussed in Chapter 2. In its location near the bay and the central business district, the community has struggled with economic inequality, gang violence, and infrastructural decline. This chapter makes use of a variety of sources of data in order to address these larger issues. In an effort to better understand why these five communities lack unity, this chapter looks at: the types of jobs held by residents,

the location of jobs as indicated by length of commute, and the nature of the local economy. This chapter makes use of United States decennial Census data from 1950, 1980, and 2000 and from the 2005 to 2009 American Community Survey on the occupations of employed civilians. The data in this chapter pertains to Census tracts within each of the five neighborhoods in Greater Logan Heights as specified in Chapter 3. Census data in this chapter came from Social Explorer and the United States Census Bureau. The occupational categories have been divided into six primary categories as set forth by the 2000 decennial Census and are illustrated in Figure 14.01. The “other” category denotes the percentage of the employed population in farming, fishing, and forestry occupations as well as those that did not report an occupation. In every case it was only a small percentage, so this chapter will not focus on the “other” category. See Figure 14.01 for a table of the occupational categories for the 2000 and 2005-2009 data.

The analysis in this chapter focuses on the main trends and how they relate to the perception of the fractured nature of the neighborhoods of Greater Logan Heights. An in depth discussion of the Census data focuses primarily on the management/ professional and service sectors and the disparities evident in these categories between the community of Greater Logan Heights and the larger city of San Diego. These two occupational categories are focused on primarily because they demonstrate the primary trends and the most significant and defining differences between the neighborhoods and the city of San Diego. The remaining three categories did not depict significant differences between the two areas. In general, the category of sales/office followed similar but not as dramatic trends as the management/professional sector and the construction/ extraction and production/ transportation sectors followed trends similar to the service sector, but on a reduced scale. Therefore, a discussion of the data on occupation

focuses primarily on the management/ professional and service sectors in order to delve into the primary and defining differences between the five neighborhoods and the city.

Furthermore, this chapter concentrates on the differences between the community and the city because an analysis of the data demonstrates that the five neighborhoods, though by no means identical, reveal similar trends in occupational distribution. For this reason, this chapter’s analysis does not center as much on the intricate differences among neighborhoods as it does on the overall distinctions between the community and the city as illustrated by the Census data at the tract level. For those who are interested, however, more specific block group data is included in Appendix A of this report.

Figure 14.01: Occupational Categories for the 2000 and 2005-2009 Census Data

Management, Professional and Related	Service	Sales and Office	Construction, Extraction and Maintenance	Production, Transportation and Material Moving	Other
Management, business, and financial operations	Healthcare support	Sales and related	Construction, extraction, and maintenance	Production	Farming, fishing, and forestry
Professional and related	Protective service	Office and administrative support		Transportation and material moving	
	Food preparation and serving related				
	Building and grounds cleaning and maintenance				
	Personal care and service				

Source: United States Census Bureau

Due to slight inconsistencies in the occupational categories set by each decennial Census, not all occupational sectors in 2000 and 2010 were applicable in 1950 and 1980. As a result, the Census data collected from 1950 and 1980 are divided into slightly different categories than those collected from more recent Censuses. Below, Figures 14.02 and 14.03 illustrate the slight differences between the categories. Figure 14.02 depicts the categories of occupation types for 1980 and Figure 14.03 for 1950. These figures can then be compared with Figure 14.01 above to illustrate the differences between the categories. For instance, though transportation and material moving constitute an important part of the modern global economy, they did not play as important a role in 1950 as, for example, the more localized sector of labor occupations. Despite these modifications, however, the important trends exhibited by the data remain evident. In general, the two primary categories, the ones that will be highlighted over the course of this chapter, remained the same from 1950 to 2010.

Figure 14.02: Occupational Categories for the 1980 Census Data

Management, Professional and Related	Service	Sales and Office	Construction, Extraction and Maintenance	Production, Transportation and Material Moving	Other
Executive, administrative, and managerial	Private Household	Technicians and related support	Precision, production, craft and repair	Machine operators, assemblers, and insp.	Farming, forestry and fishing
Professional specialty	Protective service	Sales		Transportation and material moving	
	Other service	Administrative support, including clerical		Handlers, equipment cleaners, helpers, laborers	

Source: United States Census Bureau

Figure 14.03: Occupational Categories for the 1950 Census Data					
Management, Professional and Related	Service	Sales and Office	Craftsmen, Skilled Workers, and Related	Laborers	Other
Professional, technical	Private household	Clerical	Craftsmen, foremen	Laborers except mine	Occupation not reported
Managers, officials, props including farm	Service workers except private household	Sales	Operatives		

Source: United States Census Bureau

In addition to the Census data on occupation, Census data on employment and transportation will also be analyzed as they pertain to the issues discussed in this chapter. In particular, trends in unemployment, poverty, and commute time are analyzed as they relate to issues of occupation.

Though Census data comprises the majority of the quantitative data to be examined in this chapter, it also incorporates some analysis into the health and nature of the local economy. This analysis is displayed using Geographical Information Systems (GIS). Data taken by Business Analyst 2010 is mapped in order to exhibit the distribution of businesses in the community. A visual representation of the business location data provides a better understanding of the nature of the local economy. Furthermore, an interview with Nancy Lytle of SEDC, a key stakeholder in redevelopment in Southeastern San Diego, provides more information about the economic and social conditions within the Greater Logan Heights community.

Prior to an analysis of the data, general issues and trends in occupation are discussed. The next section delves into existing research on the issues of service sector employment and economic inequality that present themselves in the modern economic environment.

Literature Review

In the United States, the modern economic environment since the mid-twentieth century has been dominated by a growth in influence of metropolitan urban areas and shift toward emphasis on the global economy. One trend that has been evident during this time period is the growth of both service sector employment and inequality in the United States. An examination of existing research on the effect on a community of high proportions of workers in the service sector and low levels in the managerial/professional sector yields a better understanding of the trends in Greater Logan Heights. A study done by Fuchs (1968) demonstrated that people working in the service sector earn significantly less than people working in other occupational sectors. This is especially true in comparison with those working in the professional/managerial sector. Decreased earnings affect the income of a resident and therefore, the money that that resident is able to bring into the community for use in the local economy and for the betterment of the community.

In a similar line of argument as Fuchs, a study done by Lincoln and Friedland (1977) on 130 of the largest metropolitan areas in the United States indicated that employment in the service sector increases inequality. Lincoln and Friedland demonstrated that as the percentage of residents employed in service occupations in a community increased, the median income level of the community decreased. Nelson and Lorence (1985) additionally agree with this argument by presenting their own study of various service industries in 125 metropolitan areas in the U.S. The data from this study indicated that employment in the service sector increases inequality by increasing the percentage of low-wage workers that bring in lower income into the community. Nord, Phelps, and Sheets (1988) concur with this line of argument presenting evidence that while the growth of the service sector has been one of the driving forces of development in recent

years, growth of the service sector has increased underemployment by providing low-wages or involuntary part-time employment. They also argue, “that service industry growth may actually be worsening the employment and earnings opportunities of the poor and underemployed at the same time that they are generating critical revenues for local governments and creating new jobs for upper and middle-income managers and professionals” (Nord, Phelps, and Sheets 1988, 419).

Furthermore, Sassen (1998) argues that these trends have become more prominent in the modern era in global cities in the United States. Sassen argues that the major changes in the economy in recent decades have “emerged as a source of general economic insecurity and, particularly, of new forms of employment-centered poverty” (Sassen 1998, 137). She focuses on three trends in particular: the growing inequality between economic sectors, the polarization and casualization of the service sector, and the effects these two trends have on the creation of urban marginality in the modern global city. All in all, scholarship on the issue of service sector employment tends to agree that employment of workers in the service sector results in low income and increases inequality in metropolitan areas throughout the United States.

Moreover, these trends of inequality have consequences that reach beyond the basic issues of low income and increased insecurity for individuals, and have effects that reach into a community as a whole. For instance, Fuchs (1968) argues that not only does service sector growth generate low income and inequality; it also may mean a decline in union influence and work-related organization. This may affect the ability of workers to come together based on their employment or in their community. Kalleberg (2009) also argues that if employment is precarious as it often is in low-wage, insecure employment, it can affect a community by leading to a lack of social engagement, decline in activity in one’s community, and negative changes in the structure of the community. In other words, when individuals are working hard to make ends

meet for their household, they may not have the extra time to spend volunteering in their neighborhood or attending community advocacy meetings.

On the other hand, Bolland and McCallum (2002) argue that low-income and employment in the service sector does not mean that residents cannot mobilize even if they do not have the organizations or infrastructure upon which to do so. They do stress that interactions between neighbors as well as a sense of community are crucial in order to achieve this unity. One local example in support of Bolland and McCallum's argument is the creation of Chicano Park in a similarly structured community, which faces many of the same challenges as Greater Logan Heights and is located directly adjacent to it in Barrio Logan. Chicano political awareness and community activism among residents brought about the realization of Chicano Park in 1970 (Delgado 1998). In so far as the discussion on the relationship between unity among residents and employment in the service sector goes, scholarship in this area does not seem to be in complete agreement. While the demanding nature of employment in the service sector does appear to present challenges to the ability of a community to organize, scholars have argued that it is still possible for residents to come together to make positive changes in their community.

These observations set a foundation upon which a discussion of these trends within Greater Logan Heights can be built. Research and analysis in this chapter provide insight into the effects of high levels of service sector employment and the resulting inequality and insecurity on the health of the community of Greater Logan Heights. This chapter seeks to address the potential effects of these trends on the fractured nature of the community and the lack of participation and organization. In the next section, occupational trends within the community are examined. Census data on the five neighborhoods in Greater Logan Heights and the larger city

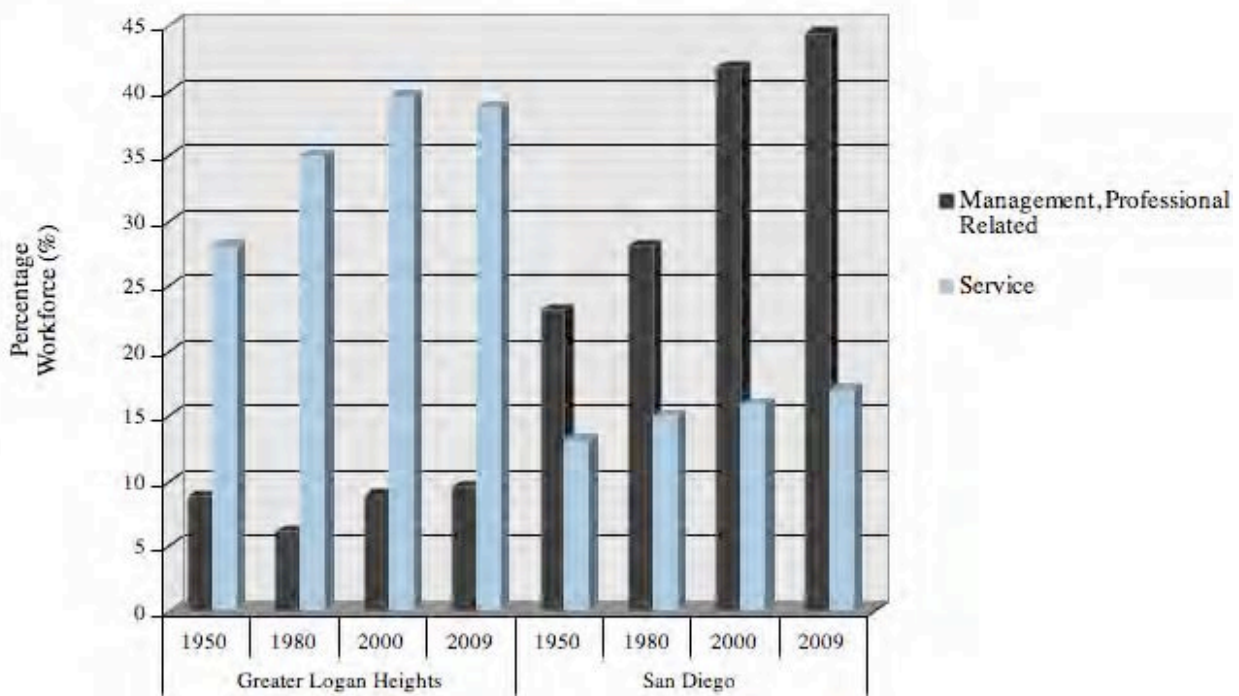
of San Diego is analyzed and compared in order to shed more light on the developments discussed above as they pertain specifically to San Diego and Greater Logan Heights.

Discussion

Occupation Trends in Greater Logan Heights, 1950- 2010

The distribution of occupations held by residents provides insight into the community of Greater Logan Heights. Census data for each decennial period sheds light on significant trends evident between Greater Logan Heights and the city of San Diego. As described in the previous section, these trends include a higher proportion of employed civilians in the service sector in the community in comparison to the city and a dramatically lower proportion of workers in the managerial and professional sector in the community as compared to the city. Figure 14.04 depicts these major trends and the dramatic differences between the community and the city and how they change over the course of the four decennial periods studied. These occupational trends were the most significant and pronounced characteristics evident in the Census data and therefore receive the most comprehensive analysis.

Figure 14.04: Occupational Distribution Over Time in Greater Logan Heights and San Diego, 1950-2009



Source: *Social Explorer*

In 1950, Greater Logan Heights had 8.8% of its employed civilian population in the management/ professional sector, 28.0% in the service sector, 10.7% in the sales/ office sector, 32.9% in occupations related to craftsmen and skilled workers, and 16.4% in the labor sector. In comparison to Greater Logan Heights, occupation trends in the city of San Diego were significantly different. The most striking differences in the proportions involved the first three occupational sectors: management/ professional, service, and sales/ office. In 1950, San Diego had a much greater proportion of civilians employed in management/ professional and sales/ office sectors than did Greater Logan Heights, 23.1% and 24.7% respectively. These percentages were significantly greater than those of Greater Logan Heights: 8.8% and 10.7%

respectively. On the other hand, San Diego has a much smaller proportion of its workforce in the service sector, 13.1%, as opposed to Greater Logan Heights' 28% (see Figure 14.05).

	Memorial	Stockton	Sherman Heights	Grant Hill	Logan Heights	Greater Logan Heights	San Diego City
Total Employed Civilian Population 14+	1,920 (100%)	1,208 (100%)	1,024 (100%)	1,052 (100%)	1,659 (100%)	6,863 (100%)	115,320 (100%)
Management, Professional and Related	155 (8.1%)	79 (6.5%)	123 (12.0%)	106 (10.1%)	142 (8.6%)	605 (8.8%)	26,671 (23.2%)
Service	567 (29.5%)	473 (39.2%)	217 (21.2%)	234 (22.2%)	432 (26.0%)	1,923 (28.0%)	15,121 (13.1%)
Sales and Office	186 (9.7%)	70 (5.8%)	178 (17.4%)	142 (13.5%)	158 (9.5%)	734 (10.7%)	28,477 (24.7%)
Craftsmen, Skilled Workers and Related	582 (30.3%)	323 (26.7%)	360 (35.2%)	389 (37.0%)	602 (36.3%)	2,256 (32.9%)	35,004 (30.4%)
Laborers	314 (16.4%)	243 (20.1%)	132 (12.9%)	160 (15.2%)	277 (16.7%)	1,126 (16.4%)	7,773 (6.7%)
Other	116 (6.0%)	20 (1.7%)	14 (1.4%)	21 (2.0%)	48 (2.9%)	219 (3.2%)	2,274 (2.0%)

Source: *Social Explorer*

Similar trends were evident in 1980 in Greater Logan Heights. In 1980, a couple of the data categories taken by the Census were different than in 1950 as explained in the previous section on methodology. Nonetheless, the same trend illustrating the proportion of workers in the service sector and the managerial professional sector is evident. In Greater Logan Heights, 6.1% of the workforce was employed in the managerial/ professional sector while 34.8% was

employed in the service sector. In comparison, the proportions of civilians employed in these sectors citywide were 28.1% and 14.9% respectively. In addition, the difference in the proportions of workers in these categories in Greater Logan Heights in 1980 was even starker than in 1950. In comparison with 1950 data, there was a higher percentage of civilians in the service sector and a lower percentage in the managerial/ professional sector than in 1950. This development shows a growth in service sector employment of residents in the community at the expense of employment in the managerial/ professional sector (see Figure 14.06).

Just as in 1950, the proportion of employed civilians in the sale/ office sector was much lower in Greater Logan Heights than in the larger San Diego in 1980. The community had 14.8% of its workforce in this sector while 34% of the city's workforce was categorized under this category. Though this trend was carried on from 1950 to 1980, however, the percentage of workers in this category did increase in both Greater Logan Heights and the city of San Diego. This development could be the result of an expansion of the types of sales/ office jobs in the region or the creation of new jobs as a result of modernization and technological development.

When disaggregating the 1980 Census data by neighborhood, the overall trends are still evident. Throughout the five neighborhoods, the proportion of workers in the service sector was similar, but the proportion of workers in the managerial/ professional and the sales/ office sectors varied slightly between neighborhoods. In contrast with 1950 trends, the percentage of workers in the managerial/ professional and sales/ office increased in Stockton (9.7% and 17.2%) while employment in these sectors decreased in all other neighborhoods.

One important trend to emphasize when discussing the 1980 Census data is that the raw numbers of employed civilians in all of the five neighborhoods, and thus Greater Logan Heights in general, declined between 1950 and 1980. In comparison, the total number of employed

civilians in the city of San Diego more than tripled. The decrease in total employed civilians in Greater Logan Heights as well as from every sector of employment is an important trend to put into the perspective of the larger historical events and developments in the community. Data presented on general population characteristics in Chapter 5 depicts a slight natural population increase, but also, a large percentage of the total community population, around 35%, below the age of 17. Therefore, despite the slight natural population increase, a possible explanation for the decrease in total employed civilians in the community between 1950 and 1980 could be that the vast majority of this age sector of the community would not have been included in the Census data of employed civilians aged 16 years and older.

Figure 14.06: Occupation by Sector and Neighborhood in Greater Logan Heights, 1980

	Memorial	Stockton	Sherman Heights	Grant Hill	Logan Heights	Greater Logan Heights	San Diego City
Total Employed Civilian Population 16+	1,496 (100%)	1,017 (100%)	723 (100%)	1,060 (100%)	1,175 (100%)	5,471 (100%)	358,469 (100%)
Managerial, Professional, and Related	100 (6.7%)	99 (9.7%)	32 (4.4%)	56 (5.3%)	49 (4.2%)	336 (6.1%)	100,598 (28.1%)
Service	487 (32.6%)	340 (33.4%)	259 (35.8%)	408 (38.5%)	407 (34.6%)	1,901 (34.8%)	53,508 (14.9%)
Sales and Office	220 (14.7%)	175 (17.2%)	123 (17.0%)	102 (9.6%)	190 (16.2%)	810 (14.8%)	121,697 (34.0%)
Construction, Extraction, and Maintenance	183 (12.2%)	162 (15.9%)	92 (12.7%)	155 (14.6%)	216 (18.4%)	808 (14.8%)	39,217 (10.9%)
Production, Transportation and Material Moving	419 (28.0%)	215 (21.1%)	207 (28.6%)	324 (30.6%)	282 (24.0%)	1,447 (26.5%)	37,697 (10.5%)
Other	87 (5.8%)	26 (2.6%)	10 (1.4%)	15 (1.4%)	31 (2.6%)	169 (3.1%)	5,752 (1.6%)

Source: Social Explorer

In decennial data taken from the 2000 Census, similar trends were also exhibited. However, there was growth in the number of employed civilians in all five neighborhoods and the overall Greater Logan Heights community unlike the decline in number of employed civilians between 1950 and 1980. Once again, a growth in service sector employment in Greater Logan Heights was evident, though the percentage of employed civilians in the managerial/professional sector did not continue to decrease as it had done between 1950 and 1980. In 2000, 39.5% and 8.9% of employed civilians in the community worked in the service and managerial/professional sectors respectively. In comparison, 15.9% and 41.8% were employed in these sectors in the city of San Diego. These percentages are further evidence of the trends in occupation that have been described previously (see Figure 14.07).

When disaggregating the data by neighborhood in 2000, none of the neighborhoods stand out as having dramatically higher or lower proportions of employed civilians in one category or another. Though the neighborhoods had slightly different proportions of workers in each category, the same trends existing in the disparities between Greater Logan Heights and the city of San Diego were evident in each of the five individual neighborhoods (see Figure 14.07).

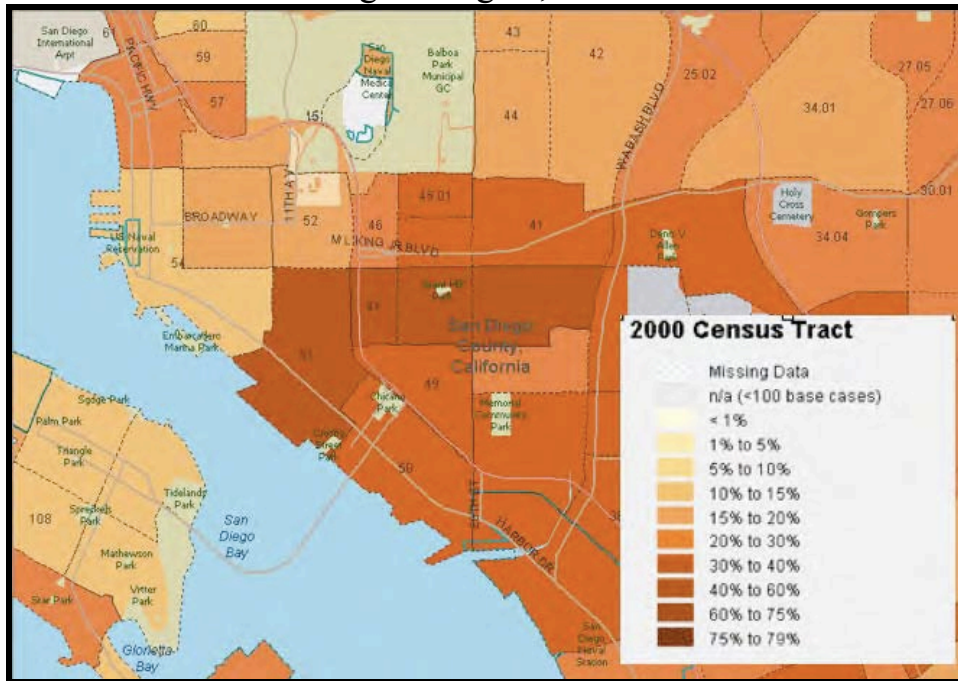
Figure 14.07: Occupation by Sector and Neighborhood in Greater Logan Heights, 2000							
	Memorial	Stockton	Sherman Heights	Grant Hill	Logan Heights	Greater Logan Heights	San Diego City
Total Employed Civilian Population 16+	2,179 (100%)	1,466 (100%)	976 (100%)	1,555 (100%)	1,520 (100%)	7,696 (100%)	557,382 (100%)
Management, Professional and Related	231 (10.6%)	145 (9.9%)	69 (7.1%)	77 (5.0%)	163 (10.7%)	685 (8.9%)	233,054 (41.8%)
Service	735 (33.7%)	606 (41.3%)	452 (46.3%)	675 (43.4%)	568 (37.4%)	3,036 (39.5%)	88,462 (15.9%)
Sales and Office	437 (20.1%)	230 (15.7%)	210 (21.5%)	200 (12.9%)	354 (23.3%)	1,431 (18.6%)	147,136 (26.4%)
Construction, Extraction and Maintenance	383 (17.6%)	191 (13.0%)	87 (8.9%)	240 (15.4%)	228 (15.0%)	1,129 (14.7%)	37,174 (6.7%)
Production, Transportation and Material Moving	374 (17.2%)	282 (19.2%)	126 (12.9%)	348 (22.4%)	196 (12.9%)	1,326 (17.2%)	50,165 (9.0%)
Other	19 (0.9%)	12 (0.8%)	32 (3.3%)	15 (1.0%)	11 (0.7%)	89 (1.2%)	1,391 (0.3%)

Source: Social Explorer

Below, Figures 14.08 and 14.09 depict two maps taken from Social Explorer picturing 2000 Census data on service and managerial sector employment in Greater Logan Heights. The maps serve as a visual representation of the contrasts evident between the two occupational sectors within Greater Logan Heights. The map in Figure 14.08 illustrates the percentage of workers employed in the service sector in the community and the map in Figure 14.09 pictures the proportion of workers employed by the managerial/ professional sector in the community. In Figure 14.08, the darker colored areas represent Census tracts with high proportions of employed

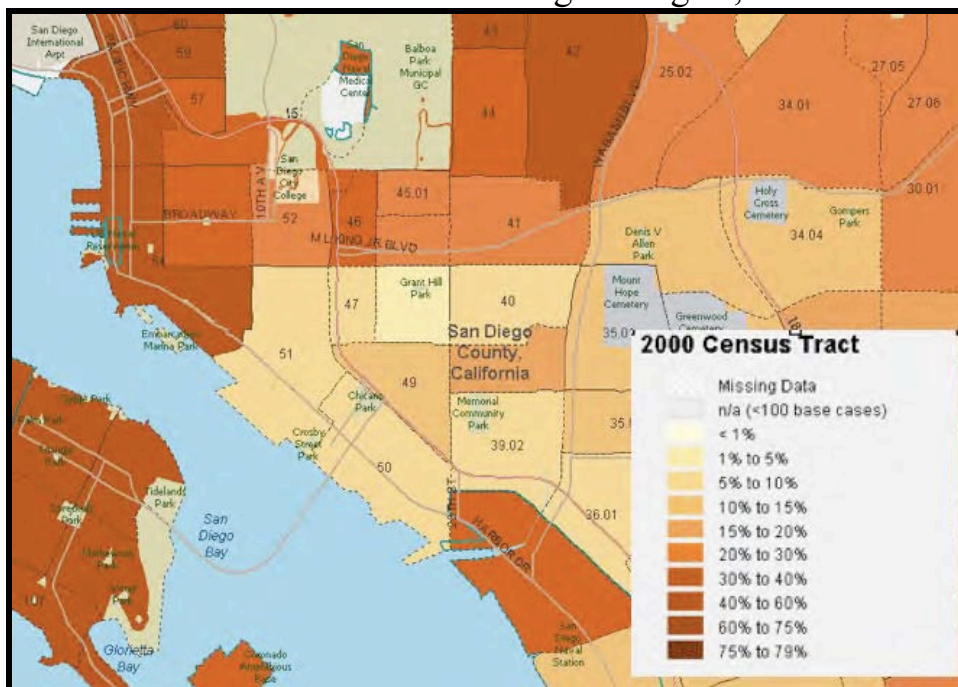
civilians in the service sector and the lighter colored tracts depict the areas where a smaller proportion of civilians are employed in the service sector. As can be seen from Figure 14.08, the Greater Logan Heights community had a greater proportion of workers in the service sector in 2000 as compared with surrounding areas. Figure 14.09 depicts the percentage of employed civilians in the management/ professional sector as indicated by a similar color ramp. The dark brown indicates a Census tract where there are high proportions of civilians employed in the management/ professional sector while the lighter brown indicates an area where there is a smaller percentage of workers employed in this sector. As indicated by Figure 14.09, Greater Logan Heights in 2000 had a much lower level of employment in the management/ professional sector than did surroundings areas. Taking the two maps together, it is evident that the community of Greater Logan Heights has high levels of employment in service occupations and low levels of employment in management/ professional occupations, a visual representation of the primary trend that has been discussed throughout this chapter.

Figure 14.08: Proportion of Employed Civilians in the Service Sector in Greater Logan Heights, 2000



Source: Social Explorer

Figure 14.09: Proportion of Employed Civilians in the Managerial/ Professional Sector in Greater Logan Heights, 2000



Source: Social Explorer

The American Community Survey (ACS) data from 2005 to 2009 demonstrates the persistence of these trends. In the Greater Logan Heights community, 38.7% and 9.6% of employed civilians worked in the service and managerial/ professional sectors respectively while 17.0% and 44.4% of employed civilians in the city worked in these sectors respectively. Though the ACS is based on estimate data, it serves as a very good representation of the population and the occupational trends that have been evident since the 1950s in Greater Logan Heights. See Figure 14.10 for data on occupational distribution among the neighborhoods, the community, and the city.

	Memorial	Stockton	Sherman Heights	Grant Hill	Logan Heights	Greater Logan Heights	San Diego City
Total Population Employed Civilian 16+	3,099 (100%)	1,414 (100%)	766 (100%)	1,722 (100%)	1,696 (100%)	8,697 (100%)	622,729 (100%)
Management, Professional and Related	186 (6.0%)	137 (9.7%)	102 (13.3%)	175 (10.2%)	234 (13.8%)	834 (9.6%)	276,653 (44.4%)
Service	1137 (36.7%)	519 (36.7%)	329 (43.0%)	913 (53.0%)	465 (27.4%)	3,363 (38.7%)	105,818 (17.0%)
Sales and Office	570 (18.4%)	295 (20.9%)	167 (21.8%)	264 (15.3%)	316 (18.6%)	1,612 (18.5%)	149,523 (24.0%)
Construction, Extraction and Maintenance	639 (20.7%)	280 (19.8%)	59 (7.7%)	134 (7.8%)	286 (16.9%)	1,398 (16.1%)	43,320 (7.0%)
Production, Transportation and Material Moving	508 (16.4%)	183 (12.9%)	109 (14.2%)	222 (12.9%)	379 (22.4%)	1,401 (16.1%)	46,116 (7.4%)
Other	59 (1.9%)	0 (0%)	0 (0%)	14 (0.8%)	16 (0.9%)	89 (1.0%)	1,299 (0.2%)

Source: Social Explorer

The occupational trends discussed thus far in this chapter are a vital element of the overall analysis of the health and cohesiveness of the community. The unique distribution of employment within various sectors of occupation has significant implications for the general character of the community and the relationships among its residents. The following section explores the trends depicted in other chapters in this report as they relate to issues of occupation within the Greater Logan Heights community. It will primarily discuss trends in employment and transportation and how these two variables add to an analysis of the trends in occupation in Greater Logan Heights.

Analysis of Trends in Employment and Transportation

In order to situate the data gathered in this chapter in the larger community setting, this section briefly analyzes the trends presented in the chapters on Employment and Transportation, Chapters 11, 12, and 13. When discussing the variable of employment, median income and poverty rates are both important factors to consider. These variables are also important to consider in relation to the trends in low educational attainment within the community, though this chapter does not delve deeply into the relationship between low educational attainment and issues of employment, due to time constraints. Finally, an analysis of length and nature of commute are both significant aspects of transportation in the community.

To begin with, Census data from 2000 and 2010 indicates that the median income level of Greater Logan Heights is consistently half that of the larger city of San Diego. In 2000, for instance, the median income levels for the community and the city were \$33,537 and \$58,486 respectively. Furthermore, the disparity between the two regions increased between 2000 and 2010. In 2010, the median income levels for the community and the city were \$29,348 and

\$62,577 respectively. Between 2000 and 2010, the difference between the median income levels of the two areas increased, with a decrease in the median income level of Greater Logan Heights and an increase in the median income level of the city of San Diego. The trend in low median income in the community in comparison with the city goes hand-in-hand with the findings of this chapter, which include the high proportions of service sector and low management/ professional sector employment in the community as compared to the city. As discussed in previously in an analysis of current research, service sector occupations tend to earn significantly less than do occupations in the management/ professional sector. Therefore, a lower median income in Greater Logan Heights in comparison with the city of San Diego makes sense within the context of the differing proportions of employment in these two occupational sectors.

Furthermore, Greater Logan Heights exhibits much higher rates of poverty and unemployment than does San Diego. According to Chapter 13, in 2010, the percentage of individuals living below the poverty threshold in Greater Logan Heights was 30.8% while the proportion of individuals living below the poverty threshold in the city of San Diego was 13.1%. Furthermore, the percentage of unemployed civilians in the community in 2010 was 11.6%, a greater percentage than that of the larger city of San Diego (6.3%). The dramatically higher rates of unemployment and poverty in Greater Logan Heights in comparison with San Diego further supports the findings of this chapter that the economic environment in Greater Logan Heights is one of relative insecurity and inequality, in which many low-income residents struggle to make ends meet and have little time or money to invest in the betterment of their community.

Similarly, data presented in Chapters 11 and 12 on issues of transportation in Greater Logan Heights can also provide more links to the trends in occupation discussed in this chapter. Chapter 11 discusses mode of transportation and presents data indicating that the vast majority of

residents in the community travel to work in private automobiles. Chapter 12 indicates that the average commute times for employed civilians to work is around 20 minutes and has steadily increased over the decennial periods studied (from 19.7 minutes in 1980 to 22 minutes and 24.8 minutes in 2000 and 2009 respectively). These two trends taken together may indicate that the majority of residents are commuting outside of the community to work every day. This hypothesis was substantiated by a resident of the Sherman Heights neighborhoods, Cynthia Soto, who acknowledged that many people were attracted to the community by its low rents, but work in the service industry in the downtown area. Employment outside of the community and a steadily increasing commute time may also contribute to a reduction in the amount of time a resident spends in local organizations improving the area and fostering a sense of community.

This data on transportation may also provide more insight into the overall economic health of the community. If the majority of residents are traveling outside of the community to work and spending a great deal of time outside of Greater Logan Heights, then the local economic environment may be adversely affected. The following section discusses the nature and health of the local economy in order to shed more light on the character of the community and the potential barriers to economic vitality and a sense of community cohesion within Greater Logan Heights.

Local Business Economy in Greater Logan Heights: 2010

Figure 14.11:

Greater Logan Heights Business Locations (2010)

Figure: Greater Logan Heights Business Locations (2010)
Source: GIS and Business Analyst 2010 Data

Just as the occupations of residents within Greater Logan Heights are an important aspect of the community's economic environment, so is the health and nature of the local business economy. The above map (Figure 14.11) illustrates the locations of all of the local businesses in the Greater Logan Heights community. The data pictured on the map was taken from Business Analyst 2010 and compiled using Geographical Information Systems (GIS) technology. It is evident from the image that the majority of the around 600 businesses in the community are located along three main corridors, Market St., Commercial St., and National Ave. (looking at the map from North to South). After spending time along the three main business corridors in the community, it becomes apparent that many of these buildings are industrial or recycling

facilities in medium-sized warehouses and dilapidated buildings. An example of one of the many auto parts warehouses lining Commercial Street can be seen in Figure 14.00.

A walking tour in the community also demonstrates the lack of many businesses related to food, retail, and other human services. Yoli Padilla, a San Diego Unified School District counselor currently assigned to the Kimbrough Elementary School in Greater Logan Heights, drew attention to the disparity between grocery stores and liquor stores and the insufficient number of grocery stores in the community. In general, the community is lacking in some basic businesses such as grocery markets, banks and the crucial services they provide. Yoli Padilla also pointed out that many of the business owners are from outside of the community, a trend that may negatively affect the economic and personal investment of these business owners in the community. Furthermore, as noted by one of the local residents, Cynthia Soto, many small businesses in the area, that would otherwise provide the community with jobs and other economic and human services, have been going out of business in recent years. This tendency may also negatively affect the local economic environment within Greater Logan Heights.

Fortunately, one of SANDAG's Smart Growth Incentive Projects targets the area around Commercial St. and Imperial Ave. for potential transit oriented, mixed use, mixed income development, which would prove a beneficial direction of development for the community. According to Nancy Lytle, Vice President of Projects and Development at Southeastern Economic Development Corporation, the project seeks to connect transit and zoning issues in order to make more efficient use of the designated land. It would bring a bit more density and development to the area and make industrial/recycling businesses spatially more efficient. Development projects like the Smart Growth Incentive would greatly benefit the Greater Logan Heights community and strengthen the local economic environment. However, more research is

needed in this subject area in order to provide the community with the best business development in order to improve the local economy.

Another area of the local economy that is apparent upon further research in the community is the informal economy. Saskia Sassen (1998) defines informal economy as “those income-generating activities occurring outside the state’s regulatory framework that have analogs within that framework” (Sassen 1998, 154). Sassen argues that informalization is connected to the economic restructuring of the modern economy and the rise of the service-dominated economic sector and that it is a “necessary outgrowth of advanced capitalism” (Sassen 1998, 155). According to Sassen, aspects of the service sector that promote informalization include: increased income inequality and the growing discrepancy between the high-income and low-income economic classes (Sassen 1998). The prevalence of informal economic activity in a community may also impact the community’s economic and social environments and add to an atmosphere of insecurity and inequality.

Figure 14.12: Local Business Operating Out of a Residence



Source: Caitlin Jafolla

A walking tour through the five neighborhoods sheds some light on the prevalence of the informal economy in the Greater Logan Heights community. Time spent in the community reveals a number of businesses running out of residences such as garage sale-like businesses displaying new products and in operation for much longer than a single weekend (see Figure 14.12). Such businesses are in violation of zoning ordinances and, without variances allowing them to operate out of residential buildings, they could be shut down on short notice. A popular example is that of Latte Mi Corazon, the community’s beloved coffee shop, that was shut down recently because it was operating out of a residence. Figure 14.13 below is an image of the popular Latte Mi Corazon. Businesses like Latte Mi Corazon may receive popular support and patronage from the community, but may operate in insecurity without having a stable legal foundation upon which to conduct their affairs.

Figure 14.13: Latte Mi Corazon



Source: Emily Tracy

Further research is necessary in order to better understand the role of the informal economy in Greater Logan Heights' economic environment. Data collection on code or permit violations could be a helpful means, for instance, to quantify the number of informal businesses in the community. Additionally, an exploration into informal businesses in Greater Logan Heights may aid the growth and establishment of successful formal businesses in the future by looking into the existing economic and physical infrastructure and assisting the development of struggling businesses like Latte Mi Corazon.

Conclusion

The data presented in this chapter illustrates a number of characteristics regarding the economic conditions in Greater Logan Heights. The Census data on occupation from 1950 to 2009 demonstrates the persistent inequality in the community, as compared with the city of San Diego, as illustrated by a high proportion of residents employed in service occupations and a low proportion in the managerial/ professional sectors. As discussed previously in a review on the academic scholarship on this subject, these trends can significantly impact the community not just by providing low incomes to its residents, but also by straining their ability to get involved and work towards change in the community. These characteristics may themselves play a role in the perception of the five neighborhoods as fractured or divided and in the struggling economic environment within the community.

In an effort to improve the social and economic conditions of Greater Logan Heights, it is crucial to take into consideration and to understand these economic and occupational trends and their implications for the community. In order to work alongside residents towards positive development in the community, some sort of economic revitalization is necessary. However, in

addition to the obstacles mentioned in this chapter that may make congregation and unification of the community difficult, one of Greater Logan Heights' weaknesses is the attitude of many of its residents towards redevelopment. According to Nancy Lytle, the Greater Logan Heights community is very reticent and unsure of any redevelopment proposed by outside organizations. She maintains that they are worried about gentrification and other negative effects of redevelopment. Many residents base these concerns on past experience with the Interstate 5 freeway, whose construction in 1963 led to the fragmentation of the larger Southeastern San Diego area. Nancy Lytle spoke with one female community member whose grandmother had taught her to spit on the freeway every time she walked by it. This negative sentiment inhibits the process of local revitalization and organizations seeking crucial community participation for their proposed projects find themselves receiving little support. In Greater Logan Heights, though community organization is often lacking, the existence of some small neighborhood groups that are gaining ground slowly indicate that the basic foundation is present and could be built upon to increase community support and involvement in its revitalization.

The trend in Greater Logan Heights towards increasing service sector employment with its issues of insecurity and inequality, in addition to the struggling local economy, exhibits one of the significant barriers towards positive improvement within the community and the unification of its residents. However, as presented throughout this report, Greater Logan Heights also has a number of potential opportunities that it can utilize in order to work towards the general improvement of the community. The following chapter discusses the key findings of this study and sums up the strengths and weaknesses of the community in order to set the stage for a few brief recommendations on ways in which the community might be able to move forward.

Conclusion

Taylor Patton

Figure 15.00: Commercial Street



Source: Tricia Wang

When this project began and the research question was proposed, it was assumed that there was fracturing between the five neighborhoods that comprise Greater Logan Heights that was hindering the community from organizing in support of revitalization. After thorough research and analysis, however, it became clear that this research question no longer lends itself to a simple answer. What has been discovered about Greater Logan Heights is that the community is not necessarily fractured internally but rather the community is fractured from the rest of the city of San Diego. Throughout the decennial periods, Greater Logan Heights has consistently fallen out of step with the rest of the city of San Diego. There are some variations

within the neighborhoods, they are not uniform copies of one another, but in general, they experience similar statistical trends. The conclusions drawn do not end the discussion on Greater Logan Heights but rather reveal the need for further exploration as to the nature and health of the community in the larger context of the city of San Diego. It should be further explored as to why there is a perceived fracture between the neighborhoods since there is little concrete evidence pointing to that opinion. Further research into the social or cultural aspects of the community may reveal more information regarding the perceived divisions among the neighborhoods.

Based on the data analysis, community interviews, and investigations pertaining to specific variables, the following are the strengths and weaknesses seen in the community as the result of our research and a few brief recommendations to follow those findings.

Beginning with strengths of the community, Greater Logan Heights is a rich multi-faceted community that has a definite presence of community wide events bringing the people together for celebrations. Additionally, the community is centrally located to Downtown San Diego, in an ideal location near development and vibrant areas. Furthermore, the population of Greater Logan Heights is young, and organizing grassroots movements to draw interest back into the community could focus on this sector of the population. A recent grant for transportation infrastructure was additionally allocated for the commercial corridor, which could help generate more traffic into the neighborhoods. There are also plans to revitalize Greater Logan Heights by guiding the infrastructure to become a “smart-growth” walkable city, which could bring the community into a new type of prosperity. For the Southeastern San Diego Community Plan, citizens will be encouraged to participate and the five neighborhoods will be kept in view of a regional scope—the plan will not homogenize the neighborhoods, but rather acknowledge and work with them as distinct areas. As far as the local economy goes, there is a strong informal

economy within the community that could potentially attract businesses to help develop the already existing informal structure. Lastly, Greater Logan Heights has within its boundaries many beautiful historic areas and there is a definite sense of ownership within the community by owners and long-term renters who have deep roots within the community.

The weaknesses of the community are as follows. There appears to be a deep fear of gentrification within the community on the part of the residents. Gentrification can arrive either from the outside encroaching in or through uneven internal development of housing, education, and jobs. Community participation should be encouraged with increasing emphasis on inclusive development. Although this is extremely difficult since there is no guarantee for future results, it should not be ignored. Another trend is that outsiders are coming into the community and buying homes to fix up and rent, which could further add to the deterioration of the fabric of Greater Logan Heights. The population of Greater Logan Heights is young, which means there are a lot of children in school. Once they get into high school, however, they are bussed out of the district. People who can afford higher education leave and most of the time never come back, perpetuating the prevalence of low wage jobs. Most of the time, however, higher education is not attained in the community resulting in low wage job prevalence in the service or industrial sector.

Other weaknesses of the community include the following: the racial composition is very different from the city of San Diego, which may contribute to the trend observed that Greater Logan Heights is fractured from the rest of the community. It would also seem that the community events seem to cater to the Hispanic population, which may alienate other ethnic groups in the community. Also, there are disagreements between residents and organizations about how to geographically define the community. Furthermore, within the community, there is

poor pedestrian and bicycle infrastructure, with most people driving or using public transportation. Another couple weaknesses of the community are that the health of the local economy is poor, the majority of the civilians are not in high paying, high education jobs and there is a need for more vibrant, economic/business activity. This lends itself to the fact that the residents of Greater Logan Heights experience significantly higher rates of unemployment than the rest of the city of San Diego, consistently experience a lower median household income than the rest of the city, and the percent of the population living below the federal poverty threshold in Greater Logan Heights dwarfs the percentage for the city of San Diego.

The community of Greater Logan Heights is fascinating and diverse. It has been hindered through various factors from achieving maximum success as a community but there is hope for future revitalization. This is not a case of black and white; the community is multi-faceted with diverse issues that demand careful thought and attention in order to achieve positive results. The recommendations of this group is that though the neighborhoods may be statistically very similar, further research into the social or cultural aspects of the community may reveal more information regarding the perceived divisions among the neighborhoods.

Appendix A: Block Group Data for All Variables, Year 2000

Figure A.01: Race and Ethnicity, Tracts 39.01, 39.02, and 40

Source: United States Census Bureau

Figure A.02: Race and Ethnicity, Tracts 40, 47, and 48.

Source: United States Census Bureau

Figure A.03: Race and Ethnicity, Tracts 48 and 49

Source: United States Census Bureau

Figure A.04: Language Spoken at Home, Tracts 39.01 and 39.02

	Block Group 1, Census Tract 39.01	Block Group 2, Census Tract 39.01	Block Group 3, Census Tract 39.01	Block Group 1, Census Tract 39.02	Block Group 2, Census Tract 39.02	Block Group 3, Census Tract 39.02	Block Group 4, Census Tract 39.02
Total:	1,058	1,247	1,295	910	1,457	1,277	849
5 to 17 years:	306	395	521	276	486	424	230
Speak only English	122	88	56	57	122	44	53
Speak Spanish:	184	299	458	210	364	380	177
Speak other Indo-European languages:	0	8	7	9	0	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	0	0	0
Speak other languages:	0	0	0	0	0	0	0
18 to 64 years:	645	820	692	595	875	788	567
Speak only English	251	182	113	187	139	170	126
Speak Spanish:	394	632	579	408	725	578	441
Speak other Indo-European languages:	0	6	0	0	11	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	0	40	0
Speak other languages:	0	0	0	0	0	0	0
65 years and over:	107	32	82	39	96	65	52
Speak only English	74	32	29	32	38	10	7
Speak Spanish:	33	0	53	7	45	42	45
Speak other Indo-European languages:	0	0	0	0	13	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	0	13	0
Speak other languages:	0	0	0	0	0	0	0

Source: United States Census Bureau

Figure A.05: Language Spoken at Home, Tracts 40, 47, and 48

	Block Group 1, Census Tract 40	Block Group 2, Census Tract 40	Block Group 3, Census Tract 40	Block Group 4, Census Tract 40	Block Group 1, Census Tract 47	Block Group 2, Census Tract 47	Block Group 1, Census Tract 48
Total:	1,253	958	1,291	959	796	1,441	1,081
5 to 17 years:	467	331	420	301	198	403	352
Speak only English	104	9	115	66	58	28	87
Speak Spanish:	363	322	290	235	140	375	265
Speak other Indo-European languages:	0	0	0	0	0	0	0
Speak Asian and Pacific Island languages:	0	0	15	0	0	0	0
Speak other languages:	0	0	0	0	0	0	0
18 to 64 years:	725	554	838	587	509	997	673
Speak only English	157	85	251	132	225	201	277
Speak Spanish:	559	469	516	455	280	787	384
Speak other Indo-European languages:	9	0	0	0	4	0	5
Speak Asian and Pacific Island languages:	0	0	71	0	0	9	0
Speak other languages:	0	0	0	0	0	0	7
65 years and over:	61	73	33	71	89	41	56
Speak only English	37	25	21	57	44	5	22
Speak Spanish:	24	48	0	14	45	36	34
Speak other Indo-European languages:	0	0	5	0	0	0	0
Speak Asian and Pacific Island languages:	0	0	7	0	0	0	0
Speak other languages:	0	0	0	0	0	0	0

Source: United States Census Bureau

Figure A.06: Language Spoken at Home, Tracts 48 and 49

	Block Group 2, Census Tract 48	Block Group 3, Census Tract 48	Block Group 4, Census Tract 48	Block Group 1, Census Tract 49	Block Group 2, Census Tract 49	Block Group 3, Census Tract 49	Block Group 4, Census Tract 49	Block Group 5, Census Tract 49
Total:	696	650	1,880	1,148	1,343	448	1,097	496
5 to 17 years:	235	223	572	319	393	135	383	165
Speak only English	20	4	91	29	31	18	106	0
Speak Spanish:	215	219	481	290	362	117	277	165
Speak other Indo-European languages:	0	0	0	0	0	0	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	0	0	0	0
Speak other languages:	0	0	0	0	0	0	0	0
18 to 64 years:	429	404	1,195	739	842	279	654	274
Speak only English	81	16	254	122	169	54	181	21
Speak Spanish:	348	388	941	617	657	225	473	253
Speak other Indo-European languages:	0	0	0	0	0	0	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	16	0	0	0
Speak other languages:	0	0	0	0	0	0	0	0
65 years and over:	32	23	113	90	108	34	60	57
Speak only English	27	5	70	51	31	0	21	5
Speak Spanish:	5	18	43	39	67	34	39	52
Speak other Indo-European languages:	0	0	0	0	0	0	0	0
Speak Asian and Pacific Island languages:	0	0	0	0	10	0	0	0
Speak other languages:	0	0	0	0	0	0	0	0

Source: United States Census Bureau

Figure A.07: Educational Attainment

Memorial Tract 39.01	<u>Block Group 1</u>	<u>Block Group 2</u>	<u>Block Group 3</u>		
<u>Less than High School</u>	53.9	71.2	77.1		
<u>High School Diploma</u>	24.6	13.1	11.1		
<u>Some College or Greater</u>	21.5	15.8	11.8		
Memorial Tract 39.02	<u>Block Group 1</u>	<u>Block Group 2</u>	<u>Block Group 4</u>		
<u>Less than High School</u>	57.7	71.2	77.1		
<u>High School Diploma</u>	25.3	13.1	11.1		
<u>Some College or Greater</u>	17.0	15.8	11.8		
Stockton Tract 40	<u>Block Group 1</u>	<u>Block Group 2</u>	<u>Block Group 3</u>	<u>Block Group 4</u>	
<u>Less than High School</u>	61.2	71.5	66.3	69.1	
<u>High School Diploma</u>	18.7	15.2	19.4	13.9	
<u>Some College or Greater</u>	20.1	13.3	14.3	17.0	
Sherman Heights Tract 47	<u>Block Group 1</u>				
<u>Less than High School</u>	54.7				
<u>High School Diploma</u>	15.7				
<u>Some College or Greater</u>	29.6				
Grant Hill Track 48	<u>Block Group 1</u>	<u>Block Group 2</u>	<u>Block Group 3</u>	<u>Block Group 4</u>	
<u>Less than High School</u>	62.9	66.8	66.8	67.6	
<u>High School Diploma</u>	13.8	6.4	21.0	20.4	
<u>Some College or Greater</u>	23.3	26.8	12.2	12.0	
Logan Heights Track 49	<u>Block Group 1</u>	<u>Block Group 2</u>	<u>Block Group 3</u>	<u>Block Group 4</u>	<u>Block Group 5</u>
<u>Less than High School</u>	68.2	63.0	64.3	62.7	56.5
<u>High School Diploma</u>	26.3	17.5	17.8	22.0	19.5
<u>Some College or Greater</u>	5.5	19.5	17.9	15.3	24.0

Source: United States Census Bureau

Figure A.08: Housing, Tenure

Census Tract 39.01			
	Block Group 1	Block Group 2	Block Group 3
Owner Occupied	99	94	85
Renter Occupied	197	205	267

Census Tract 39.02				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Owner Occupied	83	127	43	63
Renter Occupied	189	226	329	179

Census Tract 40				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Owner Occupied	95	42	72	99
Renter Occupied	231	213	258	166

Census Tract 47		
	Block Group 1	Block Group 2
Owner Occupied	28	84
Renter Occupied	263	302

Census Tract 48				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Owner Occupied	63	41	32	88
Renter Occupied	217	149	159	395

Census Tract 49					
	Block Group 1	Block Group 2	Block Group 3	Block Group 4	Block Group 5
Owner Occupied	84	139	31	82	64
Renter Occupied	249	267	98	234	78

Source: United States Census Bureau

Figure A.09: Housing, Number of Units in Structure, Tracts 39.01 and 39.02

	Census Tract 39.01		
	Block Group 1	Block Group 2	Block Group 3
1, detached	121	216	208
1, attached	36	44	70
2	21	0	55
3 or 4	27	22	16
5 to 9	75	18	29
10 to 19	7	8	6
20 to 49	10	0	0
50 or more	0	0	0
Mobile home	7	0	0
Boat, RV, van, etc.	0	0	0

	Census Tract 39.02			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
1, detached	151	178	124	133
1, attached	9	61	107	71
2	30	15	0	18
3 or 4	32	36	19	16
5 to 9	17	17	33	8
10 to 19	27	27	52	0
20 to 49	6	25	59	0
50 or more	0	6	0	0
Mobile home	0	0	0	15
Boat, RV, van, etc.	0	0	0	0

Source: United States Census Bureau

Figure A.10: Housing, Number of Units in Structure, Tracts 40 and 47

	Census Tract 40			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
1, detached	177	133	131	166
1, attached	57	50	44	51
2	12	9	32	23
3 or 4	37	7	54	18
5 to 9	22	27	32	15
10 to 19	22	19	22	14
20 to 49	11	21	22	0
50 or more	6	0	0	0
Mobile home	0	0	6	5
Boat, RV, van, etc.	0	0	0	0

	Census Tract 47	
	Block Group 1	Block Group 2
1, detached	86	168
1, attached	29	55
2	23	21
3 or 4	57	55
5 to 9	21	67
10 to 19	66	26
20 to 49	52	8
50 or more	0	7
Mobile home	0	0
Boat, RV, van, etc.	0	0

Source: United States Census Bureau

Figure A.11: Housing, Number of Units per Structure, Tracts 48 and 49

	Census Tract 48			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
1, detached	119	87	111	193
1, attached	45	47	37	103
2	10	22	15	55
3 or 4	47	22	5	54
5 to 9	39	12	37	58
10 to 19	6	0	16	39
20 to 49	23	0	0	12
50 or more	0	0	0	0
Mobile home	0	0	0	0
Boat, RV, van, etc.	0	0	0	0

	Census Tract 49				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4	Block Group 5
1, detached	208	223	110	141	118
1, attached	24	107	5	122	5
2	58	32	7	23	8
3 or 4	17	25	19	23	12
5 to 9	19	14	5	22	0
10 to 19	21	19	5	0	0
20 to 49	13	0	0	0	0
50 or more	0	0	0	0	6
Mobile home	0	0	0	0	0
Boat, RV, van, etc.	0	0	0	0	0

Source: United States Census Bureau

Figure A.12: Housing, Median Contract Rent (Dollars)

	Census Tract 39.01		
	Block Group 1	Block Group 2	Block Group 3
Median contract rent	491	563	543
Adjusted for inflation to 2009 *	612	701	677

	Census Tract 39.02			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median contract rent	462	492	455	476
Adjusted for inflation to 2009 *	576	613	566	593

	Census Tract 40			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median contract rent	556	483	441	500
Adjusted for inflation to 2009 *	693	602	549	623

	Census Tract 47	
	Block Group 1	Block Group 2
Median contract rent	429	493
Adjusted for inflation to 2009 *	534	614

	Census Tract 48			
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median contract rent	560	526	485	498
Adjusted for inflation to 2009 *	698	655	604	620

	Census Tract 49				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4	Block Group 5
Median contract rent	468	477	438	460	535
Adjusted for inflation to 2009 *	583	594	546	573	667

Source: United States Census Bureau

*Note: Adjusted using Bureau of Labor Statistics Inflation Calculator:

http://www.bls.gov/data/inflation_calculator.htm

Figure A.13: Housing, Median Value (Dollars) for Specified Owner-Occupied Housing

Census Tract 39.01			
	Block Group 1	Block Group 2	Block Group 3
Median value	105,600	121,400	138,700
Adjusted for inflation to 2009 *	131,563	151,247	172,801

Census Tract 39.02				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median value	96,100	105,700	87,500	130,400
Adjusted for inflation to 2009 *	119,727	131,687	109,013	162,460

Census Tract 40				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median value	94,000	121,400	105,100	134,600
Adjusted for inflation to 2009 *	117,111	151,247	130,940	167,693

Census Tract 47		
	Block Group 1	Block Group 2
Median value	146,900	132,400
Adjusted for inflation to 2009 *	183,017	164,952

Census Tract 48				
	Block Group 1	Block Group 2	Block Group 3	Block Group 4
Median value	118,800	125,900	67,300	95,900
Adjusted for inflation to 2009 *	148,008	156,854	83,846	119,478

Census Tract 49					
	Block Group 1	Block Group 2	Block Group 3	Block Group 4	Block Group 5
Median value	106,300	108,200	133,900	100,000	125,000
Adjusted for inflation to 2009 *	132,435	134,802	166,821	124,586	155,732

Source: United States Census Bureau

*Note: Adjusted using Bureau of Labor Statistics Inflation Calculator:

http://www.bls.gov/data/inflation_calculator.htm

Figure A.14: Housing, Vacancies

Memorial

Block Group	39.01-1	39.01-2	39.01-3	39.02-1	39.02-2	39.02-3	39.02-4
Total Units	272	330	394	282	357	403	250
Occupied	264	321	362	268	348	387	236
# Vacant	8	9	32	14	9	16	14
% Vacant	2.9%	2.7%	8.1%	5.0%	2.5%	4.0%	5.6%

Stockton

Block Group	40-1	40-2	40-3	40-4
Total Units	355	252	328	310
Occupied	337	241	315	283
# Vacant	18	11	13	27
% Vacant	5%	4%	4%	9%

Sherman Heights

Block Group	47-1	47-2
Total Units	343	412
Occupied	301	391
# Vacant	42	21
% Vacant	12.2%	5.1%

Grant Hill

Block Group	48-1	48-2	48-3	48-4
Total Units	294	196	217	507
Occupied	286	189	190	479
# Vacant	8	7	27	28
% Vacant	2.7%	3.6%	12.4%	5.5%

Logan Heights

Block Group	49-1	49-2	49-3	49-4	49-5
Total Units	346	429	145	339	152
Occupied	330	406	136	315	139
# Vacant	16	23	9	24	13
% Vacant	4.6%	5.4%	6.2%	7.1%	8.6%

Source: United States Census Bureau

Figure A.15: Housing, Year Structure Built

Memorial

Block Group	39.01-1	39.01-2	39.01-3	39.02-1	39.02-2	39.02-3	39.02-4
Median Year	1964	1962	1963	1966	1971	1963	1960

Stockton

Block Group	40-1	40-2	40-3	40-4
Median Year	1968	1965	1857	1955

Sherman Heights

Block Group	47-1	47-2
Median Year	1939	1957

Grant Hill

Block Group	48-1	48-2	48-3	48-4
Median Year	1949	1954	1943	1948

Logan Heights

Block Group	49-1	49-2	49-3	49-4	49-5
Median Year	1956	1942	1956	1950	1946

Source: United States Census Bureau

Figure A.17: Mode of Transportation to Work

Tract	Block Group	Workers 16 and Over		Car, Truck, or Van		Public Transportation		Bicycle		Walked		Other Means		Worked at Home	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
39.01	1	343	46.9	161	33.5	115	33.5	-	-	24	7	28	8.2	15	4.4
	2	308	67.9	209	17.5	54	17.5	-	-	17	5.5	-	-	28	9.1
	3	285	85.6	244	10.5	30	10.5	-	-	11	3.9	-	-	-	-
39.02	1	302	74.5	225	23.5	71	23.5	-	-	-	-	6	2	-	-
	2	320	63.4	203	36.6	117	36.6	-	-	-	-	-	-	-	-
	3	323	78	252	14.2	46	14.2	-	-	20	6.2	5	1.6	-	-
	4	219	73.5	161	-	-	-	-	-	47	21.5	11	5	-	-
40	1	447	83.2	372	12.1	54	12.1	-	-	6	1.3	15	3.4	-	-
	2	288	87.2	251	12.9	37	12.9	-	-	-	-	-	-	-	-
	3	394	69.5	274	17	67	17	-	-	27	6.9	14	3.6	12	3.1
	4	256	77.3	198	12.9	33	12.9	-	-	17	6.6	-	-	8	3.1
47	1	327	58.4	191	26.9	88	26.9	3	0.9	20	6.1	-	-	25	7.7
	2	627	56.5	354	29.2	183	29.2	16	2.6	47	7.5	-	-	27	4.3
48	1	311	82.6	257	17.4	54	17.4	-	-	-	-	-	-	-	-
	2	261	72.4	189	26.1	68	26.1	-	-	4	1.5	-	-	-	-
	3	197	76.1	150	18.8	37	18.8	-	-	10	5.1	-	-	-	-
	4	728	71.3	519	22.5	164	22.5	14	1.9	20	2.8	7	1	4	0.6
49	1	439	70.2	308	14.1	62	14.1	-	-	47	10.7	8	1.8	14	3.2
	2	428	69.2	296	10.8	46	10.8	12	2.8	34	7.9	34	7.9	6	1.4
	3	167	69.5	116	10.8	18	10.8	-	-	6	3.6	11	6.6	16	9.6
	4	328	64.3	211	22.9	75	22.9	-	-	18	5.5	24	7.3	-	-
	5	119	77.3	92	10.1	12	10.1	-	-	11	9.2	-	-	4	3.4

Source: United States Census Bureau

Figure A.18: Commute Patterns, Vehicle Availability, Tract 39.01 and 39.02

	Block Group 1, Census Tract 39.01	Block Group 2, Census Tract 39.01	Block Group 3, Census Tract 39.01	Block Group 1, Census Tract 39.02	Block Group 2, Census Tract 39.02	Block Group 3, Census Tract 39.02	Block Group 4, Census Tract 39.02
Total:	296	299	352	272	353	372	242
Owner occupied:	99	94	85	83	127	43	63
No vehicle available	19	7	8	18	25	9	0
1 vehicle available	22	22	17	24	50	17	8
2 vehicles available	34	56	45	19	37	8	27
3 vehicles available	24	0	15	22	15	9	23
4 vehicles available	0	9	0	0	0	0	5
5 or more vehicles available	0	0	0	0	0	0	0
Renter occupied:	197	205	267	189	226	329	179
No vehicle available	105	80	95	25	73	87	79
1 vehicle available	68	112	77	45	103	147	59
2 vehicles available	13	13	29	82	25	77	29
3 vehicles available	7	0	44	21	19	18	7
4 vehicles available	4	0	0	16	6	0	5
5 or more vehicles available	0	0	22	0	0	0	0

Source: United States Census Bureau

Figure A.19: Commute Patterns, Vehicle Availability, Tract 40

	Block Group 1, Census Tract 40	Block Group 2, Census Tract 40	Block Group 3, Census Tract 40	Block Group 4, Census Tract 40
Total:	326	255	330	265
Owner occupied:	95	42	72	99
No vehicle available	13	5	0	13
1 vehicle available	26	10	37	35
2 vehicles available	24	14	25	30
3 vehicles available	22	13	0	21
4 vehicles available	10	0	10	0
5 or more vehicles available	0	0	0	0
Renter occupied:	231	213	258	166
No vehicle available	50	76	91	59
1 vehicle available	96	54	105	74
2 vehicles available	44	75	54	33
3 vehicles available	29	8	8	0
4 vehicles available	12	0	0	0
5 or more vehicles available	0	0	0	0

Source: United States Census Bureau

Figure A.20: Commute Patterns, Vehicle Availability, Tract 47

	Block Group 1, Census Tract 47	Block Group 2, Census Tract 47
Total:	291	386
Owner occupied:	28	84
No vehicle available	0	0
1 vehicle available	17	46
2 vehicles available	0	13
3 vehicles available	0	16
4 vehicles available	11	9
5 or more vehicles available	0	0
Renter occupied:	263	302
No vehicle available	108	129
1 vehicle available	123	126
2 vehicles available	20	29
3 vehicles available	0	12
4 vehicles available	5	0
5 or more vehicles available	7	6

Source: United States Census Bureau

Figure A.21: Commute Patterns, Vehicle Availability, Tract 48

	Block Group 1, Census Tract 48	Block Group 2, Census Tract 48	Block Group 3, Census Tract 48	Block Group 4, Census Tract 48
Total:	280	190	191	483
Owner occupied:	63	41	32	88
No vehicle available	12	10	13	29
1 vehicle available	45	7	0	47
2 vehicles available	6	24	19	12
3 vehicles available	0	0	0	0
4 vehicles available	0	0	0	0
5 or more vehicles available	0	0	0	0
Renter occupied:	217	149	159	395
No vehicle available	70	42	62	182
1 vehicle available	75	72	67	145
2 vehicles available	58	30	30	58
3 vehicles available	11	0	0	0
4 vehicles available	0	5	0	4
5 or more vehicles available	3	0	0	6

Source: United States Census Bureau

Figure A.22: Commute Patterns, Vehicle Availability, Tract 49

	Block Group 1, Census Tract 49	Block Group 2, Census Tract 49	Block Group 3, Census Tract 49
Total:	333	406	129
Owner occupied:	84	139	31
No vehicle available	12	6	0
1 vehicle available	41	77	6
2 vehicles available	21	41	5
3 vehicles available	4	11	20
4 vehicles available	6	4	0
5 or more vehicles available	0	0	0
Renter occupied:	249	267	98
No vehicle available	83	100	51
1 vehicle available	109	107	32
2 vehicles available	45	45	15
3 vehicles available	12	10	0
4 vehicles available	0	5	0
5 or more vehicles available	0	0	0

Source: United States Census Bureau

Figure A.23: Commute Patterns, Commute Time, Tracts 39.01 and 39.02

	Block Group 1, Census Tract 39.01	Block Group 2, Census Tract 39.01	Block Group 3, Census Tract 39.01	Block Group 1, Census Tract 39.02	Block Group 2, Census Tract 39.02	Block Group 3, Census Tract 39.02	Block Group 4, Census Tract 39.02
Total:	343	308	285	302	320	323	219
Did not work at home:	328	280	285	302	320	323	219
Less than 5 minutes	26	7	0	21	12	0	0
5 to 9 minutes	0	54	10	0	38	11	27
10 to 14 minutes	88	0	25	49	50	65	44
15 to 19 minutes	38	38	50	95	35	46	40
20 to 24 minutes	40	9	53	32	52	75	48
25 to 29 minutes	0	7	27	30	52	55	18
30 to 34 minutes	51	77	55	69	56	39	19
35 to 39 minutes	14	0	0	0	0	0	0
40 to 44 minutes	35	29	6	6	0	0	0
45 to 59 minutes	5	8	59	0	25	21	17
60 to 89 minutes	17	5	0	0	0	5	6
90 or more minutes	14	46	0	0	0	6	0
Worked at home	15	28	0	0	0	0	0

Source: United States Census Bureau

Figure A.24: Commute Patterns, Commute Times, Tract 40

	Block Group 1, Census Tract 40	Block Group 2, Census Tract 40	Block Group 3, Census Tract 40	Block Group 4, Census Tract 40
Total:	447	288	394	256
Did not work at home:	447	288	382	248
Less than 5 minutes	0	0	0	0
5 to 9 minutes	12	14	3	5
10 to 14 minutes	57	16	46	73
15 to 19 minutes	82	12	118	58
20 to 24 minutes	93	87	113	38
25 to 29 minutes	12	24	22	16
30 to 34 minutes	129	86	45	34
35 to 39 minutes	6	0	0	0
40 to 44 minutes	14	0	5	13
45 to 59 minutes	28	11	30	4
60 to 89 minutes	0	7	0	7
90 or more minutes	14	31	0	0
Worked at home	0	0	12	8

Source: United States Census Bureau

Figure A.25: Commute Patterns, Commute Times, Tract 47

	Block Group 1, Census Tract 47	Block Group 2, Census Tract 47
Total:	327	627
Did not work at home:	302	600
Less than 5 minutes	9	16
5 to 9 minutes	22	50
10 to 14 minutes	36	35
15 to 19 minutes	23	116
20 to 24 minutes	43	117
25 to 29 minutes	19	37
30 to 34 minutes	80	102
35 to 39 minutes	0	0
40 to 44 minutes	8	5
45 to 59 minutes	30	66
60 to 89 minutes	32	24
90 or more minutes	0	32
Worked at home	25	27

Source: United States Census Bureau

Figure A.26: Commute Patterns, Commute Times, Tract 48

	Block Group 1, Census Tract 48	Block Group 2, Census Tract 48	Block Group 3, Census Tract 48	Block Group 4, Census Tract 48
Total:	311	261	197	728
Did not work at home:	311	261	197	724
Less than 5 minutes	0	0	7	0
5 to 9 minutes	5	5	0	57
10 to 14 minutes	21	16	29	114
15 to 19 minutes	39	38	43	138
20 to 24 minutes	35	43	72	112
25 to 29 minutes	39	14	3	23
30 to 34 minutes	101	78	13	192
35 to 39 minutes	0	7	0	8
40 to 44 minutes	18	13	0	0
45 to 59 minutes	22	29	0	41
60 to 89 minutes	12	6	4	13
90 or more minutes	19	12	26	26
Worked at home	0	0	0	4

Source: United States Census Bureau

Figure A.27: Commute Patterns, Commute Times, Tract 49

	Block Group 1, Census Tract 49	Block Group 2, Census Tract 49	Block Group 3, Census Tract 49
Total:	439	428	167
Did not work at home:	425	422	151
Less than 5 minutes	0	0	0
5 to 9 minutes	25	29	0
10 to 14 minutes	76	78	37
15 to 19 minutes	96	124	35
20 to 24 minutes	70	33	31
25 to 29 minutes	40	9	10
30 to 34 minutes	20	63	32
35 to 39 minutes	0	0	0
40 to 44 minutes	8	0	0
45 to 59 minutes	33	25	0
60 to 89 minutes	42	57	0
90 or more minutes	15	4	6
Worked at home	14	6	16

Source: United States Census Bureau

Figure A.28: Employment, Tract 39

	Block Group 1, Census Tract 39.01, San Diego County, California		Block Group 2, Census Tract 39.01, San Diego County, California		Block Group 3, Census Tract 39.01, San Diego County, California	
Employment/Unemployment Status For Civilian Population In Labor Force 16 Years And Over						
Civilian Population In Labor Force 16 Years And Over:	408		352		367	
Employed	362	88.7%	308	87.5%	294	80.1%
Unemployed	46	11.3%	44	12.5%	73	19.9%
Median Household Income In 1999						
Median household income in 1999	\$24,659		\$22,202		\$24,107	
Poverty Status In 1999 For Population Age 18 to 64						
Population Age 18 to 64 for whom poverty status is determined:	645		820		692	
Living in Poverty	205	31.8%	280	34.2%	212	30.6%
Not Living in Poverty	440	68.2%	540	65.9%	480	69.4%

Block Group 1, Census Tract 39.02, San Diego County, California		Block Group 2, Census Tract 39.02, San Diego County, California		Block Group 3, Census Tract 39.02, San Diego County, California		Block Group 4, Census Tract 39.02, San Diego County, California	
353		437		362		296	
302	85.6%	351	80.3%	324	89.5%	238	80.4%
51	14.5%	86	19.7%	38	10.5%	58	19.6%
Median Household Income In 1999							
\$24,934		\$20,386		\$20,335		\$30,408	
Poverty Status In 1999 For Population Age 18 to 64							
595		875		788		567	
186	31.3%	367	41.9%	343	43.5%	153	27.0%
409	68.7%	508	58.1%	445	56.5%	414	73.0%

Source: United States Census Bureau

	Block Group 1, Census Tract 40, San Diego County, California		Block Group 2, Census Tract 40, San Diego County, California		Block Group 3, Census Tract 40, San Diego County, California		Block Group 4, Census Tract 40, San Diego County, California	
Employment/Unemployment Status For Civilian Population In Labor Force 16 Years And Over								
Civilian Population In Labor Force 16 Years And Over:	524		407		492		321	
Employed	462	88.2%	325	79.9%	419	85.2%	260	81.0%
Unemployed	62	11.8%	82	20.2%	73	14.8%	61	19.0%
Median Household Income In 1999								
Median household income in 1999	\$25,769		\$20,956		\$23,056		\$23,235	
Poverty Status In 1999 For Children Under 18								
Population Under 18 Years of Age:	647		403		577		398	
Living in Poverty	323	49.9%	148	36.7%	393	68.1%	219	55.0%
Not Living in Poverty	324	50.1%	255	63.3%	184	31.9%	179	45.0%

Figure A.29: Employment, Tract 40

Source: United States Census Bureau

Figure A.30: Employment, Tract 47

	Block Group 1, Census Tract 47, San Diego County, California		Block Group 2, Census Tract 47, San Diego County, California	
Employment/Unemployment Status For Civilian Population In Labor Force 16 Years And Over				
Civilian Population In Labor Force 16 Years And Over:	385		656	
Employed	349	90.7%	627	95.6%
Unemployed	36	9.4%	29	4.4%
Median Household Income In 1999				
Median household income in 1999	\$15,833		\$20,536	
Poverty Status In 1999 For Children Under 18				
Population Under 18 Years of Age:	273		592	
Living in Poverty	186	68.1%	336	56.8%
Not Living in Poverty	87	31.9%	256	43.2%

Source: United States Census Bureau

Figure A.31: Employment, Tract 48

	Block Group 1, Census Tract 48, San Diego County, California		Block Group 2, Census Tract 48, San Diego County, California		Block Group 3, Census Tract 48, San Diego County, California		Block Group 4, Census Tract 48, San Diego County, California	
Employment/Unemployment Status For Civilian Population In Labor Force 16 Years And Over								
Civilian Population In Labor Force 16 Years And Over:	351		307		257		812	
Employed	322	91.7%	269	87.6%	207	80.5%	757	93.2%
Unemployed	29	8.3%	38	12.4%	50	19.5%	55	6.8%
Median Household Income In 1999								
Median household income in 1999	\$20,104		\$19,706		\$19,567		\$20,236	
Poverty Status In 1999 For Children Under 18								
Population Under 18 Years of Age:	430		325		349		778	
Living in Poverty	203	47.2%	163	50.2%	233	66.8%	394	50.6%
Not Living in Poverty	227	52.8%	162	49.9%	116	33.2%	384	49.4%

Source: United States Census Bureau

Figure A.32: Employment, Tract 49

	Block Group 1, Census Tract 49, San Diego County, California		Block Group 2, Census Tract 49, San Diego County, California		Block Group 3, Census Tract 49, San Diego County, California		Block Group 4, Census Tract 49, San Diego County, California		Block Group 5, Census Tract 49, San Diego County, California	
Employment/Unemployment Status For Civilian Population In Labor Force 16 Years And Over										
Civilian Population In Labor Force 16 Years And Over:	485		550		180		396		153	
Employed	452	93.2%	448	81.5%	167	92.8%	328	82.8%	125	81.7%
Unemployed	33	6.8%	102	18.6%	13	7.2%	68	17.2%	28	18.3%
Median Household Income In 1999										
Median household income in 1999	\$24,830		\$22,353		\$16,500		\$19,938		\$41,964	
Poverty Status In 1999 For Children Under 18										
Population Under 18 Years of Age:	507		486		168		486		212	
Living in Poverty	232	45.8%	279	57.4%	104	61.9%	249	51.2%	103	48.6%
Not Living in Poverty	275	54.2%	207	42.6%	64	38.1%	237	48.8%	109	51.4%

Source: United States Census Bureau

Figure A.33: Occupation For The Employed Civilian Population, 2000 (Memorial)

Source: United States Census Bureau

	Block Group 1, Census Tract 39.01		Block Group 2, Census Tract 39.01		Block Group 3, Census Tract 39.01		Block Group 1, Census Tract 39.02		Block Group 2, Census Tract 39.02		Block Group 3, Census Tract 39.02	
Employed civilian population 16 years and over:	362		308		294		302		351		324	
Management, professional, and related occupations:	78	21.6%	62	20.1%	11	3.7%	34	11.3%	5	1.4%	17	5.3%
Service occupations:	71	19.6%	98	31.8%	109	37.1%	80	26.5%	194	55.3%	111	34.3%
Sales and office occupations:	93	25.7%	56	18.2%	59	20.1%	44	14.6%	34	9.7%	57	17.6%
Farming, fishing, and forestry occupations	0	0.0%	0	0.0%	0	0.0%	12	4.0%	7	2.0%	0	0.0%
Construction, extraction, and maintenance occupations:	80	22.1%	14	4.6%	53	18.0%	27	8.9%	91	25.9%	82	25.3%
Production, transportation, and material moving occupations:	40	11.1%	78	25.3%	62	21.1%	105	34.8%	20	5.7%	57	17.6%
Production occupations	40	11.1%	48	15.6%	37	12.6%	35	11.6%	20	5.7%	39	12.0%
Transportation and material moving occupations:	0	0.0%	30	9.7%	25	8.5%	70	23.2%	0	0.0%	18	5.6%

Figure A.34: Occupation For The Employed Civilian Population, 2000 (Stockton)

	Block Group 1, Census Tract 40		Block Group 2, Census Tract 40		Block Group 3, Census Tract 40		Block Group 4, Census Tract 40	
Employed civilian population 16 years and over:	462		325		419		260	
Management, professional, and related occupations:	46	10.0%	27	8.3%	35	8.4%	37	14.2%
Service occupations:	163	35.3%	142	43.7%	216	51.6%	85	32.7%
Sales and office occupations:	68	14.7%	30	9.2%	70	16.7%	62	23.9%
Farming, fishing, and forestry occupations	7	1.5%	5	1.5%	0	0.0%	0	0.0%
Construction, extraction, and maintenance occupations:	51	11.0%	58	17.9%	52	12.4%	30	11.5%
Production, transportation, and material moving occupations:	127	27.5%	63	19.4%	46	11.0%	46	17.7%
Production occupations	82	17.8%	31	9.5%	37	8.8%	28	10.8%
Transportation and material moving occupations:	45	9.7%	32	9.9%	9	2.2%	18	6.9%

Source: United States Census Bureau

Figure A.35: Occupation For The Employed Civilian Population, 2000 (Sherman Heights)

	Block Group 1, Census Tract 47		Block Group 2, Census Tract 47	
Employed civilian population 16 years and over:	349		627	
Management, professional, and related occupations:	51	14.6%	18	2.9%
Service occupations:	104	29.8%	348	55.5%
Sales and office occupations:	132	37.8%	78	12.4%
Farming, fishing, and forestry occupations	13	3.7%	19	3.0%
Construction, extraction, and maintenance occupations:	20	5.7%	67	10.7%
Production, transportation, and material moving occupations:	29	8.3%	97	15.5%
Production occupations	5	1.4%	58	9.3%
Transportation and material moving occupations:	24	6.9%	39	6.2%

Source: United States Census Bureau

Figure A.36: Occupation For The Employed Civilian Population, 2000 (Grant Hill)

	Block Group 1, Census Tract 48		Block Group 2, Census Tract 48		Block Group 3, Census Tract 48		Block Group 4, Census Tract 48	
Employed civilian population 16 years and over:	322		269		207		757	
Management, professional, and related occupations:	28	8.7%	14	5.2%	4	1.9%	31	4.1%
Service occupations:	114	35.4%	151	56.1%	114	55.1%	296	39.1%
Sales and office occupations:	34	10.6%	36	13.4%	35	16.9%	95	12.6%
Farming, fishing, and forestry occupations	7	2.2%	0	0.0%	0	0.0%	8	1.1%
Construction, extraction, and maintenance occupations:	66	20.5%	23	8.6%	6	2.9%	145	19.2%
Production, transportation, and material moving occupations:	73	22.7%	45	16.7%	48	23.2%	182	24.0%
Production occupations	61	18.9%	40	14.9%	9	4.4%	102	13.5%
Transportation and material moving occupations:	12	3.7%	5	1.9%	39	18.8%	80	10.6%

Source: United States Census Bureau

Figure A.37: Occupation For The Employed Civilian Population, 2000 (Logan Heights)

	Block Group 1, Census Tract 49		Block Group 2, Census Tract 49		Block Group 3, Census Tract 49		Block Group 4, Census Tract 49		Block Group 5, Census Tract 49	
Employed civilian population 16 years and over:	452		448		167		328		125	
Management, professional, and related occupations:	29	6.4%	72	16.1%	21	12.6%	31	9.5%	10	8.0%
Service occupations:	159	35.2%	155	34.6%	58	34.7%	158	48.2%	38	30.4%
Sales and office occupations:	91	20.1%	115	25.7%	29	17.4%	88	26.8%	31	24.8%
Farming, fishing, and forestry occupations	11	2.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Construction, extraction, and maintenance occupations:	97	21.5%	68	15.2%	30	18.0%	7	2.1%	26	20.8%
Production, transportation, and material moving occupations:	65	14.4%	38	8.5%	29	17.4%	44	13.4%	20	16.0%
Production occupations	45	10.0%	12	2.7%	18	10.8%	23	7.0%	17	13.6%
Transportation and material moving occupations:	20	4.4%	26	5.8%	11	6.6%	21	6.4%	3	2.4%

Source: United States Census Bureau

Appendix B: Race and Ethnicity

Figure B.1: Race and Ethnicity, 1950

	Memorial (Tract 39)		Stockton (Tract 40)		Sherman Heights (Tract 47)		Grant Hill (Tract 48)		Logan Heights (Tract 49)	
Total Population	5,352		3,176		2,832		3,049		4,520	
White	2,531	47.3%	1,002	31.6%	2,382	84.1%	2,217	72.7%	2,890	63.9%
Black	2,591	48.4%	2,065	65.0%	334	11.8%	755	24.8%	1,398	30.9%
Other	230	4.3%	109	3.4%	116	4.1%	77	2.5%	232	5.1%

Source: United States Census Bureau

Figure B.2: Race and Ethnicity, 1980

	Memorial (Tract 39)		Stockton (Tract 40)		Sherman Heights (Tract 47)		Grant Hill (Tract 48)		Logan Heights (Tract 49)	
Total Population	6,055		3,306		2,217		3,573		4,159	
White	255	4.2%	165	5.0%	180	8.1%	171	4.8%	135	3.2%
Black	2,350	38.8%	1,801	54.5%	149	6.7%	763	21.4%	813	19.5%
Hispanic	3,287	54.3%	1,237	37.4%	1,831	82.6%	2,564	71.8%	3,097	74.5%
Other	163	2.7%	103	3.1%	57	2.6%	75	2.1%	114	2.7%

Source: United States Census Bureau

Figure B.3: Race and Ethnicity, 2000

	Memorial (Tract 39.01)		Memorial (Tract 39.02)		Stockton (Tract 40)		Sherman Heights (Tract 47)		Grant Hill (Tract 48)		Logan Heights (Tract 49)	
Total Population	4,098		5,078		5,036		2,521		4,831		5,014	
White Alone	83	2.0%	102	2.0%	125	2.5%	240	9.5%	146	3.0%	121	2.4%
Black Alone	646	15.8%	479	9.4%	739	14.7%	140	5.6%	255	5.3%	332	6.6%
Hispanic Alone	3,291	80.3%	4,360	85.9%	4,085	81.1%	2,087	82.8%	4,360	90.3%	4,487	89.5%
Asian Alone	6	0.1%	64	1.3%	39	0.8%	14	0.6%	22	0.5%	32	0.6%
Some Other Race Alone	39	1.0%	36	0.7%	18	0.4%	12	0.5%	27	0.6%	18	0.4%
Two or More Races	33	0.8%	37	0.7%	30	0.6%	28	1.1%	21	0.4%	24	0.5%

Source: United States Census Bureau

Figure B.4: Race and Ethnicity, 2005-2009 Estimates

	Memorial (Tract 39.01)		Memorial (Tract 39.02)		Stockton (Tract 40)		Sherman Heights (Tract 47)		Grant Hill (Tract 48)		Logan Heights (Tract 49)	
Total Population	4,510		4,077		4,933		1,856		4,153		4,783	
White Alone	13	0.3%	62	1.5%	478	9.7%	371	20.0%	322	7.8%	186	3.9%
Black or African American Alone	293	6.5%	285	7.0%	767	15.5%	63	3.4%	130	3.1%	297	6.2%
Hispanic or Latino Alone	4,184	92.8%	3,623	88.9%	3,573	72.4%	1,203	64.8%	3,701	89.1%	4,278	89.4%
Asian Alone	7	0.2%	107	2.6%	44	0.9%	47	2.5%	0	0.0%	0	0.0%
Some Other Race Alone	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	0.2%
Two or More Races	13	0.3%	0	0.0%	71	1.4%	172	9.3%	0	0.0%	12	0.3%

Source: United States Census Bureau

Appendix C: Educational Attainment

Figure C.1: All Geographic Areas, 1950

Educational Attainment	<u>Memorial</u>	<u>Stockton</u>	<u>Sherman Heights</u>	<u>Grant Hill</u>	<u>Logan Heights</u>	<u>Greater Logan Heights</u>	<u>San Diego County</u>
<u>Less than High School Diploma</u>	74.7	73.1	70.8	72.8	80.1	75.3	28.9
<u>High School Graduate</u>	19.4	17.7	20.0	21.3	12.9	17.5	50.6
<u>Some College or Greater</u>	5.9	9.2	9.2	5.9	7.0	7.2	20.5

Source: United States Census Bureau

Figure C.2: All Geographic Areas, 1980

Educational Attainment	<u>Memorial</u>	<u>Stockton</u>	<u>Sherman Heights</u>	<u>Grant Hill</u>	<u>Logan Heights</u>	<u>Greater Logan Heights</u>	<u>San Diego County</u>
<u>Less than High School Diploma</u>	62.2	54.8	69.5	75.4	73.3	66.5	22.0
<u>High School Graduate</u>	24.1	25.1	16.2	15.6	18.2	20.6	33.1
<u>Some College or Greater</u>	13.6	20.1	14.3	8.9	8.5	12.8	44.9

Source: United States Census Bureau

Figure C.3: All Geographic Areas, 2000

Educational Attainment	<u>Memorial</u>	<u>Stockton</u>	<u>Sherman Heights</u>	<u>Grant Hill</u>	<u>Logan Heights</u>	<u>Greater Logan Heights</u>	<u>City of San Diego</u>
<u>Less than High School Diploma</u>	67.7	66.8	68.5	66.2	63.8	66.6	17.2
<u>High School Graduate</u>	17.6	17.0	11.6	16.7	21.0	17.4	17.0
<u>Some College or Greater</u>	14.6	16.3	19.8	17.2	15.2	16.0	65.8

Source: United States Census Bureau

Figure C.4: All Geographic Areas, 2005-2009

Educational Attainment	<u>Memorial</u>	<u>Stockton</u>	<u>Sherman Heights</u>	<u>Grant Hill</u>	<u>Logan Heights</u>	<u>Greater Logan Heights</u>	<u>City of San Diego</u>
<u>Less than High School Diploma</u>	50.7	52.6	35.8	53.8	47.1	50.7	14.3
<u>High School Graduate</u>	27.2	28.6	29.4	26.6	29.0	27.2	19.4
<u>Some College or Greater</u>	22.1	18.8	34.8	19.6	23.9	22.1	66.3

Source: American Community Survey Estimates

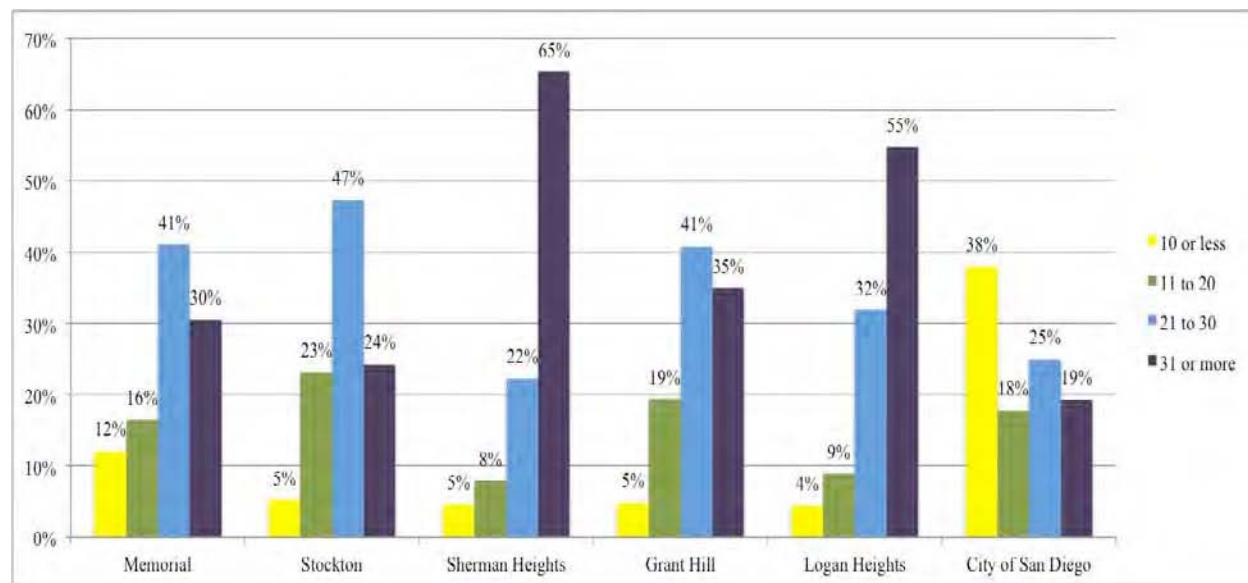
Appendix D: Housing

Figure D.1: Age of Structure by Year Built, 1950

	1940 or later	1930 - 1939	1920 - 1929	1919 or earlier
Memorial	45	00	410	210
Stockton	50	85	240	705
Sherman Heights	45	180	380	325
Grant Hill	60	120	430	740
Logan Heights	205	280	700	520
Greater Logan Heights	405	865	2160	2500
City of San Diego	40150	18765	26405	20345

Source: United States Census Bureau

Figure D.2: Graph of Age of Structure by Year Built, 1950



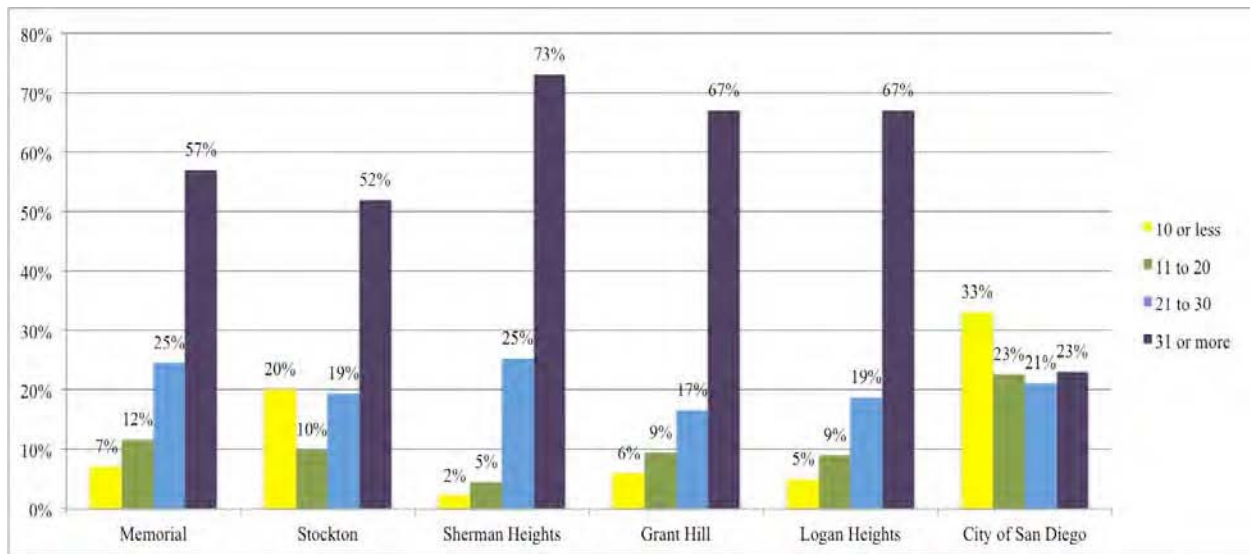
Source: United States Census Bureau

Figure D.3: Age of Structure by Year Built, 1980

	1979-1980	1975-1978	1970-1974	1960-1969	1950-1959	1940-1949	1939 or earlier
Memorial	65	90	69	116	229	237	383
Stockton	16	0	0	33	183	79	446
Sherman Heights	13	27	37	111	194	212	575
Grant Hill	16	9	42	123	260	268	662
Logan Heights	49	64	23	238	503	311	866
Greater Logan Heights	159	190	171	621	1369	1107	2932
City of San Diego	15562	37154	59342	77111	72414	35619	44373

Source: United States Census Bureau

Figure D.4: Graph of Age of Structure by Year Built, 1980



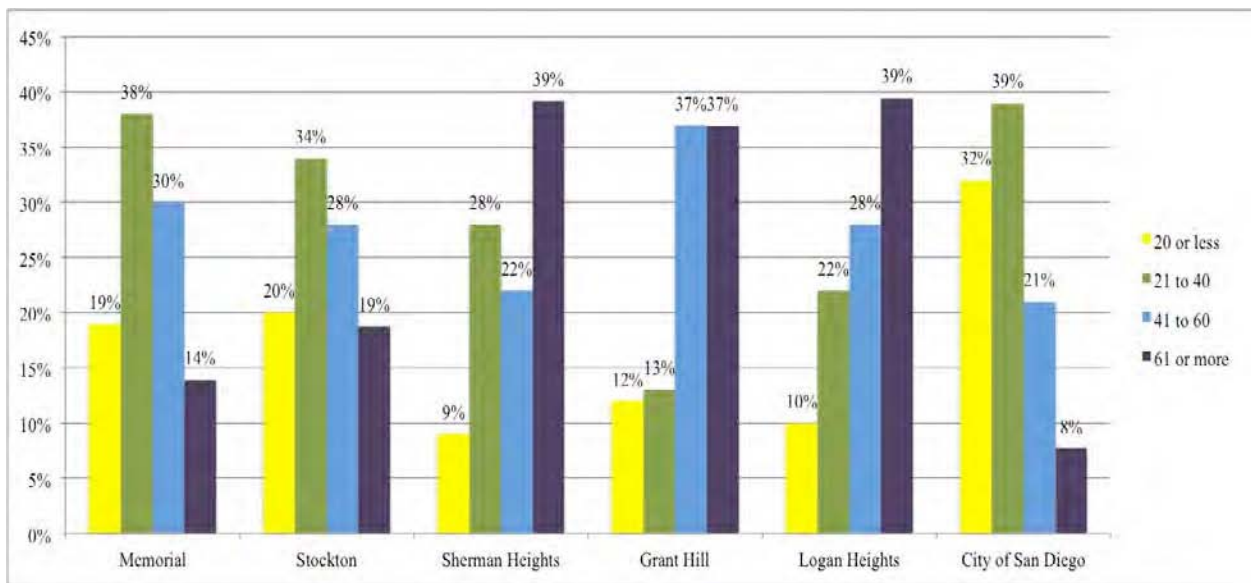
Source: United States Census Bureau

Figure D.5: Age of Structure by Year Built, 2000

	1999-2000	1995-1998	1990-1994	1980-1989	1970-1979	1960-1969	1950-1959	1940-1949	1939 or earlier
Memorial	82	16	71	253	381	486	410	271	318
Stockton	24	9	52	157	162	262	236	109	234
Sherman Heights	0	16	20	29	75	138	90	77	296
Grant Hill	0	18	35	97	49	113	267	186	449
Logan Heights	20	8	299	91	104	214	225	163	557
Greater Logan Heights	126	67	207	627	771	1213	1228	806	1854
City of San Diego	7901	19274	30476	91987	112752	72510	69594	29148	36114

Source: United States Census Bureau

Figure D.6: Graph of Age of Structure by Year Built, 2000



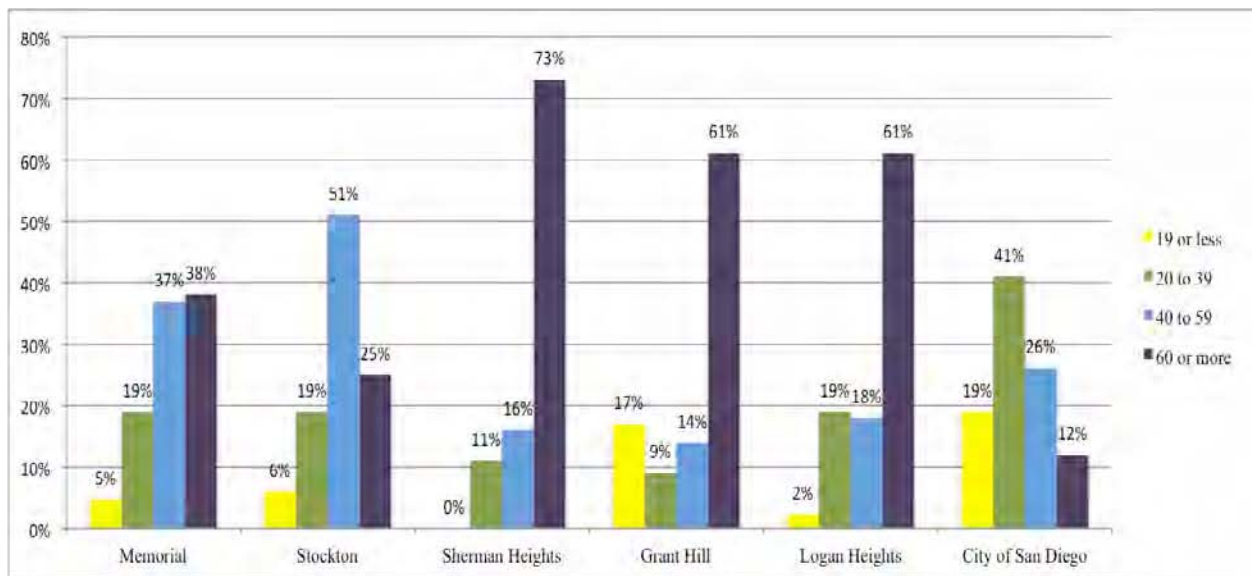
Source: United States Census Bureau

Figure D.7: Age of Structure by Year Built, 2005-2009

	2005 or later	2000-2004	1990-1999	1980-1989	1970-1979	1960-1969	1950-1959	1940-1949	1939 or earlier
Memorial	0	9	110	188	268	361	520	337	552
Stockton	0	53	22	79	165	197	439	98	212
Sherman Heights	0	0	0	58	22	85	40	125	412
Grant Hill	0	45	149	7	92	48	124	268	454
Logan Heights	0	0	33	177	96	99	169	272	630
Greater Logan Heights	0	107	314	509	643	790	1292	1100	2260
City of San Diego	9688	36589	54188	93808	119675	69563	69290	26357	37754

Source: American Community Survey Estimates

Figure D.8: Graph of Age of Structure by Year Built, 2005-2009



Source: American Community Survey Estimates

Figure D.9: Tenure

1950	Owner	Owner %	Renter	Renter %
Logan Heights	637	46.5%	733	53.5%
Sherman Heights	234	23.7%	752	76.3%
Grant Hill	402	39.5%	616	60.5%
Stockton	468	50.4%	460	49.6%
Memorial	859	50.6%	840	49.4%
Greater Logan Heights	2,600	43.3%	3,401	56.7%
San Diego city	48,472	46.3%	56,318	53.7%

1980	Owner	Owner %	Renter	Renter %
Logan Heights	392	30.6%	890	69.4%
Sherman Heights	118	17.6%	552	82.4%
Grant Hill	268	24.8%	811	75.2%
Stockton	348	32.0%	739	68.0%
Memorial	590	30.8%	1,328	69.2%
Greater Logan Heights	1,716	28.4%	4,320	71.6%
San Diego city	157,595	49.1%	163,465	50.9%

2000	Owner	Owner %	Renter	Renter %
Logan Heights	400	30.2%	926	69.8%
Sherman Heights	112	16.5%	565	83.5%
Grant Hill	224	19.6%	920	80.4%
Stockton	308	26.2%	868	73.8%
Memorial	594	27.2%	1,592	72.8%
Greater Logan Heights	1,638	25.2%	4,871	74.8%
San Diego city	223,275	49.5%	227,407	50.5%

ACS 2005-2009	Owner	Owner %	Renter	Renter %
Logan Heights	435	32.3%	912	67.7%
Sherman Heights	86	13.4%	557	86.6%
Grant Hill	275	26.2%	776	73.8%
Stockton	457	38.9%	719	61.1%
Memorial	603	28.2%	1,539	71.8%
Greater Logan Heights	1,856	29.2%	4,503	70.8%
San Diego city	242,662	50.6%	236,731	49.4%

Source: United States Census Bureau and American Community Survey

Figure D.10: Units in Structure

1950	San Diego city	Census Tract I-39	Census Tract I-40	Census Tract K-47	Census Tract K-48	Census Tract K-49
1 dwelling unit, detached (includes trailers)	69,240	1,373	731	431	691	1,011
1 dwelling unit, attached	867	5	9	2	10	36
1 and 2 dwelling unit, semidetached	7,235	58	38	16	19	42
2 dwelling unit, other	8,044	168	104	114	154	140
3 and 4 dwelling unit	11,023	147	48	228	126	131
5 dwelling unit or more	13,596	36	25	274	64	70
All dwelling units	110,005	1,787	955	1,065	1,064	1,430

1980	San Diego city	Census Tract 39	Census Tract 40	Census Tract 47	Census Tract 48	Census Tract 49
1, detached or attached	203,944	1,561	814	298	694	949
2	12,892	112	141	63	149	114
3 and 4	20,090	195	93	88	144	109
5 to 9	28,445	112	24	146	93	134
10 to 49	48,471	64	117	155	80	74
50 or more	22,695	10	***	7	***	***
Mobile home or trailer, etc.	5,038	***	***	***	9	***
Year-round housing units	341,575	2,054	1,189	757	1,169	1,380

Units in Structure (Cont.)

2000	San Diego city	Census Tract 39.01	Census Tract 39.02	Census Tract 40	Census Tract 47	Census Tract 48
1, detached	219,303	545	586	607	254	510
1, attached	45,772	150	248	202	84	232
2	12,758	76	63	76	44	102
3 or 4	29,232	65	103	116	112	128
5 to 9	47,295	122	75	96	88	146
10 to 19	34,463	21	106	77	92	61
20 to 49	29,712	10	90	54	60	35
50 or more	44,788	0	6	6	7	0
Mobile home	5,876	7	15	11	0	0
Boat, RV, van, etc.	557	0	0	0	0	0
Total:	469,756	996	1,292	1,245	741	1,214

ACS 2005-2009	San Diego city		Census Tract 39.01		Census Tract 39.02	
	Estimate	Margin of Error (+/-)	Estimate	Margin of Error (+/-)	Estimate	Margin of Error (+/-)
1, detached	240,680	1,991	608	115	606	117
1, attached	47,428	1,421	97	55	129	64
2	13,714	828	94	67	73	60
3 or 4	30,064	1,110	107	78	227	79
5 to 9	49,193	1,520	113	63	105	62
10 to 19	41,163	1,394	0	132	100	63
20 to 49	32,566	1,194	0	132	50	32
50 or more	55,222	1,288	16	19	0	132
Mobile home	6,693	472	0	132	20	23
Boat, RV, van, etc.	189	74	0	132	0	132
Total:	516,912	2,361	1,035	47	1,310	58

Units in Structure (Cont.)

ACS 2005-2009	Census Tract 47		Census Tract 48		Census Tract 49	
	Estimate	Margin of Error (+/-)	Estimate	Margin of Error (+/-)	Estimate	Margin of Error (+/-)
1, detached	222	65	533	104	853	127
1, attached	56	45	74	54	133	72
2	19	30	79	54	98	54
3 or 4	150	69	276	104	215	85
5 to 9	74	48	130	70	59	37
10 to 19	37	43	10	17	58	50
20 to 49	184	61	39	53	0	132
50 or more	0	132	13	20	23	35
Mobile home	0	132	33	39	37	49
Boat, RV, van, etc.	0	132	0	132	0	132
Total:	742	39	1,187	62	1,476	45

Source: United States Census Bureau and American Community Survey

Figure D.11: Median Contract Rent (Dollars)

1950	Median Rent (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	36	320	92.3%
Sherman Heights	38	338	97.4%
Grant Hill	36	320	92.2%
Stockton	39	347	99.9%
Memorial	37	329	94.8%
Greater Logan Heights (avg)	45	329	94.9%
San Diego city	39	347	

1980	Median Rent (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	158	411	63.5%
Sherman Heights	166	432	66.7%
Grant Hill	158	411	63.5%
Stockton	157	409	63.1%
Memorial	166	432	66.7%
Greater Logan Heights (avg)	161	419	64.7%
San Diego city	249	648	

2000	Median Rent (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	468	583	65.5%
Sherman Heights	465	579	65.1%
Grant Hill	518	645	72.5%
Stockton	501	624	70.2%
Memorial	488	608	68.3%
Greater Logan Heights (avg)	488	608	68.3%
San Diego city	714	890	

Median Contract Rent (Cont.)

ACS 2005-2009	Median Rent (Dollars)	% of San Diego City Median
Logan Heights	765	66.6%
Sherman Heights	869	75.7%
Grant Hill	790	68.8%
Stockton	926	80.7%
Memorial	829	72.2%
Greater Logan Heights (avg)	836	72.8%
San Diego city	1,148	

Source: United States Census Bureau and American Community Survey

*Note: Adjusted using Bureau of Labor Statistics Inflation Calculator:

http://www.bls.gov/data/inflation_calculator.htm

Figure D.12: Median Value (Dollars) for Specified Owner-Occupied Housing

1950	Median Value (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	5,812	51,738	59.9%
Sherman Heights	6,595	58,708	68.0%
Grant Hill	6,710	59,732	69.2%
Stockton	5,300	47,180	54.6%
Memorial	4,991	44,430	51.5%
Greater Logan Heights (avg)	5,882	52,361	60.6%
San Diego city	9,700	86,349	

1980	Median Value (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	46,200	120,287	51.4%
Sherman Heights	50,500	131,482	56.2%
Grant Hill	40,200	104,665	44.8%
Stockton	39,400	102,582	43.9%
Memorial	40,700	105,967	45.3%
Greater Logan Heights (avg)	43,400	112,996	48.3%
San Diego city	89,800	233,804	

Median Value (Dollars) for Specified Owner-Occupied Housing

(Cont.)

2000	Median Value (Dollars)	Adjusted for inflation 2009*	% of San Diego City Median
Logan Heights	113,200	141,031	51.5%
Sherman Heights	135,800	169,188	61.7%
Grant Hill	98,000	122,094	44.5%
Stockton	108,800	135,550	49.5%
Memorial	112,500	140,159	51.1%
Greater Logan Heights (avg)	113,660	141,604	51.7%
San Diego city	220,000	274,089	

ACS 2005-2009	Median Value (Dollars)	% of San Diego City Median
Logan Heights	379,700	71.2%
Sherman Heights	811,100	152.1%
Grant Hill	420,700	78.9%
Stockton	303,000	56.8%
Memorial	375,100	70.4%
Greater Logan Heights (avg)	457,920	85.9%
San Diego city	533,100	

Source: United States Census Bureau and American Community Survey

*Note: Adjusted using Bureau of Labor Statistics Inflation Calculator:
http://www.bls.gov/data/inflation_calculator.htm

Figure D.13: Vacancies

1950

	Total # of Dwelling Units	# Vacant	% Vacant
Memorial	955	22	2.3%
Stockton	1065	56	5.3%
Sherman Heights	1064	37	3.5%
Grant Hill	1430	41	2.9%
Logan Heights	1787	53	3.0%
Greater Logan Heights	6301	209	3.3%
City of San Diego	110005	3252	3.0%

Source: United States Census Bureau

1980

	Total # of Dwelling Units	# Vacant	% Vacant
Memorial	1179	92	7.8%
Stockton	725	55	7.6%
Sherman Heights	1169	90	7.7%
Grant Hill	1380	98	7.1%
Logan Heights	2051	131	6.4%
Greater Logan Heights	6504	466	7.2%
City of San Diego	341928	20468	6.0%

Source: United States Census Bureau

2000

	Total # of Dwelling Units	# Vacant	% Vacant
Memorial	2288	102	4.5%
Stockton	1245	69	5.5%
Sherman Heights	755	63	8.3%
Grant Hill	1214	70	5.8%
Logan Heights	1411	85	6.0%
Greater Logan Heights	7302	389	5.6%
City of San Diego	488754	18998	4.0%

Source: United States Census Bureau

Vacancies (Cont.)

2005-2009

	Total # of Dwelling Units	# Vacant	% Vacant
Memorial	2345	89	8.7%
Stockton	1265	742	7.0%
Sherman Heights	742	99	13.3%
Grant Hill	1187	136	11.5%
Logan Heights	1476	129	8.7%
Greater Logan Heights	7015	656	9.4%
City of San Diego	516912	37519	7.3%

Source: American Community Survey Estimates

Appendix E: Commute Patterns

Figure E.1: List of Potential Funding of Uptown Walk Audit

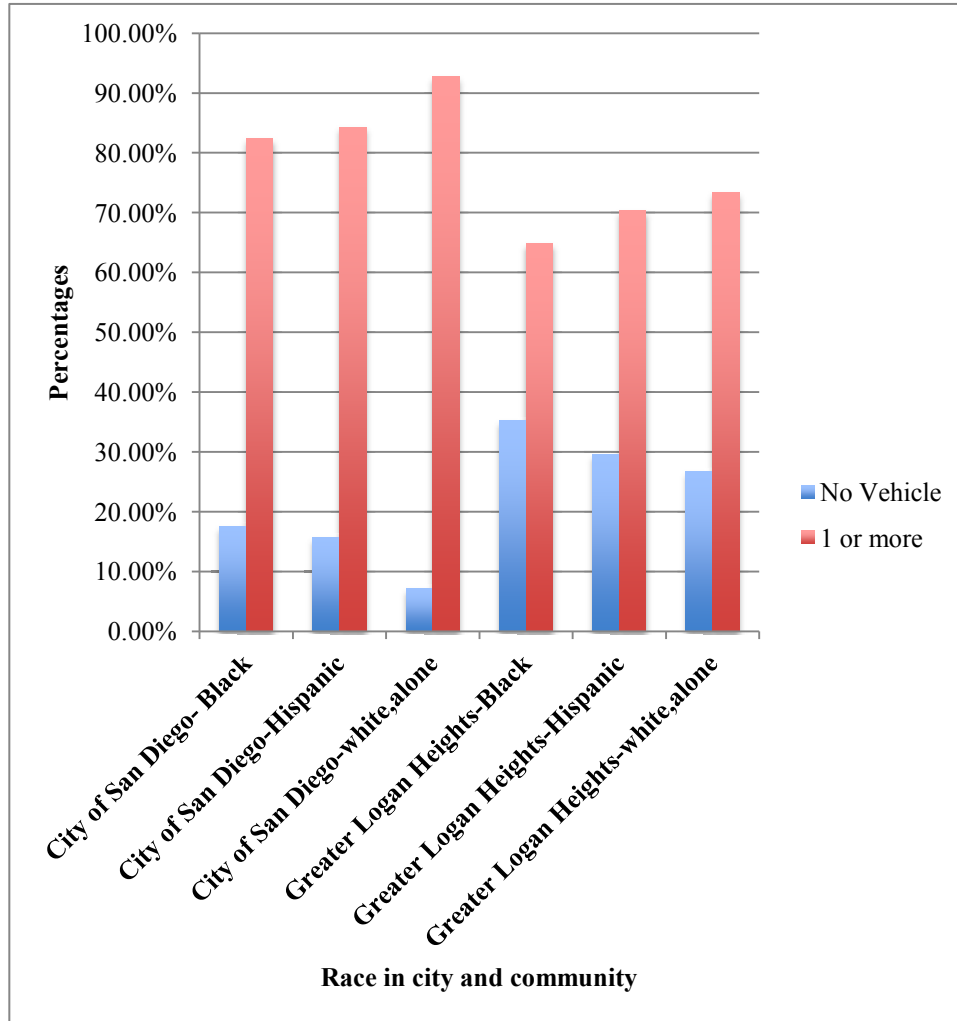
1. **Right-of-Way Easement Lease-Back** – An opportunity exists to raise funds by leasing back water facilities easements, using the funds for infrastructure repairs.
2. **Right-of-Way User Fees** – As part of the “City of Villages” Framework Element, the City Council may impose new public right-of-way fees for utilities. These funds may be dedicated for street infrastructure improvements.
3. **City’s Capital Improvements Budget** – Pedestrian and bicycle safety are legitimate transportation expenditures. For this reason, pedestrian and traffic calming needs should be, and usually are, funded through the yearly transportation budget. *WalkSanDiego* will be working with the city to establish a traffic calming budget and assigned engineering staff.
4. **Parking Meters** – Some of the local meter revenue administered by the UPI could be used for street and sidewalk improvements, and traffic calming.
5. **Community Development Block Grants** – Each city receives yearly federal outlays for community development needs. Infrastructure improvements are a common use of these funds.
6. **Lighting and Landscape Maintenance District** – North Park and other city neighborhoods assess themselves a small yearly tax on property owners to fund street lighting, landscaping, and other street improvements.
7. **Private Donations** – Some neighborhoods have raised money for either improvements or to pay for ongoing maintenance of landscaping installed as part of a project.
8. **Building Permit Conditions** – Building permits, especially for redevelopment projects, may include conditions requiring the developer to fund design and construction of traffic calming, sidewalk improvements, or other infrastructure improvements. An opportunity exists for requiring development projects to bring the adjacent public right-of-way into conformance with the city’s new Street Design Manual.
9. **Sewer and Storm Drain Repair Projects** – As water infrastructure repairs are made, the opportunity exists to rebuild portions of the street.
10. **Utility Undergrounding** – Similar to #9, the city’s undergrounding program could provide opportunities to rebuild curbs and intersections during utility undergrounding projects.
11. **Safe Routes to School Grants** – The California Department of Transportation (Caltrans) administers the multi-million dollar Safe Routes to School program, including installing pedestrian crossing and sidewalk facilities.
12. **SANDAG-Administered Funds** – Various state and federal funds for pedestrian and bicycle facilities projects are administered by SANDAG. The 2030 Regional Transportation Plan envisions increasing these programs substantially.



Parking meters are a potential source of revenue.

Figure F.1 is a list provided by Walk San Diego, which includes potential funding ideas that could be used in redevelopment throughout San Diego. When analyzing the Greater Logan Heights community, it’s important to establish a funding plan because the community is an underdeveloped and low-income community.

Figure E.2: Vehicle Availability by Race in 2000



Source: United States Census Bureau

This graph includes the number of vehicles by race in the Greater Logan Heights community compared to the city of San Diego. It's important to see the trends throughout the community and the city according to race to acknowledge differences and explore factors to why just because of race, data may be different. It's interesting to see that in the city of San Diego, the white population has the highest percentage with households with one or more vehicles. Overall, the Greater Logan Heights community has higher percentages than the city of San Diego with households with no vehicles, but according to race the Black population in the community has the highest percentage with households with no vehicles. What's significant about data on vehicle availability by race, is the acknowledgement of how these three races live in the same community, and still have differences in data such as vehicle availability.

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