
ENVIRONMENTAL ELEMENT

This element includes issues and proposals related to the natural environment, pollution conditions, heritage resources, and urban design. The element has been primarily designed to give plan substance to the issues included in the **Environmental Impact Report** section of this Plan, as well as to resolve some of the specific issues related to design implied in some of the requirements resulting from the Coastal Policy Evaluation, and Issue Identification related to the Local Coastal Program (LCP) process.

ENVIRONMENTAL QUALITY

The substance of this element is included in the Environmental Impact Report Section of this Plan, both in terms of existing conditions and environmental impacts. This element therefore, does not contain a repetition of the environmental existing conditions, but it contains specific recommendations related to air, water, noise, and energy considerations, applicable to the development of the Barrio Logan community, under this Plan.

RECOMMENDATIONS

Contribute to the attainment of federal air quality standards through implementation of regional air quality strategies.

The Plan proposes that an effort be made as soon as possible towards the City's compliance with the air quality regional comprehensive plan. One of the major vehicles to this end is to develop and implement a transportation network designed to minimize air pollution, and include options to other less polluting transportation modes than the automobile. Some of the actions, further discussed in the **Transportation Element** of this Plan, include encouraging and designing for pedestrian circulation within the community and to surrounding communities, providing a link from this community to the regional bicycle route system, and permitting both a community-oriented route and a link to the public transit as well. Implementation of traffic flow improvements should be pursued to avoid confusion and delays in circulation, together with the development of an organized parking development system to reinforce the auto circulation portion of the **Transportation Element** of this Plan. This Plan also supports the light rail transportation proposals through the community as proposed by MTDB, and further complements them by the location of high-intensity development proposals adjacent to it, with the other complementary circulation systems.

This Plan supports the continuance and expansion of the present community bus service with increased connections for higher efficiency.

Reduce and eliminate odors emanating from the waterfront industrial plants.

Public and private efforts should be designed to improve these conditions and provide additional support to state and federal regulating agencies through policing and cooperating with the industries and other parties to improve conditions. Financial incentives should also be investigated with the purpose of improving conditions as quickly as possible.

Cooperate with the Regional Water Quality Control Board and other agencies in setting up an interagency agreement to control minor pollution problems in San Diego Bay and related watersheds.

Determine the water quality of the storm water runoff at Chollas Creek and evaluate potential uses as discussed in the **Open Space Element** of this Plan. Encourage all industry and particularly the new industry to promote and implement the reclamation and reuse of wastewater. Financial incentives should also be considered in order to promote high standards as soon as possible.

Encourage the use of drought tolerant landscaping throughout.

Establish planting materials that have drought tolerant qualities and are acceptable to the community. Encourage their wide use both in the public projects and on private properties.

Encourage water conservation in homes and businesses.

Provide widespread information, through the community service agencies, on methods of water conservation, and consider the provision of financial assistance to promote the implementation of this goal.

Reduce excessive truck noise by channelizing industrial traffic away from residential and community service areas.

This Plan proposes the control of truck traffic to certain streets and times of day, to minimize excessive noise conditions.

Control industrial noise sources.

Control industrial noise through development of new and rehabilitated industrial parks and through zoning development controls that include external effects noise controls.

Encourage the development of a self-contained community.

The development of a self-contained, full-service community with links to surrounding communities, through land use proposals which strengthen the residential, commercial and industrial components of the Plan. This can be accomplished by providing housing, employment and services within the boundaries of the community, and closely relate it to

other community planning areas. This will be a major element toward achieving the goal of energy conservation.

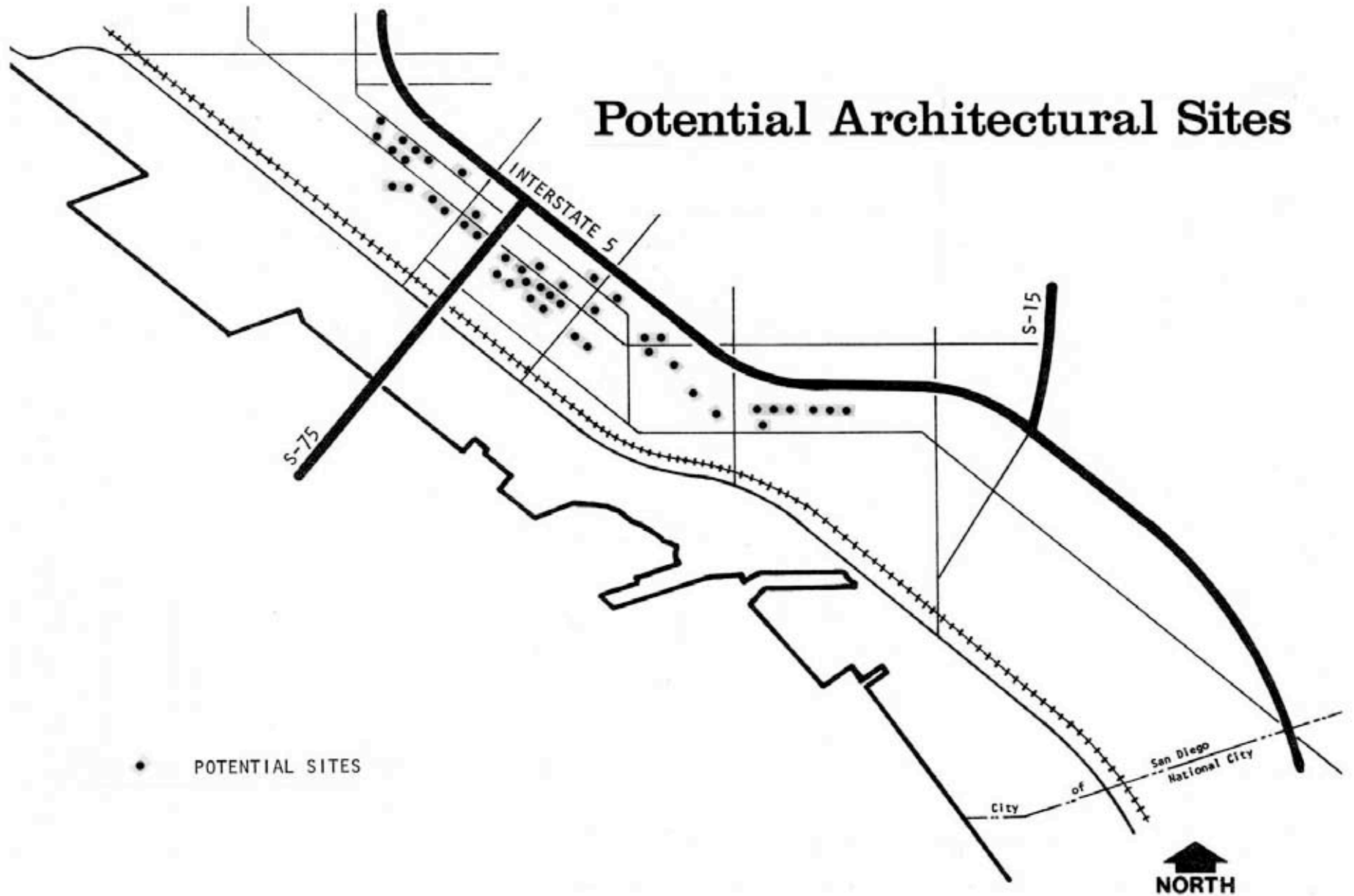
Encourage new energy technologies to develop in the community.

Encourage experimental housing and industrial development with sun energy technology, using special government grants and funding as these are available.

IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that redevelopment action be used to coordinate actions, government agency review and controls to ensure that the different agencies do not work at cross-purposes, and, to obtain funding resources in the form of available government grants, low-interest loans and tax incentives.

Potential Architectural Sites




NORTH

Barrio Logan
Harbor 101

HERITAGE RESOURCES

EXISTING CONDITIONS

With the recent City Council adoption of the City's General Plan Elements, the identification of historical sites is required as part of the community planning process, to comply with the Heritage Resources Element of the General Plan. Within the Barrio Logan/Harbor 101 community there are some identified heritage resource sites, which include some archaeological sites, some potentially historic sites, and some architecturally interesting buildings. The **Environmental Impact Report Section** of this Plan describes these resources in more detail. The relative worth of these sites is still to be established since little interest and studies have taken place in this community up to now. Future studies should be undertaken under the redevelopment program, to establish these resource sites and include them in the historical sites list approved by the historical sites board.

RECOMMENDATIONS

Support the use of federal and state grants to implement cultural resource surveys and support proper recordation of archaeological sites and site designation of significant resources.

Encourage all new development to undertake archaeological surveys and salvage prior to land development. Support the rehabilitation of structures of historical and architectural significance, through both private and public means.

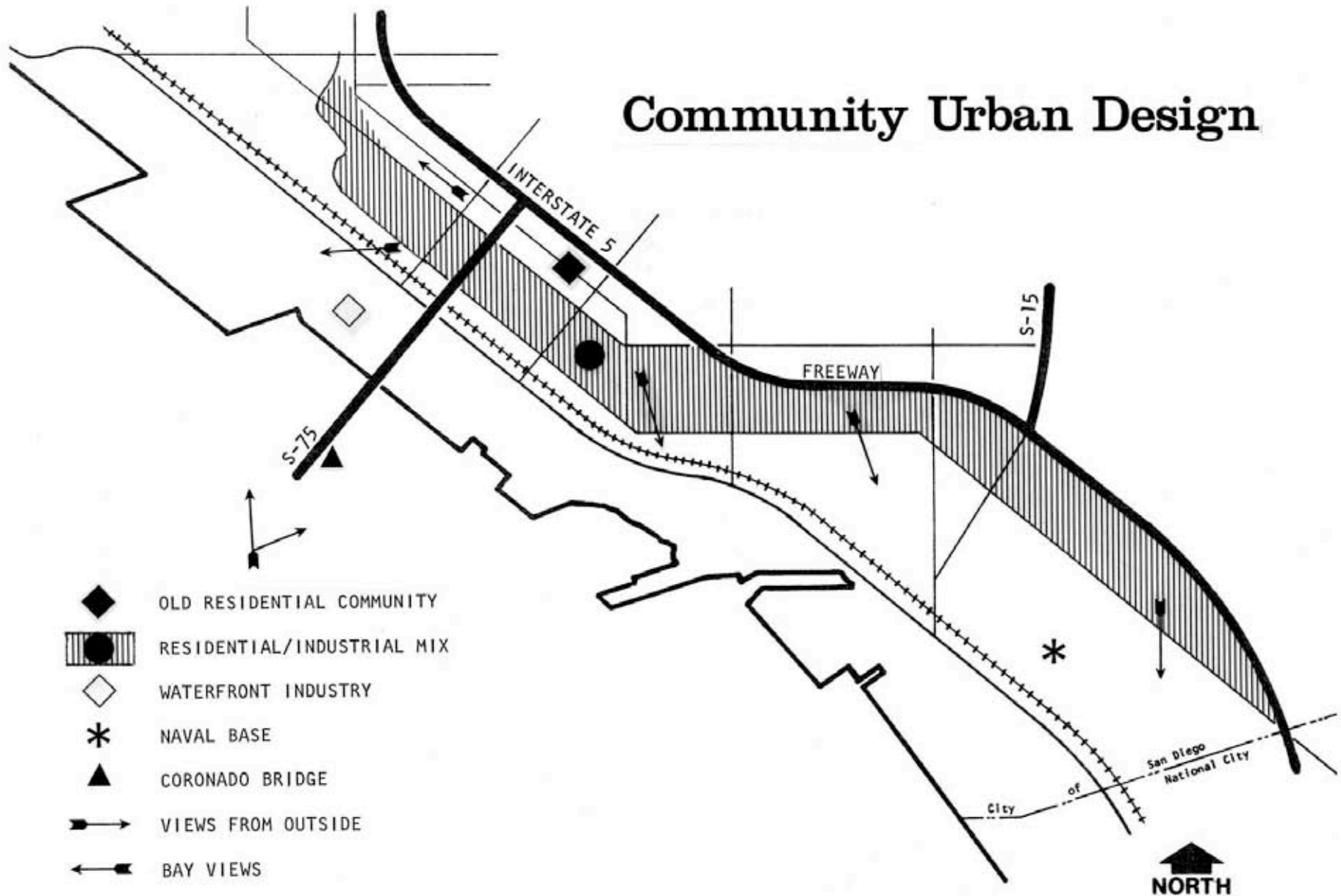
It would be desirable, that in the case of archaeological sites, all existing five sites, and any other future site, be properly surveyed, salvaged and relocated. If it is found to be significant, it should be marked and exhibited to the public after excavation; salvage of artifacts is to be done by archaeologists. Some of the archaeological sites could be incorporated into the community's open space system and be exhibited at the Educational/Cultural Center Complex.

This Plan also proposes that a detailed historical/architectural survey be made as part of the redevelopment/rehabilitation plans. Recognized historic sites should be placed in the historic register and other sites of social and architectural interest be rehabilitated and reused.

IMPLEMENTATION RECOMMENDATIONS

Redevelopment action should be utilized to produce the necessary studies and coordinate implementation of heritage preservation by other agencies and private groups, avoiding work at cross-purposes. Priorities resulting from the redevelopment plan should help to establish funding sources which may help in the faster implementation of the Plan's recommendations.

Community Urban Design



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Harbor 101

URBAN DESIGN

This element is designed to give some indication of visual development, environmental and general urban design character designations in the community. The recommendations are designed to give an indication of unique community characteristics of urban design and thus become the foundation for the development of overlay zones, as proposed in the **Land Use Element** of this Plan. The unique community conditions and location in the Coastal Zone, further requires that a careful assessment be made of urban design considerations to develop appropriate land use controls for plan implementation. There are several design factors existent in the community. All are closely interrelated with other socio-economic, land use and transportation factors, most of which have been thoroughly covered in their respective sections of this report. Generally speaking, the urban design qualities of this community can be divided into geographical qualities consisting of the community's proximity to the bay and views, and the manmade design qualities related to the quality of development of existing uses and transportation related public works.

EXISTING CONDITIONS

Geographic Qualities

The two major natural design features of the Barrio Logan/Harbor 101 community are its geographic location and the views generated from and into the planning area.

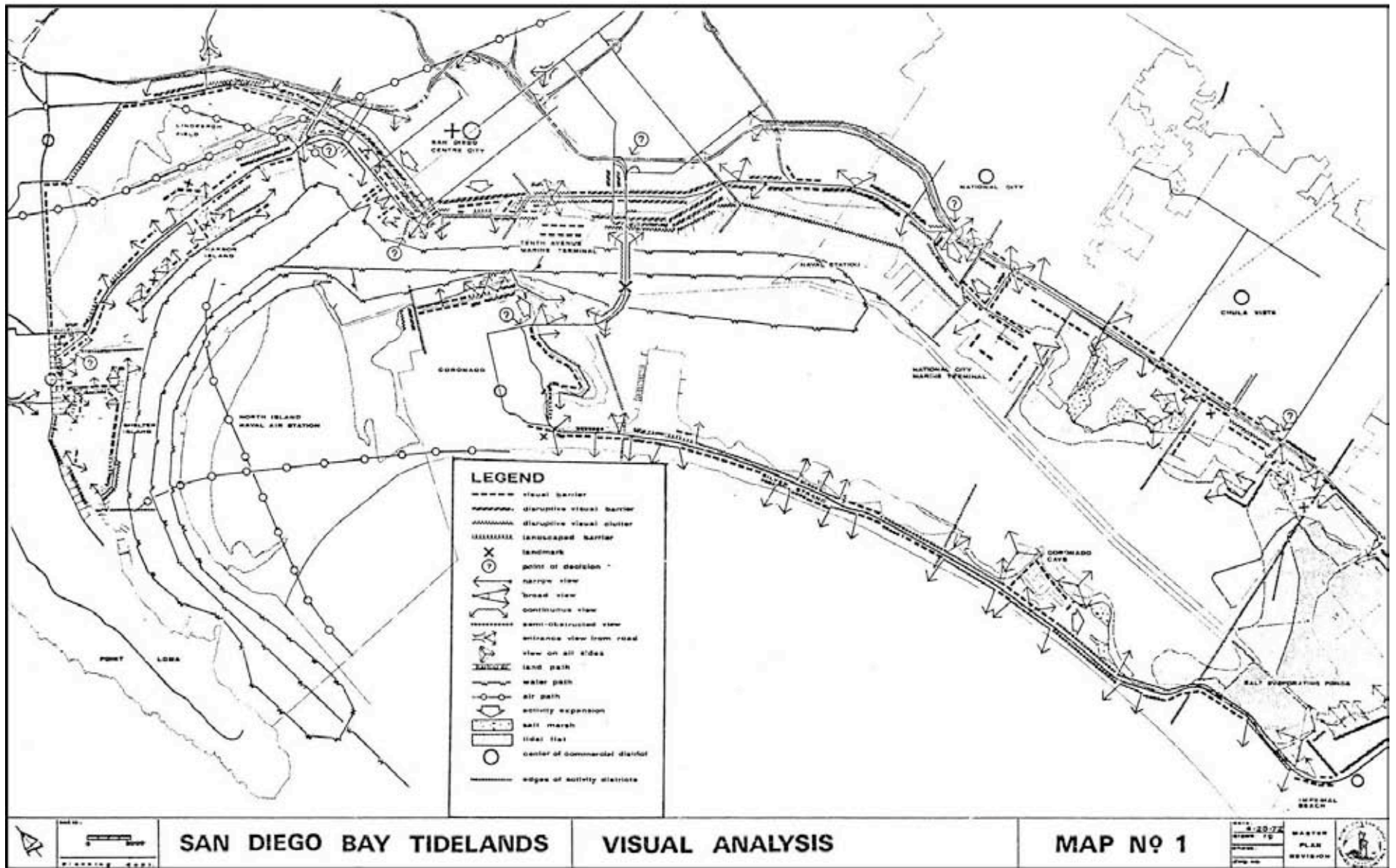
Geographic Location

The community's location, along San Diego Bay and adjacent to downtown San Diego, are two major features which have not been properly recognized and used for the community's advantage. Much has been discussed, both in the Plan elements and in the **Environmental Impact Report** about this issue, in terms of the barriers that exist to bay access and views, the uncared for nature of the urban development, and its industrial and transportation uses along the bay front which are further reinforced by the jurisdictional issues of City, Port and Navy primarily.

The community's topography, with a slight rise of 40 feet, has not become a major urban design feature. All development seems flat, de-emphasizing that topography. Three creeks converge on this community that have also been ignored as community shapers and urban design features. Those creeks are for the most part channelized, and some have disappeared altogether; Chollas Creek is still with some naturalized features and Paleta Creek reinforces the San Diego National City jurisdictional lines to the south of the community.

Views

Because of its geographical location and topography, views are a major urban design element in the community, which in the past have not been conscientiously developed. Views into San Diego Bay are a major visual element of the Barrio community due to its unique geographical location. The Unified Port District made a careful analysis of these conditions as part of their visual analysis of the San Diego Bay tidelands.



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The study conclusively states that Barrio Logan has visual barriers to the waterfront from its northern boundary to its southern boundary. Three view spots exist, at the Harbor Drive bridge over Switzer Creek, the Chollas Creek, and Paleta Creek in National City, just south of the Barrio Logan/Harbor 101 community. Views also exist to the uplands from 28th Street and Harbor Drive. The main focus in this area are the I-5, SR-15 freeway interchanges which are a major manmade sculptural feature.

From the upland Barrio community, views are affordable to the Centre City skyline, from Logan and National Avenues, and to the Coronado Bay Bridge from the northern portion of the community, as well as to the major industrial waterfront features such as the NASSCO shipyards, and the masts of the naval ships when they are in port can be seen. The Barrio is viewable from outside the community from Coronado across the San Diego Bay and as one moves across the Bay Bridge. The features seen in the Barrio community from these spots are not major, the industrial buildings and roofs are most viewable, as well as the connecting I-5, the piers and wharf area.

Man-made Qualities

Major urban design considerations relate to the **Land Use** and **Transportation Elements** primarily. Many issues closely related to urban design have already been discussed at length in the other elements of this Plan. The lack of maintenance and development controls are the major features affecting urban design perceptions. But one has to transcend those urban clutter considerations to properly view the positive aspects of the community scale and urban design. Several urban design considerations arise:

The Residential Uses

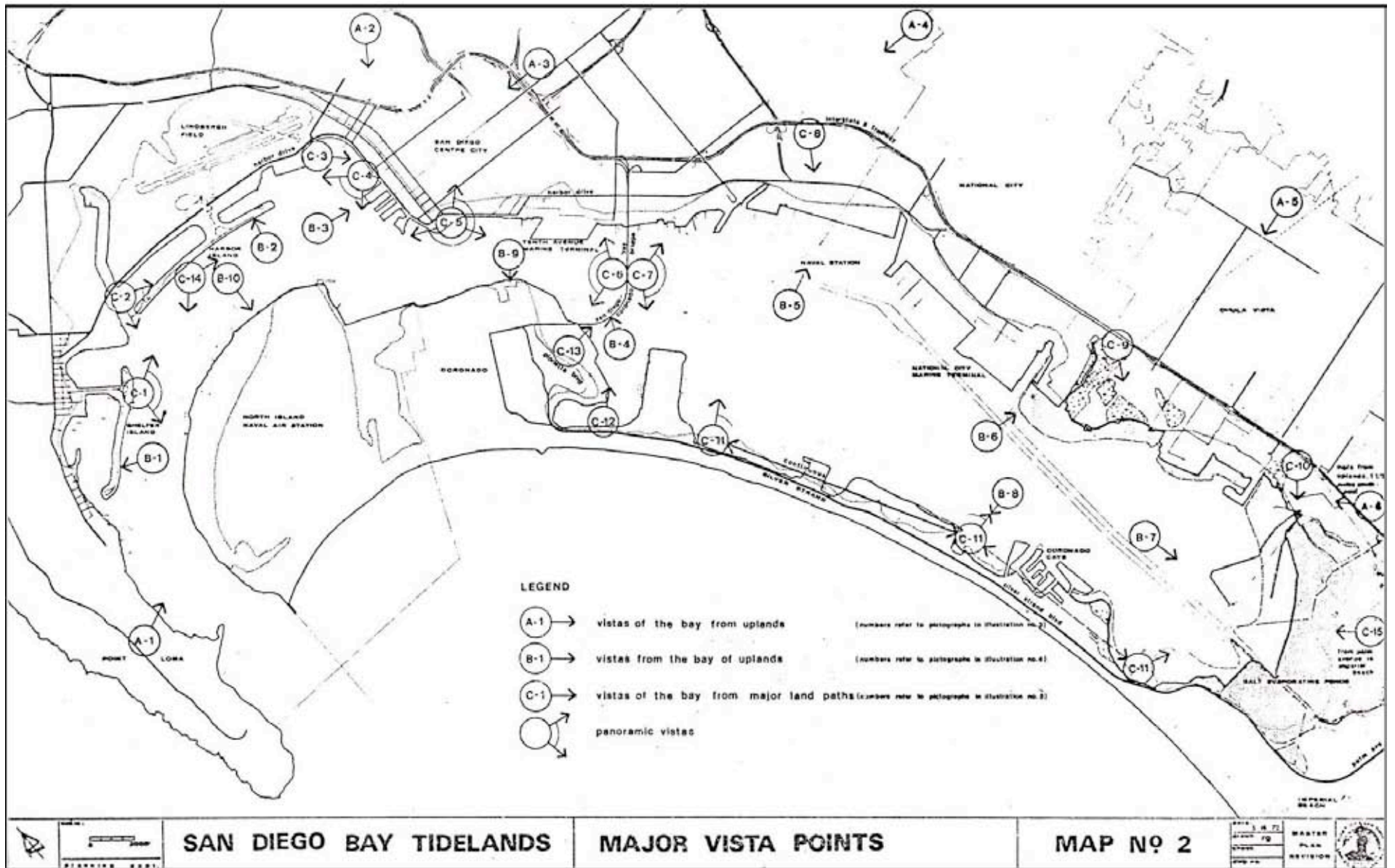
Housing is basically one- and two-story, in small lot development and detached, resulting in a tight, small lot development pattern, with pitched roofs, porches, and warm colors. Much of the housing was developed at the turn and early part of the century with small cabins of which some Victorian structures remain.

The Industrial Uses

Industrial development is varied in terms of its scale and function. It includes the waterfront industry, with large open storage areas, and large buildings, housing industrial parts, products, and activity. A particular aspect of this function is the exposed machinery, ducts, and cranes, which provide potential focus of interest and landmarks.

The Distributive Industry

The distributive industry occupies large portions of blocks, usually having warehouse buildings, docks, and open storage areas. The activity related to this industry holds little visual interest, or landmark qualities.



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The Salvage Industry

The effects of the salvage industry have been discussed at length in the **Industrial Element** of this Plan. It usually includes open storage areas with little or no enclosures, with the exception of very few, which are housed inside large warehouse structures made of concrete block or metal siding. This industry's activities outside their property areas are a clear indication that they have outgrown their facilities. They are usually sited in small lots, and intermixed with the housing areas. The activity has little visual and landmark qualities.

Commercial Uses

Commercial uses are concentrated along major streets, mainly Logan Avenue, National Avenue, and Main Street. Some commercial facilities are also industrial. Community-related commercial, however, takes place in small lots, in one- and two-story structures for the most part. There are some three- and four-story structures that were probably hotels at the turn and early part of the century, and have now been abandoned or converted to other uses. Most commercial structures are low-scale and plain in design. There is a close interrelationship of commercial and residential activity. These activities have visual interest and landmark qualities.

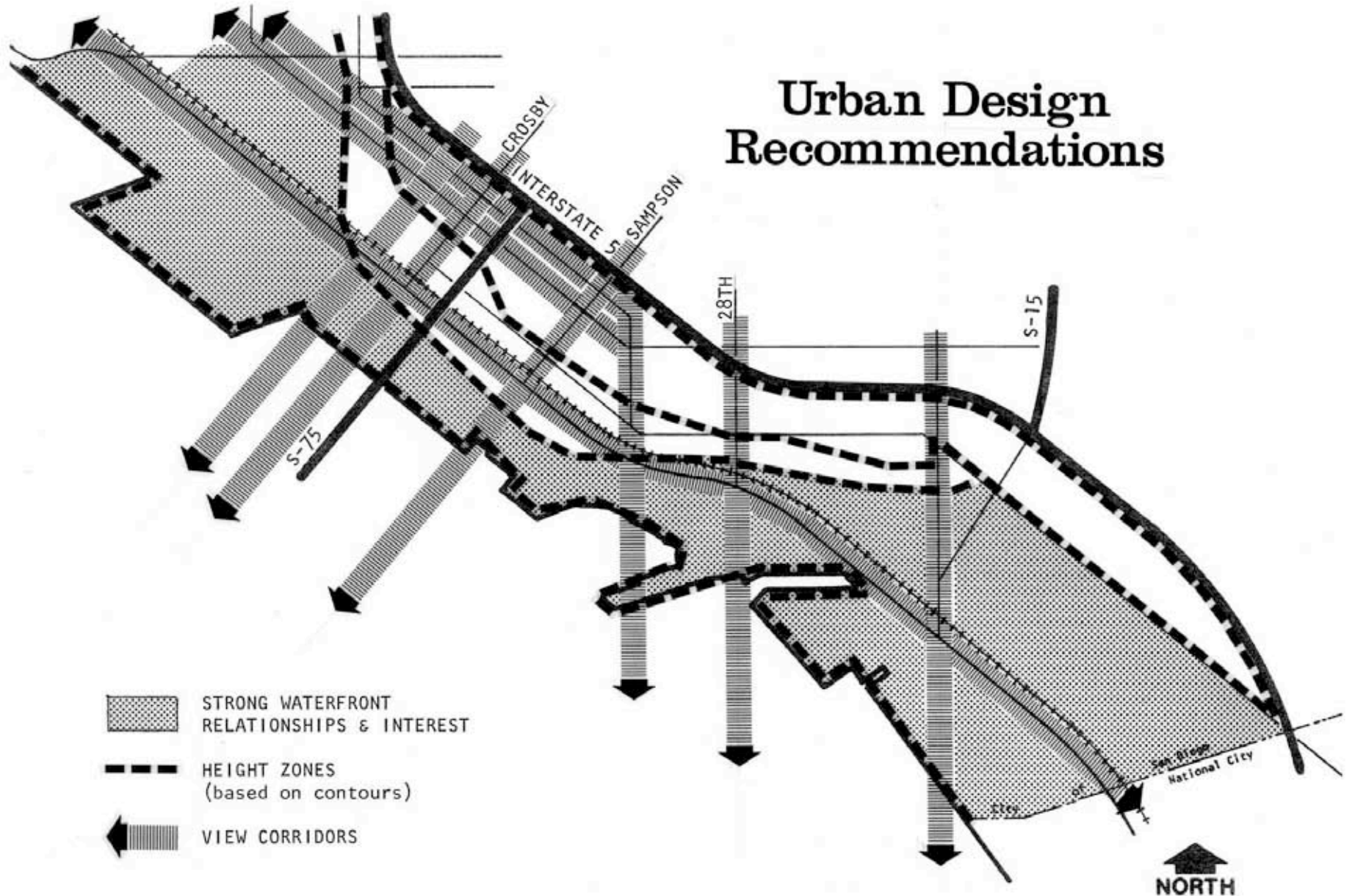
Public Facilities and Parks

The recent development of Chicano Park and the Federation Building, the Senior Citizen Center, and Neighborhood Clinic specifically, a result of major community participation, have set a positive stage and urban design environment for other future improvements. The sculptural, and plastic qualities of the Park, the interplay of landscaping, and the warm colors of the murals, are a unique urban design feature in this community. In other cases, however, older public and semi-public improvements have not been upgraded and maintained to desirable urban design standards. Such is, for example, the case of the 32nd Street Naval Base, where the barbed wire topped fence surrounding the property does not only represent poor design quality but provides a poor example which is reinforced by other uses with similar lack of care. In addition, it raises in the residents, particularly, a feeling of rejection and uncaring for the total community's image, which is highly resented. It should be noted the present Navy plans recognize this and propose some beautification measures on the base. A similar situation occurs with the Lowell Elementary School Complex, which because of the industrial zoning in the area and the diminishing pre-1970 youth population, has been maintained in temporary buildings, with poor buffers and fencing; a condition which residents, the City, and the school district are trying to change.

Transportation

The community's street system is already developed, but due to major changes in the circulation pattern as a result of freeway development primarily, the street design and circulation functions are presently unorganized. For the most part, streets lack landscaping and careful design to serve the total needs of the community. Harbor Drive is a particular case where the street is not fully developed, lacking sidewalks and landscaping, with adjacent

Urban Design Recommendations



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transportation facilities such as parking and railroad connections which are not coordinated and designed as part of a major transportation corridor. Parking design represents a major and unique problem in this community, due to existing zoning standards which do not have parking requirements, with the resulting employee parking being widely distributed throughout the community along every available curb and open area, creating not only circulation conflicts but maintenance problems to street cleanup and upkeep.

Bus stop development is an additional area in need of design improvement. Stops are identified by a freestanding sign. In a few cases, a bench is included. This community has the unique condition of having large numbers of transit-dependent people, both residents and employees. If public transit is to be encouraged, proper design should be considered to accommodate patron needs.

RECOMMENDATIONS

Establish development controls that will reinforce the topographic quality of the community.

New development in the community should be designed to reinforce the 40-foot topographic differential between the bay waters edge and the uplands. This concept would naturally establish a tiered development where height control measures could be used to physically reinforce the topographic feature, and at the same time, obtain the desirable views to the bay and adjacent communities. This Plan recommends that three height limitation areas be developed. A height limitation area should be considered for the waterfront area to the 20-foot topographic line. A second height limitation area should be considered between the 20- and 40-foot topographic lines. A third height limitation area should be considered generally north and east of the 40-foot topographic line as shown in the height limitation map.

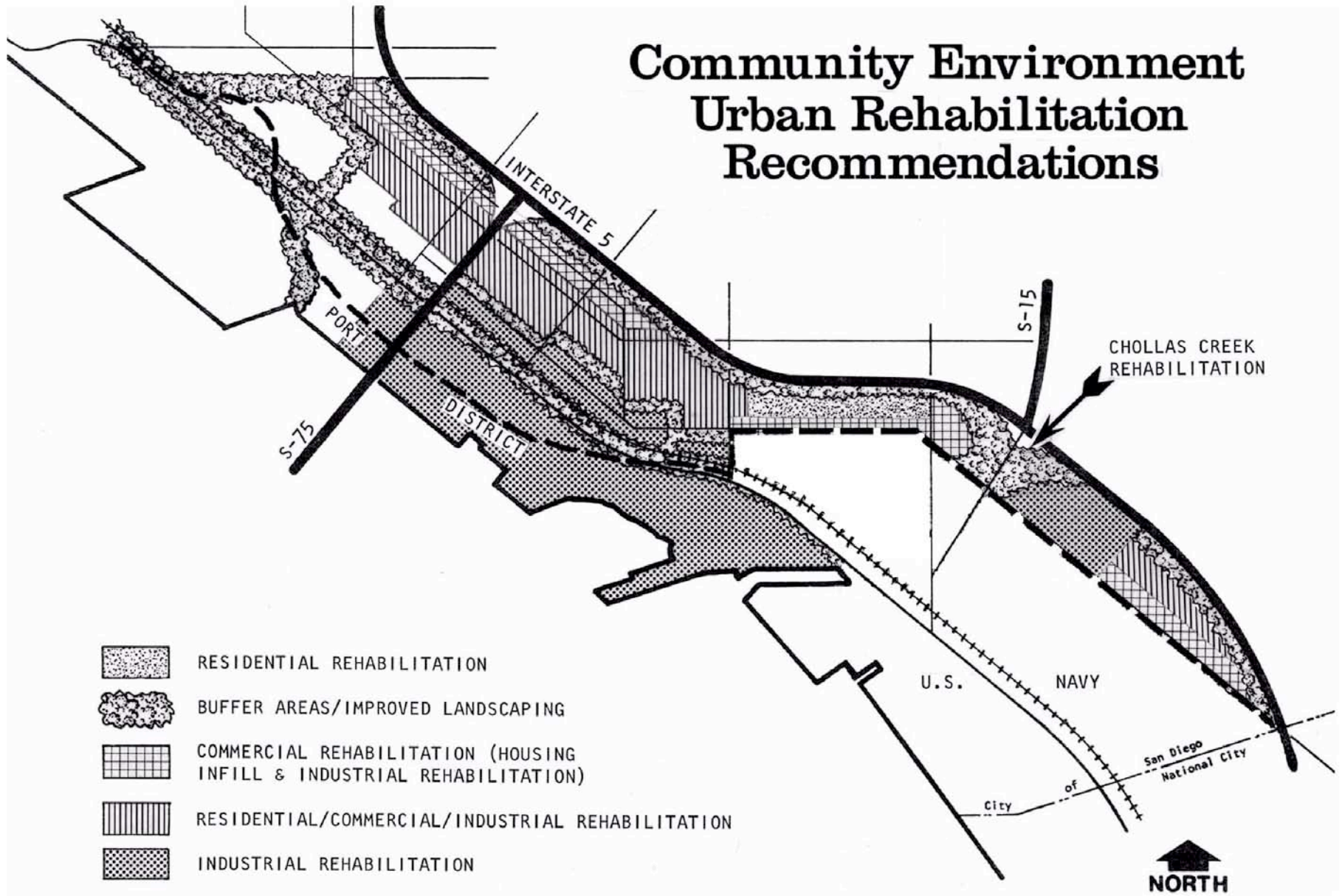
Develop landscaping buffer areas and pedestrian easements along the community's major watershed, Chollas Creek.

The subject of Chollas Creek development has been covered in the **Open Space and Environmental Elements** of this Plan. Design considerations for its development should include elevating the area to the south in the Rigel Street industrial area and developing berms, for flood protection purposes, maintaining the channel bottom open, and developing landscaping areas along its edges. The landscaped area could include man-made structures with sculptural qualities, that are combined with natural landscaping, trees and plants. Tree and plant materials should be drought-resistant and fast growing and require little manicuring. The open space buffer and pedestrian easement, on both sides of the creek channel and outside the channel proper, should be 40 feet.

View corridors to San Diego Bay and Downtown should be enhanced.

In addition to the topographically-related height limits designed to encourage view development, certain street corridors should be especially considered for beautification to

Community Environment Urban Rehabilitation Recommendations



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further enhance and frame existing views. The view corridors could, in some instances, include property setbacks and landscaping to increase the width of the corridor.

Critical view corridors to downtown San Diego are: Logan Avenue, National Avenue, and Harbor Drive. It is recommended that these streets be landscaped and that setbacks be established along industrial development fronting on these streets. The setbacks should be landscaped and properly maintained. Critical view corridors to San Diego Bay are: Sigsbee Street, Crosby, Sampson, 26th, 28th and 32nd Streets. These streets should be landscaped and development fronting on them should have landscaped setbacks whenever possible.

Residential uses should be rehabilitated and new residential development should maintain a compatible scale with the existing development.

The Plan's recommended residential densities of R-2 (14 dwelling units per net acre) and R-2A (29 dwelling units per net acre) will maintain densities of housing and development which are compatible with existing development. In addition, development should take place in small parcels, or building facades should be broken to establish narrow facade planes and be compatible with the existing lot development.

Roofs should be pitched, and if flat roofs are developed, they should form useable terraces on the roof.

Colors should be warm and bright to match the existing remodelings and older structures. Parking requirements should be flexible, considering the great portion of the residential population which is transit-dependent.

All industrial uses should follow current acceptable industrial development standards.

This Plan recommends that all industrial development follow the M-IP and M-IB Zones as proposed in the **Land Use Element** of the Plan. All industrial uses should upgrade and develop to these standards as modified by urban design considerations. Upgrading should be studied and given between five and ten years to comply based on ability to economically amortize improvements.

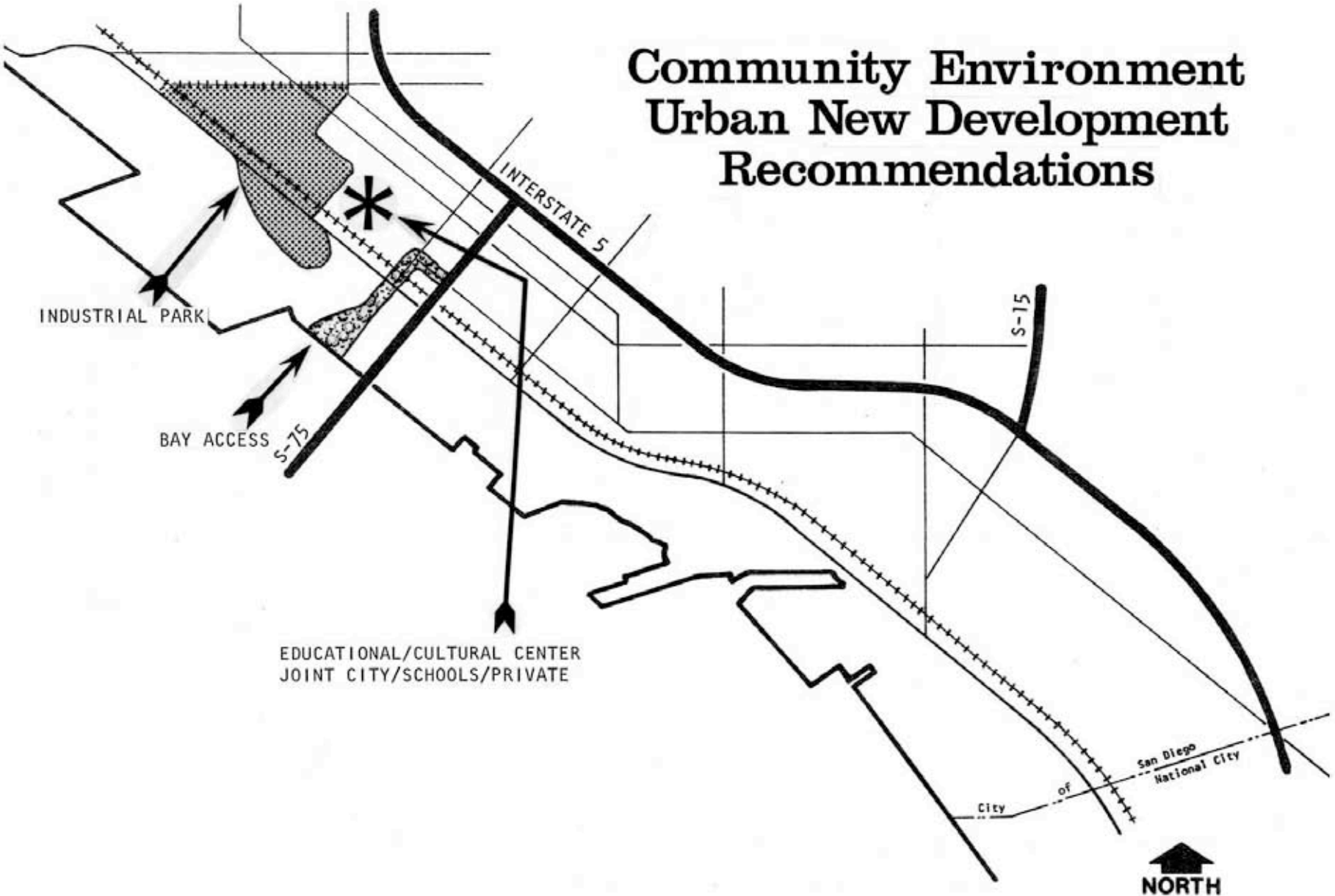
Control of External Effects

Air contaminants such as smoke, paper, dust, grime, carbon, noxious acids, fumes, odors or particulate matter, loud noises above prescribed federal standards, and other agents which cause sudden changes in temperature, glare, radio activity, and electrical disturbances, should not emanate beyond the boundaries of the property where the activity is located.

Off-Street Parking

Employee parking standards should be considered and modified as specific uses require. Parking allocations may be included in the premises, or be included into an area parking assessment district.

Community Environment Urban New Development Recommendations



NORTH

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Walls and Fences

All walls and fences should have an established height, should be impervious to light, made of natural color materials, and maintained to acceptable standards.

Landscaping

Industrial uses adjacent to residential areas should have landscaped setbacks from the corresponding property line. Landscaping strips should also be developed along lot premises adjoining streets and public places. Landscaping should be properly maintained and with drought-resistant plant material.

Storage Areas

All storage areas should be enclosed by a wall or building. Storage area height should not exceed wall heights as viewed from surrounding properties or the street.

Driveways and Curb Cuts

Sites should have limited driveway and curb cut area.

Commercial uses should be rehabilitated and new development should maintain a compatible scale with existing development.

This Plan recommends that commercial uses be developed under the CC Zone, which allows for small-scale and intermixed commercial and residential development.

Development Scale

Scale should be low profile with the standard 50-foot maximum lot frontage, or with facade changes and indentations to complement the standard, smaller lot frontage. Residential, office development and hotel development should be encouraged above or behind the commercial facilities.

Parking

Employee- and patron-related parking requirements are recommended to be provided on-site or in an area parking assessment district. The requirement could be modified depending on specific activity needs, population served, and location in relation to other public transportation facilities.

Color

Building materials should match the community's earthy and bright colors.

Improve public and semi-public agency images through compatible urban design considerations sensitive to the community's assets.

Generally, every agency involved in the development of community facilities has its own development standards and in some cases (as in the schools) its own building code requirements. There are, however, some external design treatment elements that are unique to this community and should be used as unifying community-wide design elements and identification.

Scale

Building should be in scale with the surrounding development, which usually does not exceed 25 or 30 feet. Taller buildings should de-emphasize their height with the development of balconies, arcades, etc. Large, blank surface walls should be avoided and when they have to be built, should be broken by landscaping, sculptural motifs, and/or murals.

Perimeter Walls and Fences

Perimeter walls and fences should be designed in natural color materials. Long, unbroken walls, if higher than three feet, should have indentations, sculptural features, or landscaping. Chain link fences should be avoided and, where absolutely necessary, should be framed individual panels and include plant materials.

Entrances

Small, pedestrian-oriented outdoor entrance areas or porches should be designed, off the street at major building entrances, to provide areas and spaces for group interaction.

Indoor-Outdoor Relationships

Indoor and outdoor spaces should be interrelated, both for social and climatic reasons. This can be designed through building openings, window spaces, building indentations, arcades and overhangs.

Landscaping

It is desirable that a portion of the property be landscaped. It is suggested that a percent landscaped area be considered and modified as the specific needs of the project require. Landscaping materials should be of drought-resistant materials, with tall plantings, fast growing, and placed in clusters where views can be framed. The mural motifs of Chicano Park should be continued and paintings and sculptural forms should be encouraged in the open space areas.

Streets should be improved in design with the pedestrian use and landmark orientation in mind.

Streets

Major streets should be landscaped with drought-resistant, tall and fast growing trees, placed in clusters emphasizing important crossings, places, and framing views.

Curb parking should be avoided up to 50 feet from a street crossing, and landscaping, pedestrian gathering areas, and bus stops should be located in those areas.

Local streets should be redesigned to include two moving lanes of traffic and diagonal parking areas. Through traffic on these streets should be discouraged by narrowing the street access, and closing and looping the streets as necessary. It should be noted that these improvements don't necessarily imply a total rebuilding of the community street system, which would be too expensive and unrealistic, but instead should imply selective re-adjustments to the street design in critical areas, thus achieving the intent of these recommendations, at minimum cost.

Harbor Drive should be totally redesigned to properly perform its multiple functions.

The design considerations should include four lanes of moving traffic, turn pockets, truck route lanes, a bikeway route, pedestrian areas, and linear parking structures for industrial employee parking in addition to the maintenance of the railroad right-of-way and access. The design should include traffic lights and patterned pedestrian crossings and overhead pedestrian crossings to serve the parking structures as necessary. Landscaped medians and sidewalks should also be included in the design, much like Harbor Drive's design at the City's Lindbergh Field Airport area.

Organize and design parking development areas.

Large parking areas, when developed as surface parking, should include patterned surfaces designed in clusters to emphasize entrances, pedestrian access, circulation, crossings, etc. The areas should also include a percent landscape area and perimeter landscaping. Parking structures should not exceed three levels and should have perimeter landscaping with tall, fast growing trees. It is desirable that the ground floors of the parking structures be partially used for commercial and automobile-related uses such as gas stations, auto repair, auto parts, and other related uses. Commercial developments could include employee-related services such as restaurants, delicatessens, sandwich shops, etc.

Bus stops should be designed as special outdoor gathering places and waiting areas.

The Plan recommends that bus stops be carefully located to provide the best possible service, interfaced with other community activities and circulation modes to reinforce community focal points and landmarks. The designs should include patterned paving, benches and rain protection areas where bright canvas awnings, for example, can be used. Bus stops could

either be designed freestanding as part of the street or integrated into a building development along the sidewalk, perhaps under arcades, overhangs, or canopies. Landscaping treatments with tall, fast growing trees, could help in some cases to visually identify these areas.

IMPLEMENTATION RECOMMENDATIONS

This Plan recommends that, subsequent to its adoption, detailed studies be made of views, setback development potential, and possibilities of existing use compliance in order to develop the necessary ordinances and zones for plan implementation.

The mentioned urban design recommendations should be studied further in the context of special project areas and implementation ordinances, as recommended in the **Land Use and Transportation Elements** of this Plan.

Performance development standards should be developed based on future study findings.

The development suggestions made in this section should not be considered as "manicured" reconstruction projects, which are expensive to implement; instead, these recommendations should be further developed as community rehabilitation and readjustment measures, which are realistic and relatively inexpensive.

The land use-related recommendations imply the development of zones, or special district legislation while the recommendations relating to public facility and transportation development recommendations envision the development of design guidelines for those projects specifically.

The first group will require input from the residents and private enterprise for the performance standard development, while the second group will require various public agencies' input and cooperation.
