
COASTAL ZONE ELEMENT

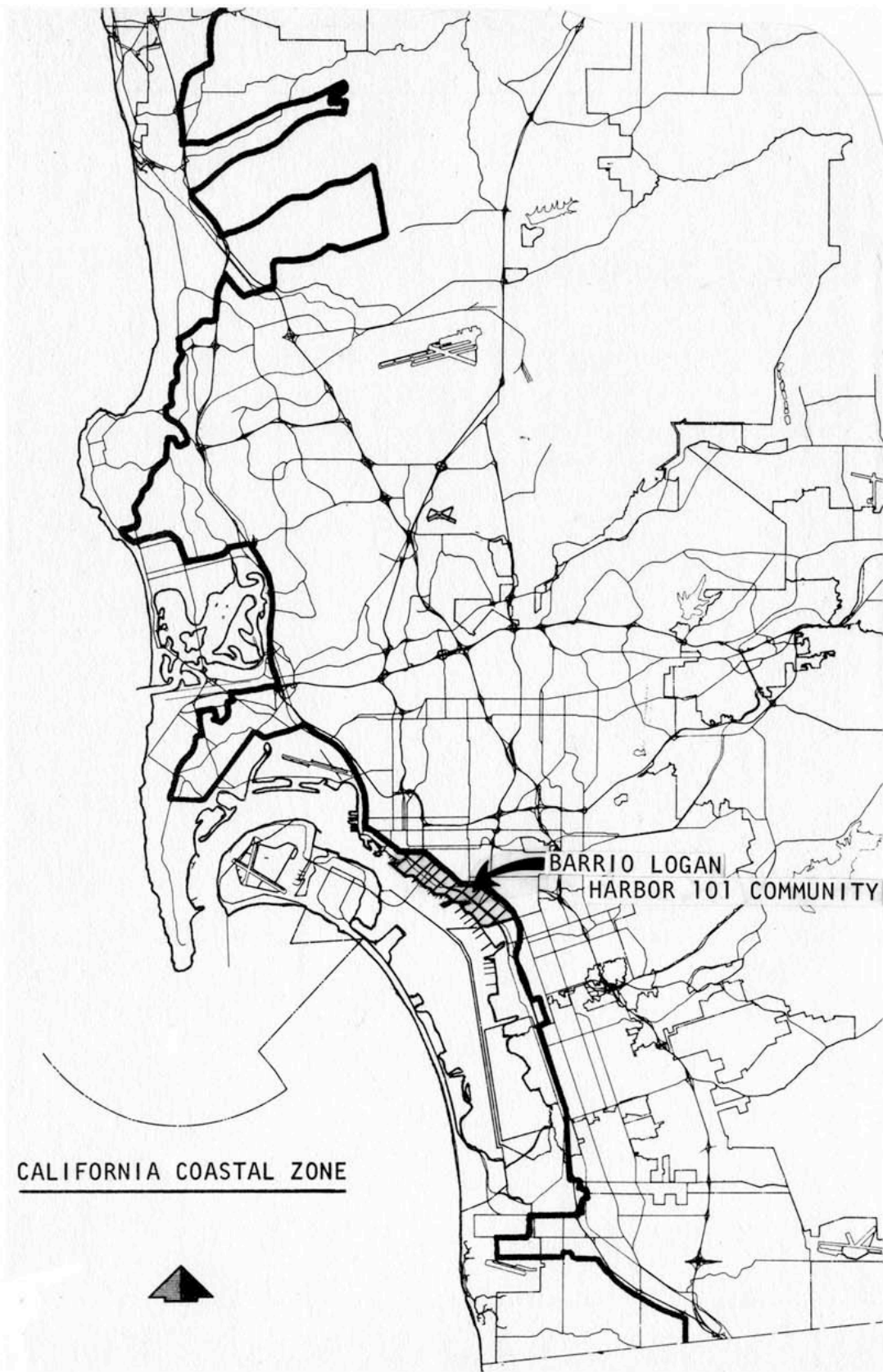
CALIFORNIA COASTAL ACT POLICY ANALYSIS

This element is provided in order to simplify and incorporate into a single package the recommendations of the Barrio Logan/Harbor 101 Community Plan in relation to the policies of Chapter 3 of the California Coastal Act, and to show in what measure this Plan has been able to mitigate the coastal issues raised in the early stages of the Plan.

Since the 1976 California Coastal Act requires that general and community plans conform to the policies specified in Chapter 3 of the Act, this conformance will be necessary for the Barrio Logan/Harbor 101 Community Plan to be certified by the Coastal Commission. The following analysis of Coastal Plan policies in the light of community plan proposals explains the consistencies between the two documents. The analysis is divided into Coastal Act policy groupings, and existing community conditions (Issue Identification) already revised and approved by the Coastal Commission, as well as plan proposal conformance with the coastal policies of Chapter 3 (Plan Recommendation).

It should be noted that issues in the Barrio Logan/Harbor 101 community cannot be fully resolved without the full cooperation of the Unified Port District and different jurisdictions regulated by different Coastal Act regulations. It is, however, felt that the true Coastal issues of the Barrio cannot be fully comprehended or resolved without the consideration of the total land area, which includes both Port District and Navy land areas.

The State Coastal Commission would have to make the final determination relative to the interagency issues between the Unified Port District, the U.S. Navy, and the City's Barrio Logan community.



Barrio Logan
Harbor 101

Coastal Act Issues identified in the Barrio Logan Planning Area

PUBLIC ACCESS (CA - 30210-12)

ISSUE IDENTIFICATION

Considerations of access to San Diego Bay clearly involve analysis of the Navy and Port District portions of the study area. Access considerations involve conflicts with existing concentrations of heavy industrial users, most of which are coastal-dependent and port-related. The Unified Port District master plan further proposes the continuation of these heavy industrial uses. The Barrio Logan community should strive to cooperate with the Unified Port District in the determination of the feasibility for bay access within the Barrio Study area. This will require analysis of available alternative sites for the industry as well as analysis of alternative access points to San Diego Bay.

PLAN RECOMMENDATION

The Plan proposes one major area where public access to San Diego Bay could be developed. It should be noted that this is under the planning jurisdiction of the Unified Port District (in the case of Maritime Plaza just north of the San Diego-Coronado Bay Bridge) and the U.S. Navy (in the case of the Chollas development). The implementation of public access at this point cannot be undertaken by the City of San Diego alone but will have to be undertaken by the San Diego Unified Port District.

RECREATION AND VISITOR SERVING FACILITIES (CA-30212.5, 30213, 30220-23, 30250)

ISSUE IDENTIFICATION

Consideration should be given to the development of water-oriented recreational uses and public services that support bay access and the Chollas Creek open space concept. An additional aspect is the development of visitor serving commercial and recreational facilities based on the unique cultural heritage of the Barrio, and some of the improvements already undertaken that reflect that unique cultural heritage, such as Chicano Park.

PLAN RECOMMENDATION

The Plan considers the development of recreation and visitor serving facilities in conjunction with the Mercado complex, the Educational Cultural Center, and one of the public access proposals to San Diego Bay, described as Maritime Plaza. Although the projects considered will mainly provide facilities to the community, such as food markets, educational facilities, and waterfront enjoyment, the uniqueness of the projects, and the proposed bikeway and recreational transit links will make those projects available as recreational and visitor serving

facilities. The implementation of these proposals rests partially with the City, but mostly with the Unified School District, private businesses, the Port District and other agencies.

HOUSING (CA-30213)

ISSUE IDENTIFICATION

The existing limitations to housing development should be resolved, ensuring a balanced residential development in the future, particularly in regard to low- and moderate-income housing and providing for new low-cost housing opportunities through redevelopment. The Barrio Logan Plan should include an explicit program of retention of existing housing units, including coordination with City programs which provide low-interest loans and professional counseling to residents. (Some of this is already happening in a limited way with Chicano Federation sponsored upgrading programs.)

Each parcel of land, currently in public ownership, should be evaluated for possible use as a site for subsidized housing.

PLAN RECOMMENDATION

The Plan proposes the retention and rehabilitation of the existing low- and moderate-income housing, as well as the development of new housing project areas in land presently underutilized by outdoor storage or vacant. In addition, the Plan proposes residential infilling throughout the residentially designated area of the community. The Plan also proposes housing development in some of the publicly owned land in the community which are presently vacant and not necessary for other major public facilities.

WATER AND MARINE RESOURCES (CA-30230-31, 30236)

ISSUE IDENTIFICATION

Chollas Creek falls partially within the City of San Diego boundaries and partially within the Navy portion of the Barrio Logan study area. Water quality information gathered as part of the Plan study section shows that water quality problems exist due to upland urban drainage and storm drains into the channel. In addition, some chemical and dissolved metals have been found in the mouth of the creek at the bayside. These studies indicate that at this time it would not be advisable to propose water contact recreational activities as part of the Plan.

PLAN RECOMMENDATION

The Plan studies have concluded that water quality in San Diego Bay is generally good and improving. Current sources of effluent discharge into the bay are the shipbuilding and repair industry, power plants, fish processing plants and human waste from naval vessels and other ships and boats. All of these sources operate under the controls of a permit or are being converted to use of the City's sewage system. The areas mentioned are within the jurisdictional control of the Unified Port District. The Plan also proposes the study and rehabilitation of the Chollas Creek watershed which is partially within the jurisdiction of the City of San Diego. The proposal includes a coordinated study to explore means of habitat rehabilitation in the creek and possible recreational and commercial uses as potential results of this rehabilitation. The study is proposed to be undertaken with the cooperation of the Navy, Army Corps of Engineers and local scientific and educational institutions, with the Conservancy for Research and Development.

DIKING, DREDGING, FILLING: SHORELINE STRUCTURES (CA-30233, 30235)

ISSUE IDENTIFICATION

Most of the filling and dredging activity that has taken place in the area has occurred on the bay side of the mean high tide line within the area now under the jurisdiction of the Port District. There is no evidence of diking in the plan area. Filling has occurred in two locations within the plan area. In 1934, fill was placed between the Santa Fe Railroad tracks and Newton Avenue, north of Crosby Street. In 1942, fill was placed in Chollas Creek in the vicinity of the I-5 and I-15 interchange. No filling or dredging has been proposed or carried out within the plan area in recent years. Any future filling, dredging or diking would probably be confined to the Port District.

The Chollas Creek flood control and/or preventive facility, which would be developed at a future time as part of an Army Corps of Engineers project, should be considered in this context. The proposal and eventual project is dependent on upstream studies and development proposals relative to economical feasibility and implementation. A potential flood control project would affect the Chollas Creek both in the City's portion of the study area and the Navy's portion.

PLAN RECOMMENDATION

Most of these activities will take place within the jurisdictions of the Port District and the U.S. Navy. However, the upper portions of the Chollas Creek are within the City's jurisdiction. The Army Corps of Engineers will, in the future, develop flood control works at the creek. The Plan proposes that a coordinated effort be undertaken to provide flood protection, natural habitat rehabilitation with open space public access considerations. A joint interagency project for this development is proposed.

**HAZARD AREA
(CA-30235 (1) and (2))**

ISSUE IDENTIFICATION

Consideration should be given to the 100-year flood potential at Chollas Creek. Much of the work has been done by the Army Corps of Engineers. In addition, some of the area within the Barrio is subject to liquefaction in the event of an earthquake. Most of this liquefaction area affects Port District and Navy developments. Any problems in these areas could in turn affect the Barrio Logan area. Within the City's portion of the study area, the southeasternmost portion would be most affected.

PLAN RECOMMENDATION

A portion of the concealed San Diego Bay-Tijuana Fault passes across the Barrio in the area of the Tenth Avenue Terminal and enters the bay on a northeast of southwest trending line. A strong earthquake on this fault could cause instability in soils (i.e., liquefaction) west of the mean high tide line; an area under Port District jurisdiction. A small area of the Barrio, south of the Wabash freeway, would also be subject to liquefaction. The unstable areas are proposed to be developed after proper soil testing and use of construction techniques which would minimize the risk of damage. Three minor intermittent streams pass through the Barrio and enter San Diego Bay. Switzer Creek on the northern end of the community is channelized and a sedimentation basin has been installed. Chollas Creek near the Wabash Freeway is partially open and partially channelized with concrete sides and bottom. Paleta Creek is a very small stream which is channelized into a storm drain on Navy property at the southernmost end outside of the plan area. Chollas Creek is the only one of the three which is large enough to have a significant floodplain area which has been mapped. Presently, City standards require that development within the floodplain fringe of Chollas Creek must be built on fill two feet above the natural 100-year frequency flood levels. The Plan proposes that a project for flood protection be developed in coordination with the Army Corps of Engineers. No new hazardous developments are proposed by the Plan. The Plan proposes creation of two major industrial parks with zoning under which the effects of air contaminants, noise, glare, radioactivity and electrical disturbance, are not permitted to emanate beyond the grounds where the permitted use is located. It is expected that some industries now scattered throughout the community could relocate to the industrial park.

**LOCATION AND PLANNING NEW DEVELOPMENT
(CA-30244, 30250, 30253 (3) and (4))**

ISSUE IDENTIFICATION

Consideration should be given to relocation and consolidation of some existing uses, primarily industrial, in order to minimize existing mix use conflicts, facilitating community redevelopment and bay access.

Mitigation measures should be developed for current traffic and parking impacts related to labor-intensive employment centers within the community, including consideration of public transit alternatives to reduce congestion and minimize vehicle miles traveled.

Additional issues to be considered relate to mitigating existing air quality impacts resulting from industrial and auto emissions, as well as noise. Development proposals in the Barrio Plan will be greatly affected by Port District and Navy development proposals and vice versa. It is therefore important that a balanced land use of City-Port District-Navy proposals be developed.

PLAN RECOMMENDATION

The Plan proposes the relocation and consolidation of some existing industrial uses within certain industrially designated areas both in the community and outside the community. Some industrial/residential and commercial mix uses are proposed under strict development conditions, which include environmental development standards for industry. The Plan proposes a comprehensive circulation network and organization of transportation systems, together with special truck routes, public transit, and special parking areas. Air and noise pollution impacts resulting from industrial/residential mixed development will be greatly mitigated by the application of strict performance standards of the M-IP and M-IB Zones. It should be noted that the City has limited jurisdiction over the implementation of these proposals, the Port District would have to implement them within the tidelands area, and the E.P.A. (Environmental Protection Agency) would enforce air quality control.

VISUAL RESOURCES AND SPECIAL COMMUNITIES (CA-30251, 30253 (5))

ISSUE IDENTIFICATION

The Barrio Logan is not considered a special community under the narrow Coastal Act definition, since it does not serve as a visitor-destination center for recreational purposes. However, the California Coastal Plan (Subregion 11) designates the Barrio Logan area as a "community with special qualities of greater than local significance." The reasons for this designation are the community planning area's opportunities for low- and moderate-income housing, and its cultural and historical heritage as a Chicano community. The Barrio was further "identified as a special study area so that the City and state can coordinate planning and promote community interests."

There is a need to establish visual and physical contact between the community and the bay. This need involves close cooperation between the Port District and the City, as well as cooperation with the U.S. Navy. The unique cultural heritage, already expressed at Chicano Park, and the social ethnic makeup of the community should be given a proper role in establishing this area's "special qualities."

Additional issues relate to urban design considerations, beautification, and the general development of the community's visual appearance, especially along commercial areas and along the boundary between residential and industrial areas.

PLAN RECOMMENDATION

The California Coastal Plan's designation of the Barrio Logan/Harbor 101 community (Subregion 11) as a "community with special qualities of greater than local significance" is further recognized and emphasized in the Plan proposals by recognizing and maintaining the unique residential-industrial mix. This can be accomplished by physical development controls which assure a balanced co-existence, as well as the maintenance, rehabilitation and development of low- and moderate-income housing, the reinforcement of the unique ethnic character and social strengths in the community, and the provisions for access to the bayfront to experience the unique qualities of waterfront industrial activity and visually participate in it. The Plan further proposes landscaping, beautification, buffers and qualitative urban design development controls to totally enhance the community.

Additionally, sign controls, consistent with the Coastal Commission's Regional Interpretive Guidelines, shall be established and incorporated into all implementation ordinances.

PUBLIC WORKS (CA-30254)

ISSUE IDENTIFICATION

Additional development within Barrio Logan will necessitate the establishment of special districts particularly with respect to redevelopment activity, rehabilitation, and public improvement facilities.

Capital improvements will be identified, as well as special methods of financing and responsibilities. Consideration should be given to the impact of special assessments on the retention and rehabilitation of single-family residential uses.

PLAN RECOMMENDATION

The Plan proposes some major public works in circulation, transportation and public facilities, including new street extensions, street narrowings and landscaping, redesigned on-street parking on local streets, and redesigned streets such as Harbor Drive to accommodate multi-modal transportation and industrial parking needs. The Plan also proposes public facility consolidation such as the fire and police, to be jointly located in an existing Fire Department facility. Consolidation of community center activities at Chicano Park and the Educational Cultural Center area are also proposed. Assessment districts for industry parking improvements related to residential rehabilitation and development are also proposed to be financed by federal, state and conservancy grants.

INDUSTRIAL AND ENERGY FACILITIES (CA-30232, 30255, 30250(b), 30260-64)

ISSUE IDENTIFICATION

There may be some need to relocate some existing non-coastal dependent uses to new consolidated industrial parks within the community, or outside of the community in order to facilitate community housing rehabilitation, redevelopment and bay accessibility.

Some heavy industrial uses, due to their age development qualities, create adverse water, air, and noise pollution. In addition, there are some potentially hazardous uses such as petroleum tanks which perhaps should be relocated to more appropriate sites.

The industrial uses which are coastal-dependent because of location, physical development characteristics and lack of environmental quality controls, have identifiable adverse impacts on the community, and should be relocated to an industrial park area. Some within the Barrio are designed specifically to ameliorate these environmental problems.

The community area does not contain high energy consuming uses. The residential component is not large and many of the homes are over thirty years old. Houses built in that period did not consume large quantities of water. Residential yards are small with minimal landscaping. Many of the commercial and industrial uses are warehousing, storage and metal fabrication, which are not large water consuming uses. The community is close to the urban core thus the need for energy consuming auto trips is minimized. Yet many of the industrial uses in the Port District are large energy consumers. These include tuna processing, kelp processing, electrical power generation, and shipbuilding. In contrast, the industrial area has the potential to save energy through increased use of shipping and railroads for transportation, rather than trucks.

PLAN RECOMMENDATION

The Plan proposes studies to relocate some non-coastal-dependent uses into industrial locations both outside of the community and/or relocated within the community, in order to facilitate housing rehabilitation and development. Other industrial uses which are coastal-dependent or accessory to coastal-dependent uses, are proposed to be maintained and physically and environmentally improved through new development controls that might include air, noise, particle and radioactive pollution controls.

The Plan proposes the development of a new industrial park for ocean-oriented industry, for either an ocean industry manufacturing center, a fishing industry center, or an extension area for the Port's 10th Avenue terminal extension. This activity will provide an expanded and new industrial base for the San Diego region as a whole. Further studies should be made to establish the actual use of this park.

SUMMARY OF KEY ISSUES

ISSUE IDENTIFICATION

- Retention and rehabilitation of housing opportunities for persons of low- and moderate-income.
- The incompatible mix of heavy industrial uses and residential uses.
- Provision of bay access.
- Establishment of visitor-serving recreational facilities.
- Mitigation of traffic and parking problems resulting from major industrial employment centers.
- Provision for adequate opportunities for new or expanded coastal-dependent uses.

PLAN RECOMMENDATION

- The Plan proposes the retention, rehabilitation, and expansion of existing low- and moderate-income housing.
 - The Plan proposes separation of residential and industrial uses, as well as the establishment of qualitative development controls on industry to ensure minimal interference and impact on the residential uses.
 - The Plan proposes that access to the bay be provided. The implementation of access proposals are dependent on the willingness of other agencies, the Unified Port District and the U.S. Navy, to implement these proposals.
 - The Plan proposes the establishment of visitor-serving recreational facilities through the development of a waterfront public open space area which could serve visitor needs, as well as community needs. In addition, the Plan recognizes the uniqueness of Chicano Park and its murals as a cultural landmark in the community.
 - The Plan proposes the development of a circulation/transportation network which includes automobile, bus, cargo-railroad, light rail, bikeways and pedestrian circulation, together with transit stops, and parking areas for the commercial development on Logan and Main Streets.
 - The Plan proposes the development of a new industrial park for new and/or expanded ocean oriented industries.
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