ENVIRONMENTAL SETTING

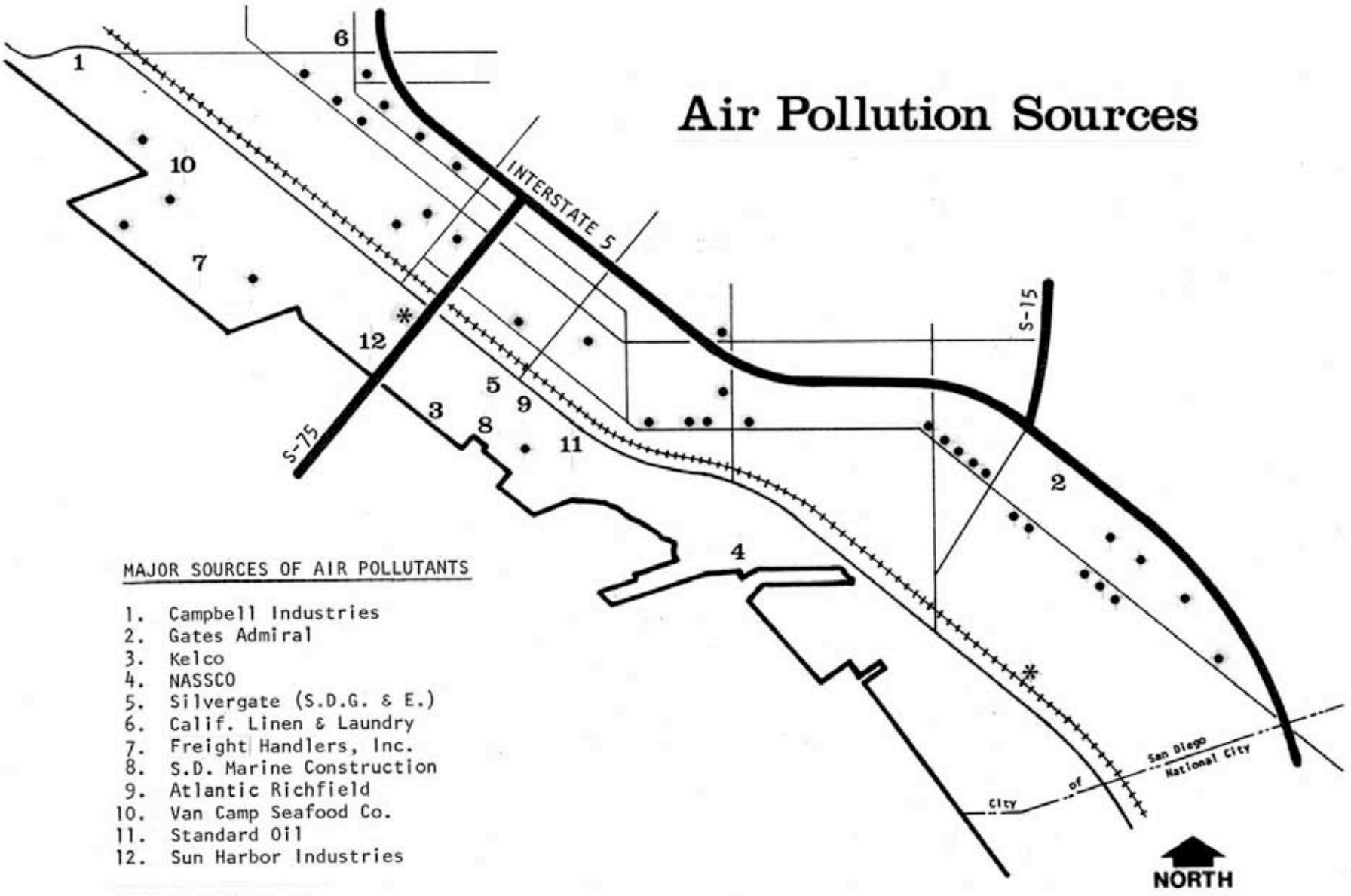
AIR QUALITY

Meteorology

The Barrio Logan community lies entirely within the coastal plain, immediately adjacent to the easterly shore of San Diego Bay. Elevations do not exceed 60 feet above mean sea level. Major drainage basins such as Switzer Canyon, Chollas Floodplain and Paradise Valley serve as conduits to move air masses from east to west across Barrio Logan in the early morning hours when offshore winds are dominant. Beginning around 8:30 a.m. during summer and 10 a.m. during winter, onshore winds become dominant, moving air masses across Barrio Logan from west to east. The presence of the Point Loma landmass west of Barrio Logan has a tendency to deflect the air mass moving from the west around the tip of the point. This air mass next encounters the Coronado Bridge which causes turbulence in the predominant easterly flow.

With the exception of certain meteorological conditions discussed below, the coastal environment experiences excellent horizontal ventilation. Highest wind speeds come in April, May and June while lowest speeds come in November, December and January. Seasonal storms are, of course, exceptions. Winds most frequently originate from the northwest, with the second most frequent direction being from the south. Again, exceptions arise seasonally, for example, easterly winds known as Santa Anas.

The San Diego air basin experiences an inversion phenomenon that acts as a lid on the air mass over the region trapping emissions near ground level. Although a high number of surface-based inversions occur in the winter (58 percent), they break up rapidly because of meteorological conditions. Winter inversions maximize the impact of vehicle emissions (carbon monoxide and oxides of nitrogen). Summer inversions last longer because there is less change in temperature from day to evening. Summer inversions maximize the oxidant (ozone) impact in the easterly areas of the air basin (El Cajon and Alpine). Emissions originating along the coast in the early morning are lifted to the inversion base where they are trapped. They are then transported inland by the sea breeze, while the action of sunlight acts upon the emissions to produce oxidants. Temperatures and wind speeds, which increase at mid-morning, act to spread out the pollutants and increase ground-level concentrations. In the evening, pollutants are transported back to the coast as the temperature of the land drops.



Barrio Logan
Harbor 101

Existing Ambient Air Quality

Monitoring Station Data

The ambient air quality for Barrio Logan can best be determined by reference to the data collected by the Air Pollution Control District's (APCD) monitoring station at 1111 Island Street. This station is about 1-2/3 miles from the center of Barrio Logan. The latest published data (1976) from this station shows that the standards were exceeded as follows:

Oxidants - 45 days (federal standard)
Nitrogen Dioxide - 7 days (state standard)
Hydrocarbons - 349 days (federal standard)
Carbon Monoxide - 0
Sulfur Dioxide - 0
Total Suspended Particulates - 25 percent of all samples (state standard)

The oxidant or ozone pollutant is the most significant pollutant in the formation of smog. Of the seven monitoring station locations, all reported higher levels of oxidant than the downtown station in 1976. The data shows a pattern of increasing oxidant levels with distance from the coast. Carbon monoxide and nitrogen dioxide are the most predominant pollution problems during winter months. The downtown station recorded the highest number of days exceeding the standard for nitrogen dioxide compared to the seven other stations. These factors mean that Barrio Logan is exposed to less of an impact from ozone than most other locations in the air basin but it is likely to be exposed to greater localized concentrations of nitrogen dioxide than other areas.

Emission Sources

In addition to ambient air conditions, there are specific point sources of emissions within and near Barrio Logan that must be considered in an air quality analysis. These are automobile generated emissions, naval operation emissions, and industrial emissions (stationary sources).

a. Stationary Sources

There are approximately 82 facilities in Barrio Logan that operate under a permit from the Air Pollution Control District. Because a single facility or industry may have a number of sources within it, each specific source is regulated under a separate permit. There are 369 permitted pieces of equipment within the 82 facilities. The major facilities within the planning area are Kelco, National Steel and Ship Building Company, the Naval Station, San Diego Marine Construction and San Diego Gas and Electric (SDG&E). All of the industrial sources are operating within the emissions allowed by APCD. The small industrial sources of emissions include gas stations, cleaners, chemical companies, laundries, electrical equipment companies, fuel storage tanks, paint manufacturers and paint shops.

The San Diego Gas and Electric Silvergate power plant is a major source of emissions of particulates, carbon monoxide, sulfur dioxide and nitrogen dioxide. San Diego Gas & Electric has requested a repowering of one unit of the Silvergate facility which would increase nitrogen dioxide emissions by about five times the current levels without further controls. This would occur because of a change in equipment from boilers to a turbine. In the past, the Silvergate plant has been used during peak electricity demand time. For example, in 1976, the boilers were operating ten percent of the time. With the repowering proposal Silvergate would become a base load facility, operating most of the time. This increase at Silvergate would permit a temporary reduction in power generation at the South Bay and Encina plants and others until the demands for increased power over time offset the additional capacity. The effect of reduced use of the other power plants would be a region-wide reduction in nitrogen dioxide emissions. If the repowering of Silvergate is not implemented, the need for additional power would have to be met by the existing equipment at Silvergate. More frequent use of the existing equipment would result in higher levels of all emissions because of the age and infrequent past use of the equipment. San Diego Gas & Electric and the APCD are currently cooperating to determine if the increased emissions expected from the repowering can be successfully controlled. Permission to operate the repowered unit ultimately depends upon control of nitrogen dioxide emissions satisfactory to APCD. The Silvergate Plant is also a potential source of sulfate emissions which can fall out of suspension in the air and cause damage to surfaces such as automobile paint finish. This effect can easily be controlled by the addition of a fuel additive that stops the formation of sulfates.

b. Mobile Sources

The major sources of auto emissions in the community are the major roadways, I-5, Harbor Drive and the Coronado Bridge. Carbon monoxide (CO) is the predominant pollutant likely to directly affect the community. Carbon monoxide concentrations may be high within 25 meters of the roadway but disperse rapidly beyond that point. Locations such as the intersection of I-5/I-15 and I-5/Coronado Bridge will generally result in higher concentrations of CO. Automobile gasoline lead is a major pollutant that occurs in both coarse particles which may fall out onto the soil within 60 feet of roadways and fine particles which remain in suspension for greater distances from the point of origin. Only a small lead portion of aerosols fall out near the source of emissions. Most of the lead remains suspended in air currents and is dispersed around the globe. Researchers have found a decrease in lead concentrations in the air in San Diego as unleaded gasoline has increased in use.

A number of other pollutants, such as sulfuric acid and hydrocarbons, are emitted by automobiles, but as yet there has been no determination of the quantities of such pollutants which may be concentrated around roadways.

c. U.S. Navy Sources

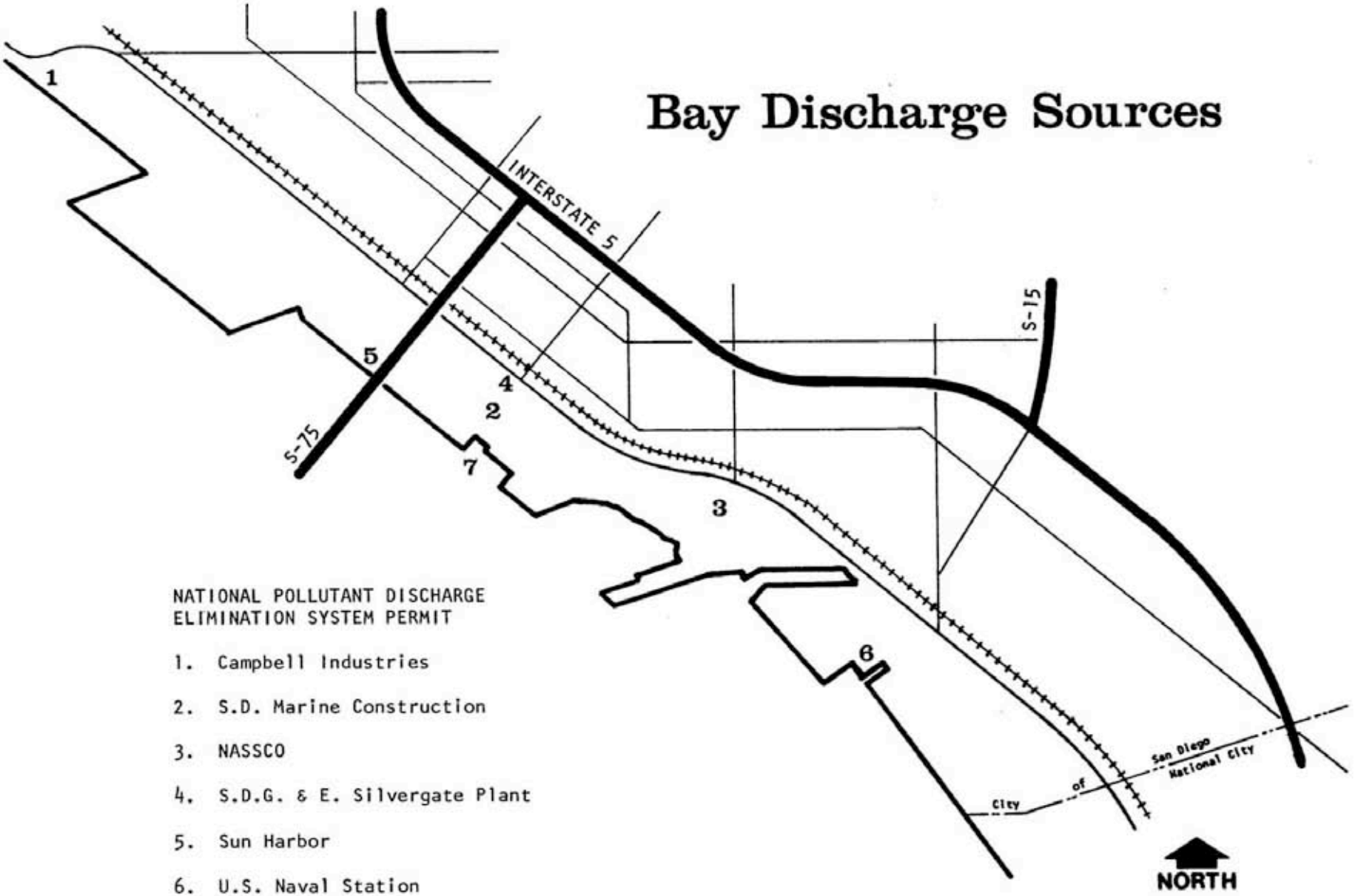
There are three sources of air contaminants from naval operations. They are jet engine test cells, aircraft, and ships' boiler stacks. All must comply with the rules of the Air

Pollution Control District and the Air Resources Board (ARB). Jet engine test cells located at North Island and other places emit both visible and invisible air pollutants. The test cells are in compliance with the invisible pollutant standards for nitrogen oxides but are not in compliance with the visible emission standard. The ARB is currently pursuing legal action against the Navy to achieve compliance. Yearly emissions due to aircraft operations from NAS North Island have been estimated by the Navy as follows: 800 tons of carbon monoxide, 89 tons of nitrogen oxide, 307 tons of hydrocarbons and 28 tons of particulates. Visible emissions from the boiler stacks of naval ships violate APCD rules. When a violation is sighted by an APCD officer a notice of violation is issued which requires the Navy to respond with an explanation of the cause. The APCD has been cooperating with the Navy in order to eliminate the possibility of stack emissions.

Odor Sources

Particular industrial sources such as fish processing will result in odor emissions that must be controlled. The Air Pollution Control District monitors and regulates odor emissions and has established odor control requirements for the Sun Harbor Industry fish canning plant. A chemical control system is in operation at Sun Harbor's plant. However, it has been inoperative periodically due to the new technology involved. A second significant source of obnoxious odors is the City's sewage system in the plan area. There are two sewage pump stations in the area, at 1794 Harbor Drive and 3550 East Harbor Drive. In addition, there is a sewage line in Harbor Drive that may also be a source of odors. The City is taking action to eliminate the odors from the pump stations through a new process that is also reviewed by APCD. The odors originating from the sewage line will be eliminated in 1979-1980 when the City will replace the line.

Sewage odors also occur due to operations of the Naval Station under a program in which the Navy is pumping the contents of ships' holding tanks into the City's sewage system. The City and the Navy are cooperating to correct the odors emitted from this source.


Bay Discharge Sources
INTERSTATE 5
S-15
S-75
1
2
3
4
5
6
7
NATIONAL POLLUTANT DISCHARGE
ELIMINATION SYSTEM PERMIT
1. Campbell Industries
2. S.D. Marine Construction
3. NASSCO
4. S.D.G. & E. Silvergate Plant
5. Sun Harbor
6. U.S. Naval Station
7. Sampson St. Storm Drain
City of San Diego
National City
NORTH
Barrio Logan
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WATER QUALITY

The Barrio Logan community lies on the easterly shore of San Diego Bay but is physically separated from the Bay by the state tidelands within the jurisdiction of the San Diego Unified Port District. San Diego Bay is a crescent-shaped bay about 14 miles long, ranging from 1,600 to 14,000 feet in width. In the central bay, depths generally range from ten to 25 feet except for a 30-foot deep channel and berthing areas along the eastern margin. In the south bay, depths generally range from zero to eight feet, except for several narrow, dredged channels that have been cut to depths of eight to 20 feet. Historically, the eastern bay margins such as the area between Barrio Logan and the bay were characterized by fine mud deposits.

Because of the long-term and intensive urbanization of the community, the Soil Conservation Service (SCS) has identified the soil type as urban. Soil erodibility, shrink-swell behavior and other limitations were not rated by the SCS due to the urbanized nature of the land surface.

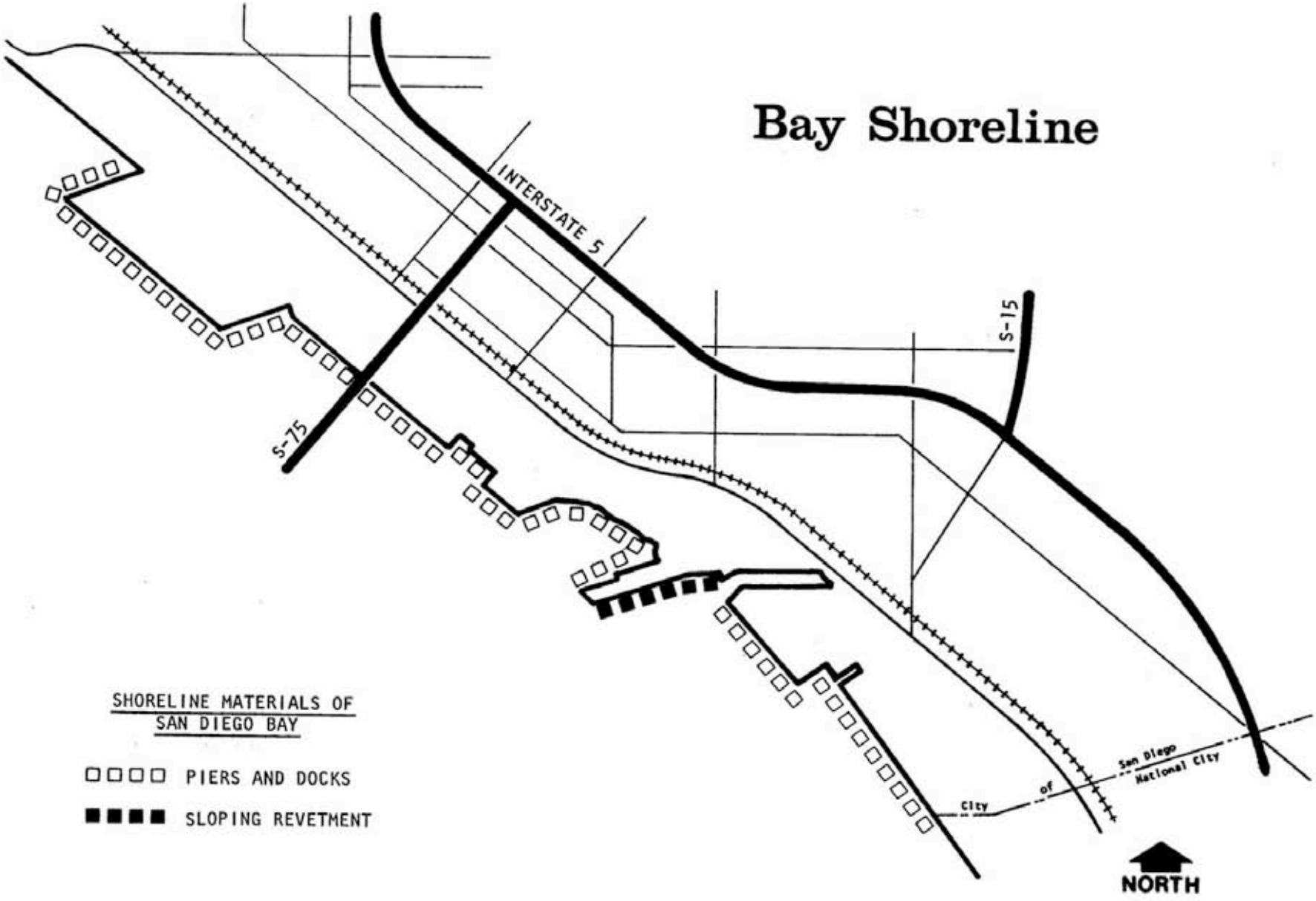
The Las Chollas Creek drainage cuts across the plan area from east to west but is partially channelized through a concrete channel. Where the channel empties into San Diego Bay it has been widened to 200 feet and dredged to a depth of 29 feet. Stream flow occurs only during and after storms. The shoreline in Port District jurisdiction adjacent to the Barrio Logan Community consists of docks and piers. There are no locations where natural beaches, mud flats or other natural shoreline exist.

Water Resources

The Barrio Logan community is within the Coronado Hydrographic Unit, an area of about 60 square miles with no major stream system. It is bordered on the north by the watershed of the San Diego River and on the south, in part, by that of the Sweetwater River. Nearly all of the area is occupied by urban residential and industrial developments. San Diego Bay lies offshore of this unit. Water quality within the bay generally approximates that of the Pacific Ocean coastal waters.

The estimated mean seasonal natural surface runoff from Las Chollas Creek into San Diego Bay is 5,200-acre feet. The main stem of the creek within the plan area (below I-5 to the San Diego Bay) contains 210 acres. Land uses within this area are commercial, industrial and naval station property. Major stream flow occurs only during and after storms. The only other surface water channels are Switzer Channel and Paleta Creek which are both channeled into storm drains.

Near-surface groundwater is found in the Las Chollas/South Chollas confluence area and underlying the plan area. No domestic or industrial use is made of the local runoff or groundwater. Runoff from storm drains and surface areas is directed into San Diego Bay.



SOURCE: A Proximate Biological Survey of San Diego Bay, California, Thomas J. Peeling, 1975

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The Regional Water Resources Control Board has identified the following existing and potential uses of San Diego Bay:

- Industrial Service Supply (cooling water, fire protection, etc.)
- Navigation (commercial and naval shipping)
- Water Contact Recreation (swimming, wading, water skiing, etc.)
- Non-Contact Water Recreation (picnicking, pleasure boating, etc.)
- Ocean Commercial and Sport Fishing
- Saline Water Habitat (inland saline habitat for aquatic and wildlife resources)
- Preservation of Rare and Endangered Species
- Marine Habitat (preservation and sustenance of fish, shellfish, marine mammals, waterfowl and vegetation)
- Fish Migration (temporary aquatic environment for anadromous and other fish species)
- Shellfish Harvesting (sport or commercial harvesting) (Embarcadero Plan)

Quality of Waters

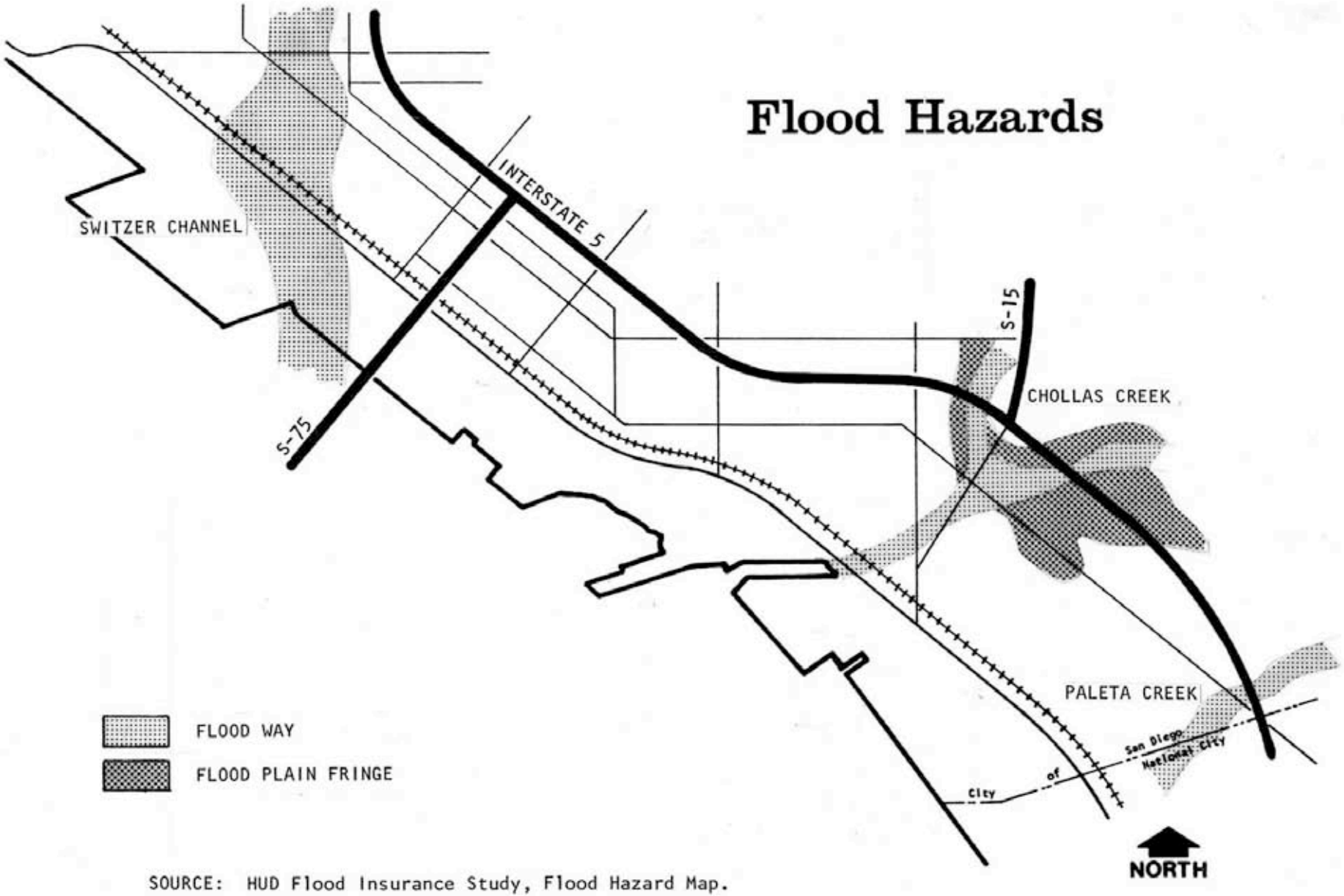
Surface waters channelized in the Chollas Creek carry debris and sediment from upstream, as well as typical urban pollutants such as heavy metals, oil and grease, and pesticides and herbicides.

From 1887 to 1964, the City of San Diego's sewage disposal system emptied into San Diego Bay. The San Diego Metropolitan Sewage System was in full operation by 1964, operating with an open ocean outfall that totally eliminated domestic sewage discharges into the bay. Since 1964, dissolved oxygen values have risen to an average of more than five parts per million and the visibility has increased to more than eight feet. Water quality now meets federal standards for water contact sports.

The presence of such diverse industries as aircraft design and development, tuna canning, electrical generation, and shipbuilding, has however, resulted in various pollutants being discharged into the bay each year. Much of this material is deposited in sediments. The least contaminated parts of the bay were found to be near the entrance and the southernmost end.

The bay's receiving waters in the vicinity of Barrio Logan have been tested by various agencies and individuals since 1967. Most recent testing by the Water Quality Control Board in 1977 showed that water quality was good. Pollutants measures were at much lower levels than had been found in testing in 1973 and 1969.

The fact that the bay can now claim overall good water quality is substantiated by the presence of larger game fish. Sharks, croaker and bonito were found off the shore of the



SOURCE: HUD Flood Insurance Study, Flood Hazard Map.

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plan area in a 1975 survey. Bonito feed off bait fishes, therefore, their presence also indicates a significant rise in the presence of bite fishes since 1966. Two species of crabs were also found in the plan area.

In 1975, the U.S. Army Corp of Engineers reviewed the overall water quality of the bay and found that it was relatively free of pollution. Although the Regional Water Quality Control Board's standards are being met, the following localized sources of pollution still exist: human wastes discharged from naval vessels and other ships and boats, and accidental oil and petroleum product spills.

Point Sources and Their Wasteloads

The following water quality problems have been caused by point source discharges into the San Diego Bay:

- Hydrogen sulfide odors due to excessive travel time in trunk and interceptor sewer system;

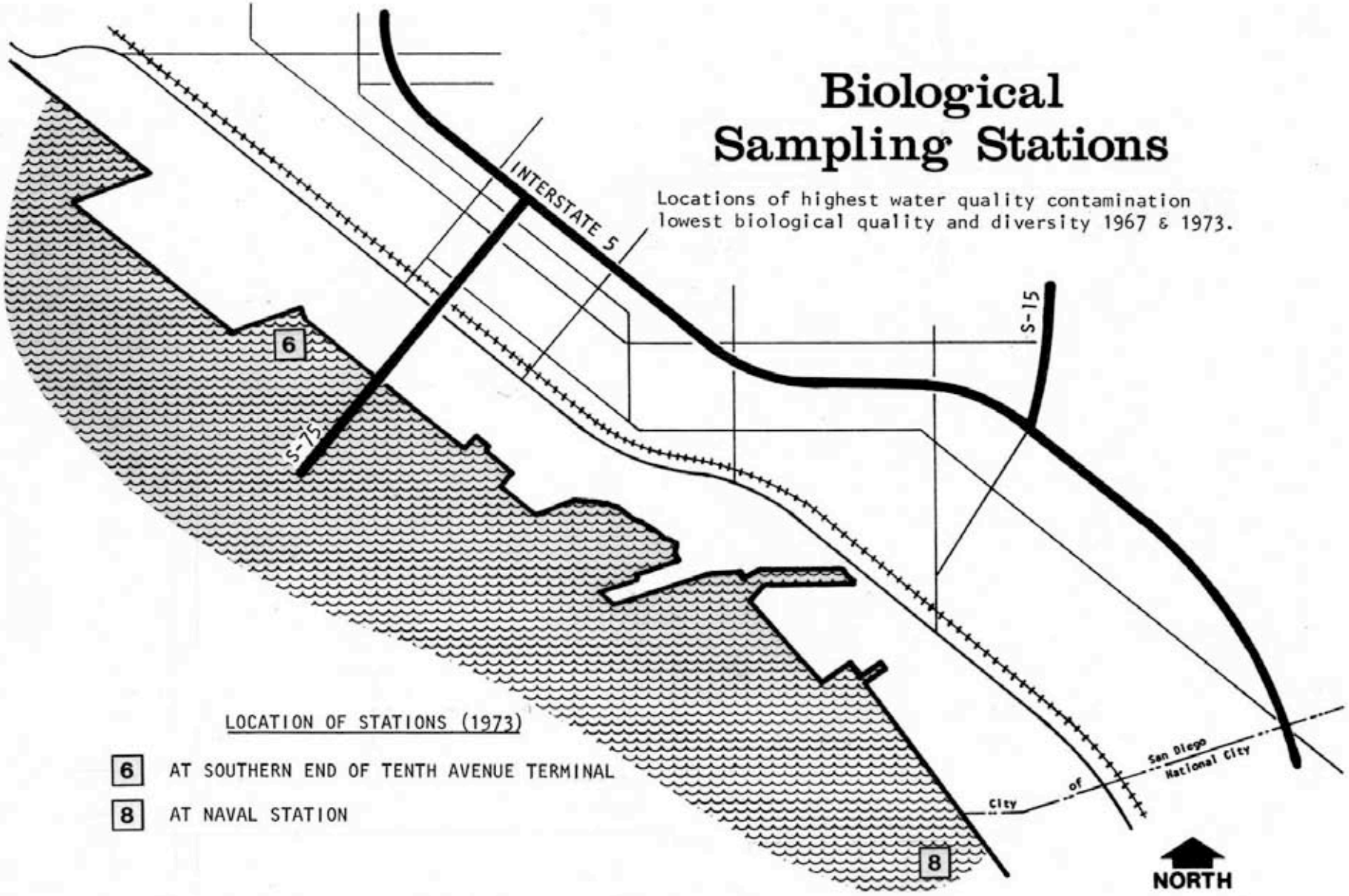
- Microorganism contamination due to discharges from vessels.

The types of industries in the plan area that today contribute wastes to the bay are tuna canning, electrical power generation, shipbuilding and repair practices and vessels.

The Silvergate Power Plant discharges 215 mgd of salt water that has been pumped from the bay through the cooling unit and back into the bay. At present, the thermal discharges do not have known adverse environmental impacts. Seven shipbuilding and repair facilities are located immediately adjacent to San Diego Bay. Activities contributing to water pollution include: 1) the cleaning of vessels by scraping, sandblasting or brushing; 2) the painting of vessels by sprayer, roller or brush; 3) the collection of oil and solvents; 4) the hauling and launching of ships; and 5) removal and disposal of sewage. The regional board’s survey of these industries found that oil, bilge water and sewage from holding tanks were properly handled. To eliminate pollution from this class of industry, the following elements are being implemented through the National Pollutant Discharge Elimination System (NPDES) permit program:

- Minimization of the quantities of spent sandblasting sand and debris released to the bay through the use of dry-sweep or vacuum sweep units;

- Continuation of efforts to reduce the quantities of mercury and arsenic used in marine paints and primers. Each shipbuilding and repair facility now comes under Water Quality Control Board (WQCB) permit procedure which requires implementation of a work program which includes removal of abrasive cleaning debris to a landfill and collection of drainage and runoff on-site to be treated and disposed of via the sewer system.



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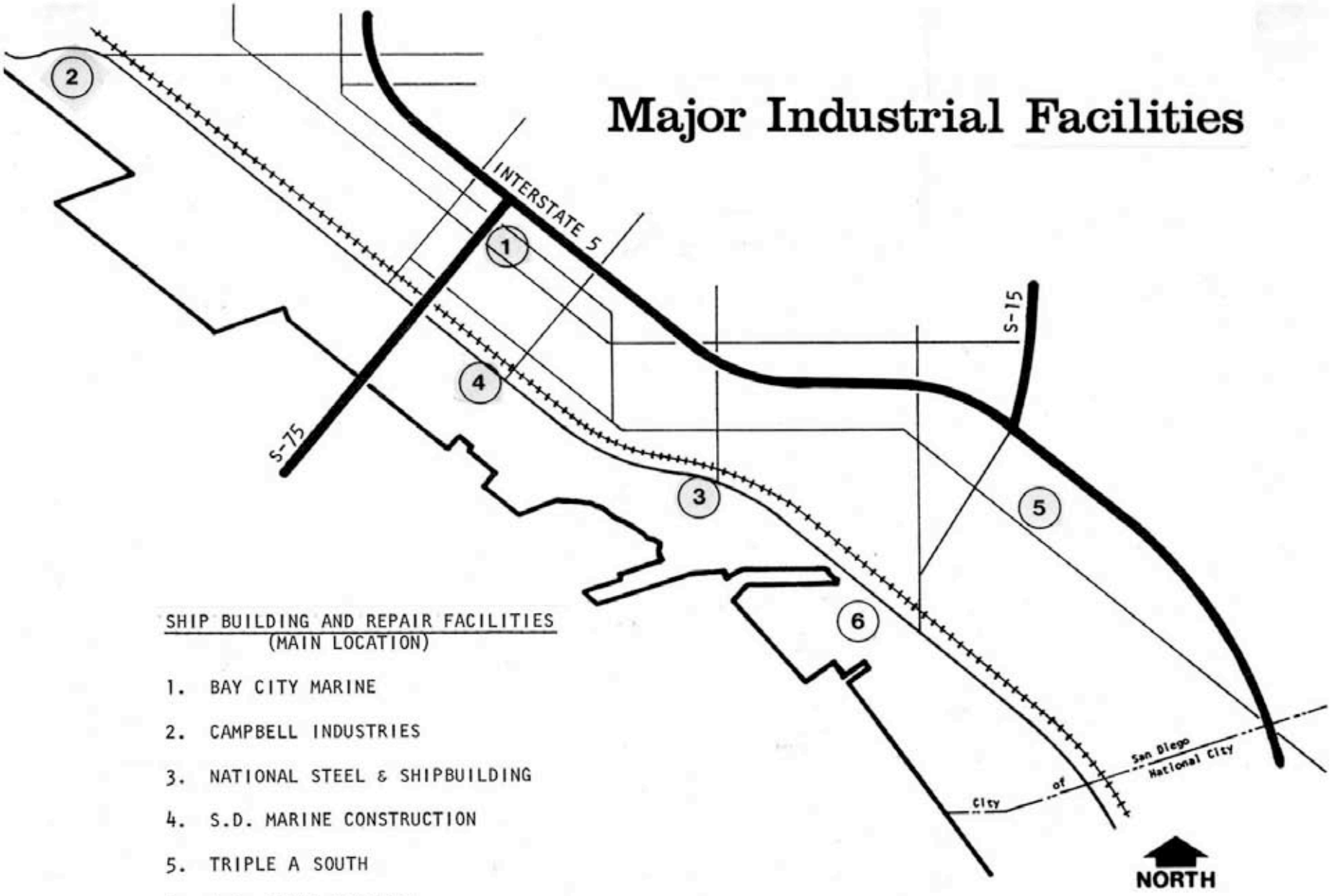
San Diego Bay is used by cargo ships, the tuna fleet, fishing boats and small craft. Cargo ships and the tuna fleet are the largest users of the shoreline adjacent to the plan area. The San Diego Naval Station, part of which is located at the southern end of the plan area, maintains a major berthing operation accommodating about 130 ships per day. In 1975 it was estimated that 400,000 gallons of raw sewage entered San Diego Bay each day from ships berthed at the Naval Station and North Island. Equipment to allow shipboard wastes to be transferred ashore for disposal has been designed, however, and is now being installed on a number of ships. With the completion of current construction of dockside and shipboard facilities it will be possible to eliminate about 55 percent of the Navy's discharges into the bay. By 1980 all discharge of sewage into San Diego Bay from Navy ships will be eliminated.

Due to the fueling operations, internal fuel transfer and bilge pumping operations of ships and boats, there is a loss of oil that causes oil slicks to form on the surface of the bay. The sources of the oil are as follows: commercial ships, five percent; SDG&E, Silvergate Plant, ten percent; Navy Fuel Depot, 85 percent. Due to the high number of fuel oil transfers which the Navy effects, it would be responsible for most of the oil spills. However, the worst (largest) spills that have occurred were attributed to civilian sources. In the past ten years the Navy has been the only agency using the bay that cleaned up its own oil spills. As a result of recent federal regulations, any industry, civilian or public, must provide immediate cleanup of its spills.

Urban Runoff Wasteloads

Rainwater falling on an urban watershed like the Barrio Logan community intercepts pollutants in the air and picks up contaminants as it flows on the surface or by subterranean routes to downstream surface water areas. Except for a probable reduction in suspended material transport, the flow of such waters through an urban environment generally magnifies these pollution-producing conditions above those of non-polluting substances to precipitation. The conversion of permeable open land to impervious urban surfaces such as roads, walks, streets, roof structures, parking areas, shopping centers, and airports also increases the volume of surface runoff water per unit of rainfall.

The 1978 Summary Report of the Areawide Water Quality Management Plan indicates that sedimentation is not generally a problem in San Diego Bay. There may be higher levels of coliform bacteria concentrations during the following episodes of storm-water runoff but the levels drop shortly after the runoff ends. Other runoff impacts such as turbidity, presence of floating trash, and oily sheens are usually of such a short duration that they are considered minor impacts in San Diego Bay.



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NOISE QUALITY

In the Barrio Logan community, noise affecting the community's residents may be generated from automobile and truck traffic or industry. Almost every street in the planning area carries a higher percentage of heavy trucks than can be found in other communities. Based upon posted speed limits and traffic volumes, both Harbor Drive and Main Street generate noise levels exceeding 65 decibels on the Community Noise Equivalent Level (CNEL) scale. Any homes located along these streets may be impacted by noise of 65 dB CNEL or greater which is "normally incompatible" with residential uses according to the City's Noise Element of the General Plan.

Other local streets in the community carry a variable mix of light and heavy vehicles that may generate noise exceeding 65 decibels during peak traffic hours although the noise may not reach an average of 65 decibels over a 24-hour period. For example, Beardsley Street traffic and associated noise was analyzed by the City Noise Abatement office in 1977 in order to determine the noise impact upon Lowell Elementary School. It was found that at 25 feet from the centerline of Beardsley Street noise levels were as high as 72 dB to 90 dB CNEL. These noise levels were taken between 8:30 a.m. and 10:30 a.m., which was the time period in which teachers at Lowell School perceived the most intrusive noise problem. As a result of these tests the Noise Abatement office recommended that four- and five-axle trucks be prohibited from using Beardsley Street between 8:00 a.m. and 12 noon, Monday through Friday. This recommendation was approved by the City Council and is enforced through a weight limit. Beardsley Street between National Avenue and Main Street is prohibited at all times to commercial vehicles of a gross vehicular weight rating of 40,000 pounds or more. Passenger uses, public utility vehicles, and commercial vehicles having a destination or point of origin on the street are exempted. Signs have been posted and the regulation is enforced by the Police Department.

On the basis of the noise levels found on Beardsley Street it is reasonable to assume that other local streets such as Crosby, Logan, National, Sampson, Sigsbee, Newton, 26th Street, 28th Street, 32nd Street, Dalbergia and others experience similar high noise levels. Trucking-oriented businesses in the plan area include a truck driving school, cartage and trucking companies, warehouses, distribution centers, fuel transport trucks and numerous others. The auto recycling centers and other industrial uses that are located on the same block as residences generate traffic from heavy trucks that generate high noise levels. Even though the number of such trucks may be few, the combined effect is cumulative and contributes to the overall high ambient noise level that can be observed in the community.

Traffic noise generated by I-5 and I-15 and the Coronado Bay Bridge contributes to the overall high ambient noise levels in the community. Because all these freeways are elevated above the surface level of the community they probably do not directly impact the adjacent property at levels exceeding 65 dB CNEL, although there may be a few specific exceptions. Other potential transportation noise sources are aircraft, helicopters, railroads, boats and ships. The Air Installation Compatible Use Zone Study for North Island Naval Air Station found that there were no noise, accident potential, flight shadows or helicopter patterns intruding upon Barrio Logan's air space due to North Island NAS activities.

However, there may periodically be diversions from the correct flight pattern that take aircraft over the plan area.

The Santa Fe Railroad lines lie directly adjacent to Harbor Drive to the north and south. They pass through a completely industrialized portion of the community and railroad-generated noise does not directly impact residences. Diesel locomotives produce noise levels of 88-98 dB at 50 feet. Occasional train whistles may be heard throughout the community but are not of sufficient frequency and duration to constitute a major noise source.

Noise generated by boats and ships operating in the day adjacent to the community does not generally reach community residences because of the distance between them (250-300 feet). Again, periodic ships' whistles, escaping steam or other noises may exceed the ambient noise levels and become apparent in the community. Such noises would be infrequent and of limited duration and therefore would not be a major noise source.

Due to the large number of heavy industry and major commercial uses in the plan area, industrially-generated noise is a major noise source for the community. The chief industries contributing to the industrial noise component are a power generation plant, four major shipbuilding and repair facilities, numerous auto and heavy metal salvage yards and an aluminum can recycle center.

Community residents have reported whistles and other sharp, loud noises that occur at night, particularly after midnight, and seem to be generated by industrial operations. Although these noises may not occur on a regular basis and may not continue for a protracted length of time at each event, they constitute a significant adverse existing environmental impact to the residents. Noises occurring at night that interrupt sleep have significant physiological effects on humans. Chronic noise events, such as those affecting the Barrio Logan community, constitute a significant stress upon the people who are exposed to the noise. Reflex reactions of the nervous system in response to noise causes constriction of blood vessels that in turn affects the heart, as well as blood circulation to the extremities and the eyes.

VISUAL QUALITY

The visual quality of the Barrio Logan community is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the San Diego Unified Port District.

Moving into Barrio Logan from the north, a large railroad yard is highly visible east and west of Harbor Drive. Also, at this general area there is a viewpoint available on all sides but the view is of an industrial zone, unorganized, with bleak buildings and open storage yards and generally disruptive visual clutter. Campbell Shipyards and the 10th Avenue Marine Terminal

provide visual barriers between Harbor Drive and the bay. Industrial employees take advantage of any vacant land, such as that alongside the railroad tracks, for parking. Not only are the parked cars a visual blight, but the parking areas are unpaved, dusty and not landscaped.

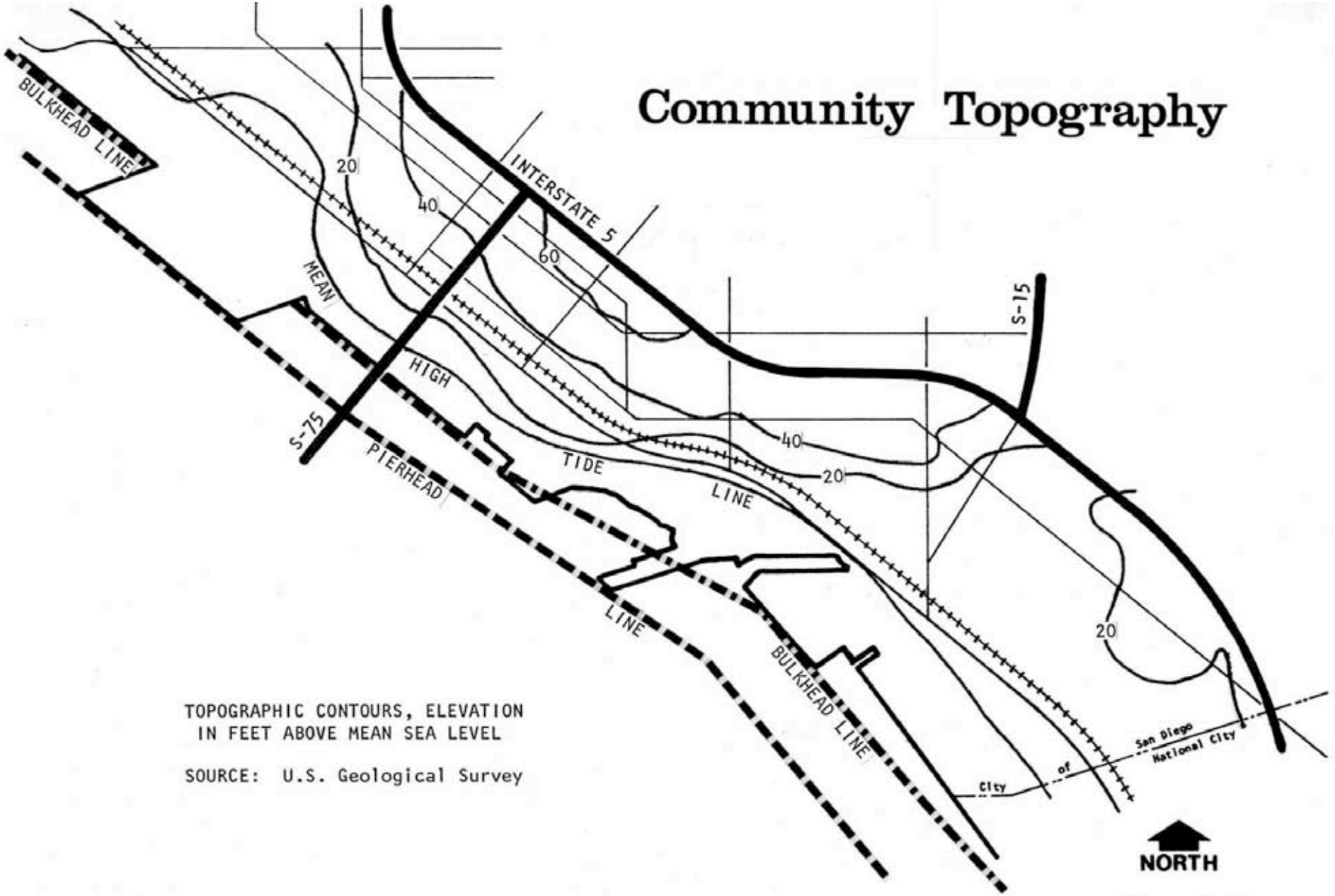
Major disruptive visual barriers occur continuously along the entire length of Harbor Drive through the community. These barriers generally prevent visual access to the bay as well as into the community. In contrast to these barriers the Coronado Bridge offers a location from which to obtain continuous views of the community. Of course, these views are not available to pedestrians since the bridge is restricted to auto traffic and a toll is levied for automobiles. The bridge itself is also a major landmark in San Diego Bay but the bridge's support columns are major structural interruptions in the visual continuity of the community experienced at ground level.

At the eastern end of the Coronado Bridge is Chicano Park, a major community activity center that is a positive visual landmark because of the brilliantly colored murals depicting themes from the Mexican-American cultural experience that have been painted on the bridge's support columns.

Continuing south from the Coronado Bridge, Chollas Creek provides a visual break in the industrialized waterfront. Chollas Creek is an open flood channel flowing from east to west across the width of the community and emptying into San Diego Bay. The creek lies on the north side of I-15 (formerly Wabash Boulevard) but is almost hidden from view by the parking lots to the north and by the presence of Navy property on both sides of the creek south of Main Street that restricts access west of Main Street to the bay. From the Main Street crossing of Chollas Creek there is a narrow open view down the flood channel but because the creek bends to the north a bay view is not available.

Navy property dominates the southern portion of the community and is marked by chain link fences topped by barbed wire. A golf course at the southwest corner of Main Street and 32nd Street is fenced off from the community. Disruptive visual barriers continue on either side of Harbor Drive through Navy property to the City limits and disruptive visual clutter marks the shoreline due to the Navy piers that are a major ship repair center.

Most structures in the community are one- to two-story structures. Most residences are single-family homes of wood construction on small lots of 25 by 100 feet. Residences usually have a small front yard with grass and shrubs. Commercial structures are of two major types, storefront-type commercial services and boxy warehouse-type structures. Auto and metal recycling businesses are a major visual component in the community with their fencing of metal siding and trucks carrying metal parts parked on the street. Often, junked cars are parked on the street in front of the recycling centers prior to dismantling within the metal recycling yards, and metal parts are often piled higher than the six-foot fences, adding to the visual blight. Because of the predominant industrial zoning in the community there is no separation of major land uses and most blocks contain both residences and heavy commercial and industrial uses. The visual conflicts resulting from this land use pattern are an affront to normally accepted aesthetic standards.



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LANDFORM

The landform of the Barrio Logan community is that of the low-lying coastal plain, less than 60 feet in elevation. The shoreline is no longer the natural marsh and tidal flat system, having been completely modified by the piers and docks of the industrial and naval developments.

Soils

The native soils in the area have been obliterated by urbanization and landfill that has occurred over the years. The Soil Conservation Service has thus labeled the soils “urban” and has not rated them for erodibility, stability, shrink-swell behavior or agricultural potential. Dredging of the shoreline of the plan area occurred in 1941, 1942, 1949, 1951, 1955, 1965 and 1964-66. Landfill of the shoreline of the plan area occurred in 1924, 1930, 1934, 1937, 1949 and 1955. Landfill in the Chollas Creek occurred in 1942. This activity does not include dredging prior to 1936, or landfill prior to 1914, and does not include dredging or filling after 1971. There are no construction-quality sands in the plan area.

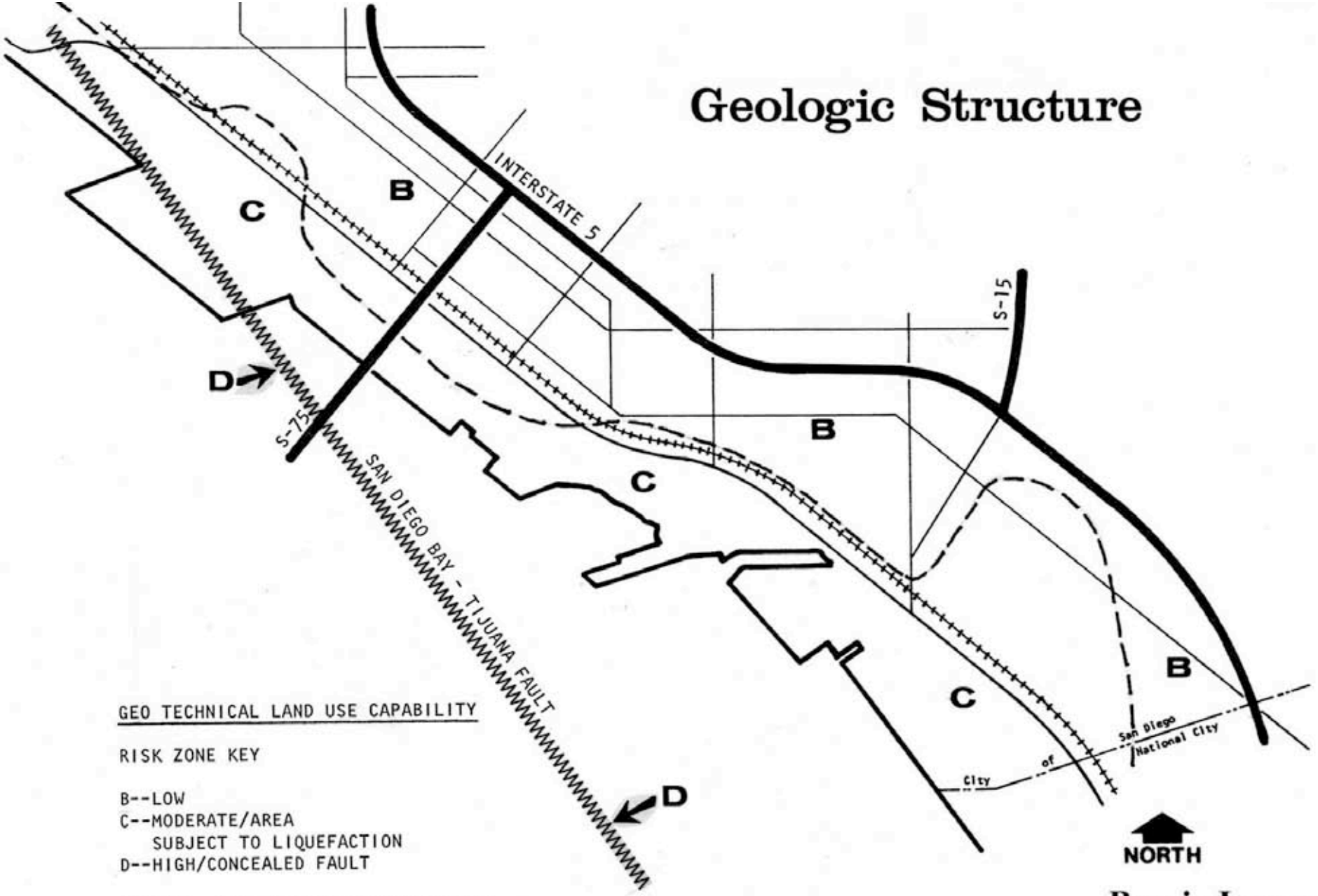
Geologic Structure

The geologic formation underlying the plan area, other than the artificial fill in the tidelands, is the Bay Point Formation. It is composed mostly of marine and nonmarine, poorly consolidated, fine- and-medium-grained, pale brown sandstone. These characteristics are indicative of a brackish water estuarine depositional environment and a late Pleistocene age. No specific fossil localities have been found in the plan area.

Geologic faults in the San Diego coastal area lie within a regional northwest striking right-lateral fault system. The most prominent fault along the coast is the Rose Canyon fault zone. This fault has been considered a southern extension of the Newport-Inglewood fault zone and northern extension of both the Los Buenos and the San Miguel faults. In 1964, three earthquakes of 3.5, 3.6 and 3.7 Richter magnitude occurred in San Diego with an epicenter in the middle of the central part of San Diego Bay, adjacent to the plan area. Some evidence indicates that the Rose Canyon fault zone extends south along the alignment of the San Diego Bay-Tijuana fault through San Diego Bay.

In addition to earthquakes originating in the San Diego area, the plan area could experience ground shaking from earthquakes whose epicenters are up to 100 km away. Because the Barrio Logan area is not subject to landslides or cliff collapse there is little chance that severe damage could occur from a distant earthquake, however, parts of the plan area are subject to liquefaction in the event of a strong local earthquake. Liquefaction refers to a process in which soil below the water table totally loses its strength and is converted to a fluid state. A particular location may have a greater or lesser potential for this hazard depending on the on-site soil density and soil type, the severity of shaking and the duration of shaking by an earthquake.

The locations prone to liquefaction in Barrio Logan can be seen on the accompanying map. They are south of I-15 and west of Da1bergia Street to the bay, west of Harbor Drive



Barrio Logan

Harbor 101

between 16th Street and I-15 to the bay. These locations are assigned a “moderate” risk by the City's Seismic Safety Study. Land uses that are “provisionally suitable” for these areas are industrial and minor commercial uses, residential, minor public structures and schools, churches and other places normally attracting concentrations of people. Uses that are “generally unsuitable” are large power generation facilities and intertie systems, hospitals, fire, police, and other emergency communication facilities, critical transportation elements, and important public utility centers. Suitable uses are agriculture, marinas, parks, open space and refuse disposal sites.

Based on the historic record, the San Diego Metropolitan Area, including the Barrio Logan plan area, has experienced 11 to 15 earthquakes of an intensity of six to seven from 1810 to 1971. Intensity six is felt by everyone indoors and by most people outdoors, minor damage occurs; intensity seven is felt by everyone and causes moderate damage; intensity eight causes people to be unable to stand and results in major damage.

Ocean Waves

The plan area is also vulnerable to tsunamis, great ocean waves generated by earthquakes. The hazard is relatively less severe than other coastal areas of the state due to the unique form of San Diego Bay, Point Loma and the Coronado Island-Silver Strand landmasses. These major landforms would absorb the initial effects of a tsunami. The State Resources Department indicates that the plan area should observe special caution during a tsunami alert and that the area should be cleared if flood tide and tsunami are coincident. No tsunamis have ever been reported for the San Diego coast. The Department of Commerce operates a Seismic Sea-Wave Warning System and can typically provide a four to six hour warning period.

Barrio Logan

Harbor 101

BIOLOGICAL RESOURCES

Vegetation

Because the Barrio Logan planning area is intensely urbanized there are no native plants of value in the area. General landscaping is sparse and is found mainly in the front yards of private residences. Street trees are present along some streets but are not an abundant feature.

The shoreline is unvegetated and there are no marshes or estuaries due to the heavily industrialized bayfront. The entire bayfront consists of piers and docks; there are no riprap areas which might be available as intertidal habitat except at the entrance to the Chollas Creek concrete flood channel.

The State Water Resources Department has proposed that future beneficial uses of the bay include Saline Water Habitat for aquatic and wildlife resources and Marine Habitat which includes preservation and propagation of vegetation. The vegetation component of marine resources is important because it provides the basis for small forms of animal life that in turn become food for larger fishes. For example, a 1975 survey of marine resources around the SDG&E outfall for thermal discharge found the presence of a mat of algae and marine grasses cover a large portion of the shallow bottom areas.

Wildlife

With the exception of bird life, native wildlife is unable to make use of the plan area due to lack of food and cover resources that have been removed by urbanization. The community is separated from vacant, undisturbed land inland by the I-5 freeway. The nearest wildlife habitat is over three and a half miles east of the community where deer, coyote and other mammals can be found in an isolated canyon. The nearest habitat for rare and endangered birds is about six miles south of the community in the South Bay marsh area.

About half of the 430 species of birds that reside in or pass through San Diego County on a regular or seasonal basis are found in the San Diego Bay area although not necessarily adjacent to the Barrio Logan community. The bay and surrounding marshes and beaches are used for feeding, resting and nesting. Four of the bird species are on the United States Department of the Interior's list of endangered species and an additional five are thought to be rare and/or endangered by qualified ornithologists. The south bay is the richest wildlife area in the bay because that area is relatively undisturbed by industry, the salt evaporation ponds have created specialized habitats, and there is less pollution. The endangered species that inhabit or visit the bay are the brown pelican, the clapper rail, the least tern and the peregrine falcon. The black rail is considered rare. These five species are protected by the federal “Endangered Species Act of 1973.” The following species are also considered to be rare: the Elegant tern, the Double-crested Cormorant, the black brant and Belding's savannah sparrow.

Because of greater development and past dumping of wastes, the north and central bay areas suffered in degradation of biological habitats more than the south bay. These sections still

receive the greater majority of the wastes discharged from ships and small craft and they suffer most from oil spills and other accidental waste discharges. Although the plan area has been exposed to degradation it is recovering rapidly because of the relatively high rates of tidal flushing.

The bay is a major and important spawning area for ocean fishes. In general, the recently or frequently dredged areas contain fewer species of organisms than areas that have not been disturbed for two or three decades. The shoreline of the planning area has been one of frequent dredging due to the replacement and improvement of piers and docks used in shipbuilding, ship launching and cargo loading and unloading.

HERITAGE RESOURCES

Historic and Architectural Resources

Unfortunately, the historic resources of the Barrio Logan community have not been researched as thoroughly as other areas of the City such as Old Town or downtown. We do know that the area was settled soon after "New San Diego" was founded by Alonzo Horton and that many houses were moved from downtown to the Barrio when downtown became a center for commerce, government and industry. Because of the large number of residences in Barrio Logan that date from the late 1800s, it is highly probable that a number of these residences have historic potential. City staff have made preliminary surveys of the community and have located about 46 structures which have architectural merit.

There are no city, state or federal designated historic sites within the community. A number of designated sites are located north of the community along the waterfront, in Centre City and in the residential areas east of Barrio Logan. The main reason that no sites have been designated is because no historical surveys have been performed. Nominations for historic sites must come from knowledgeable sources in the community because the City's Historic Site Board is not able to provide historic research.

Archaeological Resources

Three recorded archaeological sites occur in the plan area. All of these sites are thought to have been destroyed due to urbanization but they are indicative of the prehistoric use of the plan area. In prehistoric times the bay shore was a marshy area rich in shellfish. The historic record identifies a village of Las Chollas which was located at the junction of Las Chollas Creek and South Chollas. Today this site is probably in the vicinity of I-15 and I-5 freeways. Other historically reported sites of Indian encampments were at 26th Street and National Avenue and at 16th Street and Imperial Avenue. These sites have also been lost due to development.

There is a remote possibility that archaeological resources may continue to exist below the foundations of homes and other buildings in the plan area, particularly buildings that were not constructed on a graded pad. The cultural groups who were associated with the recorded archaeological sites have been identified as the "La Jollans" who lived in the San Diego

region from 7,000 to 3,000 years ago. They subsisted mainly on fish, shellfish, and native vegetation supplemented by hunting. Their occupation sites along the coast are characterized by large quantities of broken shell and stone tools. The group is called “La Jollan” primarily because their major occupation sites and burial grounds are located in the area we now call La Jolla.

The cultural groups who were reported in the historic record to be living in the plan area are called the Kumeyai or Diegueno (after Mission San Diego). The culture of the Kumeyai evolved from a combination of the La Jollan group and a group which moved into the coastal areas from the desert about 3,000 years ago. The Kumeyai used both coastal and inland locations for their camps. They developed the knowledge of acorn processing using a grinding technique and were also fishermen. They hunted with the bow and arrow and had well-developed religious, economic and political systems. Upon Spanish contact and development of San Diego most of the Kumeyai moved permanently to inland villages and eventually were given reservation areas in the county by the federal government. A few groups of Kumeyai remained in the City as late as the 1890s.

Brief Community History

For many years Barrio Logan has been one of the major Mexican-American residential communities in the City. Commercial business, youth centers, health care centers, restaurants and markets are all generally oriented toward the cultural preferences of the community’s residents.

The area now called Barrio Logan was developed at the turn of the century as an extension of Logan Heights and the waterfront community south of downtown. Logan Heights was an upper-middle class community that began in the Victorian era of architectural styles. As San Diego grew, Logan Heights became a housing site for middle- and lower-income groups. Barrio Logan was developed as a middle-lower class neighborhood providing housing for workers of the waterfront industries. Early industries included fisheries, shipbuilding, lumberyards, storage areas and railroad yards.

A number of ethnic groups lived in Barrio Logan over the years including orientals, various European-nationals and Mexican-Americans. The commercial center was originally found along Logan Avenue and the waterfront was used for recreation. A popular beach was once located at the site of the Coronado Bridge bayfront. In the early 1930s a community pier was built at the end of 28th Street under the federal Works Progress Administration (WPA). The pier became a social center with restaurants, bars, music, and nearby swimming areas.

World War II stimulated growth of the Navy and defense industries, particularly around San Diego Bay. This growth ended recreational use of the shoreline and eliminated much housing in Barrio Logan. After the war the shipbuilding industry, which was originally defense-oriented, remained and expanded. In the late 1950s, I-5 was planned, resulting in a tremendous disruption to the Logan Avenue commercial center and splitting the Chicano community on either side of the freeway. In the mid 1960s the Coronado Bay Bridge split the

community into northern and southern halves. The bridge is elevated above ground level resulting in the placement of numerous large support columns through the community.

During the early 1970s the community began an effort to revitalize the cultural heritage of its Mexican-American residents by using the freeway columns as a showcase for Mexican-American art. An array of murals celebrating various cultural, religious and political themes in vibrant colors, are now a major community landmark and socia1 gathering place marking Chicano Park.

ENVIRONMENTAL IMPACTS OF PLAN AND MITIGATING MEASURES

AIR QUALITY

Air pollutant emissions from stationary industrial sources now present or from new development would be controlled through the Plan's proposals to develop industrial parks through the application of the M-IP and M-IB Zones. These zones require that any air contaminant, including odors, shall not be permitted to emanate beyond the boundaries of the premises of the permitted use. Industrial businesses now scattered throughout the community would be encouraged to relocate into industrial parks or would be subjected to controls on air contaminants and other pollutants at their current location. Air contaminants being emitted from industries immediately adjacent to Barrio Logan but outside the jurisdiction of the City of San Diego would continue to be subject to controls through the APCD permit process as would existing and future new sources in Barrio Logan. The Plan proposes to accept the repowering of one of the Silvergate boilers but would not support any additional repowering. The repowering proposal currently being processed will be subject to APCD controls to minimize projected air contaminants as far as is technologically feasible.

The Plan would support a number of Regional Air Quality Strategies such as a community-oriented bicycle route with connections to public transit, a fixed-rail transit system serving high-density development (in this case a high-density employment area), and traffic flow improvement. In addition, by strengthening the commercial component of the community the Plan would encourage the development of a self-contained, full-service community which can minimize auto trips. Also, by accommodating industrial uses near rail lines and shipping lanes, the Plan supports energy conserving industrial transport.

Although the Plan cannot and does not alleviate existing air quality problems, its proposals support a land use system that could reduce current and future air contaminants. Thus, the Plan would have no significant adverse effects on air quality.

WATER QUALITY

The Plan's proposals would not directly affect water quality. No new uses or industries are proposed that would discharge effluent to San Diego Bay or the surface drainage systems. Any new development that might be located in the plan area would be subject to water quality review and controls. Therefore, existing industries in the plan area (tuna canning and electrical power generation) that currently operate under a NPDES permit would not be affected by the Plan's proposals.

The Plan does propose access to the bayfront but does not propose water contact or non-water contact recreation in the bay. The Plan suggests that further study be given to the potential uses of Chollas Creek for swimming, aquaculture or scientific research. Because Chollas Creek carries runoff from many miles upstream, the water in the creek in the Barrio Logan area may contain contaminants that would not be suitable for the uses proposed in the Plan without costly treatment. Future studies of the feasibility of the uses proposed in the

Plan should review the public health aspects of such uses, the amount of modification of the flood channel that would be required, and the costs of the project in comparison to the benefits that would accrue to the public in general. The study of alternative uses of the creek should also include restoration of the creek as a native habitat for the rare and endangered birds that inhabit San Diego Bay.

Urban runoff flowing across the community could be improved by the Plan's proposals for consolidation of industrial and commercial uses that aid in the containment of accidental spills of polluting substances. As residential uses increase in the community the contaminants in runoff would change and may constitute an improvement over existing conditions. Precise determination of the effects of this change cannot yet be accomplished. Sediments carried by runoff are not expected to pose a significant water quality impact to San Diego Bay according to the latest Areawide Water Quality Management Plan report (1978). The Plan would have no significant adverse effects on water quality.

NOISE QUALITY

Adverse noise levels from traffic and industry would be significantly reduced through Plan proposals. The Plan identifies separate traffic routes for automobiles and large and small trucks that would separate excessively loud traffic from residential land uses. Specific routes between freeways and industrial areas are identified in the Plan for use by large trucks. Alternative transportation modes are provided by the Plan including bicycles, fixed-rail guideway, bus, and recreational transit. These alternatives should help reduce auto trips to work by employees of companies within the Port District and employees of the Naval Station.

Industrial sources of noise would be controlled through Plan proposals to consolidate industrial uses into industrial parks. Application of M-IP and M-IB zoning in these parks carries the requirement that loud, unnecessary or unusual noise which endangers health, peace or safety of others may not emanate beyond the boundaries of the industrial park. Also, the separation of industrial and residential uses would reduce noise by increasing the distance between noise sources and sensitive uses. Architectural buffers are also proposed along Harbor Drive to achieve further noise reductions from industrial use west of Harbor Drive. Mounding of earth and landscaping are suggested for beautification as well as noise reduction along I-5 where feasible. The Plan proposals would have no significant adverse effects on noise quality.

VISUAL QUALITY

Each element of the Plan contains proposals that would improve visual quality. The **Open Space and Parks Element** identifies four major park improvement locales: 1) a naturalized linear park along Chollas Creek; 2) expansion of the Lowell School site as a cultural center and multi-purpose sports field; 3) expansion of Chicano Park as an urban park and public assembly area; and 4) development of a commercial wharf and public plaza between Sun Harbor Cannery and the Tenth Avenue Terminal. Major beautification programs are outlined for major street rights-of-way including freeways and Harbor Drive.

The **Heritage Resources Element** supports visual improvement through rehabilitation and reuse of historically and architecturally valuable buildings. The **Housing Element** proposes extensive rehabilitation of existing housing and five new development projects that would strengthen and restore the declining residential sector of the community.

The **Commercial Element** proposes rehabilitation and infilling to strengthen the existing commercial areas. The previously mentioned commercial development would add attractive uses such as restaurants and import goods shops while providing a view of the waterfront.

The **Industrial Element** would provide the foundation for industrial parks with appropriate zoning controls that require complete landscaping to be approved as part of any new development. Areas identified for industrial rehabilitation are also targeted for improved landscaping and buffering from the Harbor Drive thoroughfare. Beautification of community facilities such as the Silvergate power plant and Lowell Elementary School are suggested to be accomplished through addition of development controls and cooperation with responsible agencies. Transportation routes would be improved through widening major streets and narrowing local streets, segregating traffic, and creating parking structures. The Plan proposals would have no significant adverse effects on visual quality.

LANDFORM

Future development of the plan area in accordance with Plan proposals would not require significant landform modification. The area would be subject to significant ground shaking if a severe earthquake occurred on the San Diego-Tijuana Fault. However, because the Plan proposes low-rise development, significant property damage is not likely. Although development is proposed in an area subject to liquefaction near Chollas Creek, safeguards such as surcharging for compaction of soils and landfill to raise elevations above flood levels would be required through the permit process. These measures would reduce the liquefaction hazard to an insignificant level. No critical uses are proposed in the areas prone to liquefaction. The Plan proposals would have no significant adverse effects on landform.

BIOLOGICAL RESOURCES

There are no significant biological resources in the plan area. However, a number of endangered and/or rare bird species frequent San Diego Bay on a regular or seasonal basis. In proposing further technical studies of Chollas Creek the possible rehabilitation of the creek as a bird habitat should be considered. The Plan provides an opportunity for an examination of this alternative. No other area within the community would be suitable for rehabilitation as a wildlife habitat. The Plan would have no significant adverse effects on biological resources

HERITAGE RESOURCES

The **Heritage Resources Element** of the Plan addresses the importance of protecting, preserving and rehabilitating, where appropriate, the archaeological, historical and architectural sites in the community. In order to accomplish this the Plan proposes technical surveys of the area, adequate recordation of the sites identified and nomination of significant sites to the appropriate City, state and federal registers. In keeping with the concept of rehabilitation, architecturally valuable buildings could be rehabilitated for continued use as

homes or commercial properties. Archaeological sites would be best protected through sample excavations if the sites are to be incorporated into community park and cultural centers. Displays of artifacts and prehistoric cultural exhibits are proposed to be included in cultural centers in the community. These suggestions would support community identity. The Plan would not have significant adverse effects on heritage resources.

URBAN SUPPORT SYSTEMS

The Plan makes numerous proposals for improvements to urban support systems. Trash collection would be made more efficient through organization of land uses, separating commercial and industrial from residential. Lowell Elementary School would be redeveloped, modernized and expanded according to the Plan proposals. This would provide improved facilities for the additional children generated by the housing proposals. Also, a cultural and community center as part of the school complex would increase the efficient use of this public facility. Community park and recreational facilities would be expanded and services increased to meet the needs of the increased residential population. These proposals were also evaluated in the **Visual Quality** section of this report. The Plan proposes the kind of park development that would fit the cultural background of the residents such as promenades along Chollas Creek, sports and playground areas open to the community, community mural art opportunities and public plazas in commercial centers.

Transportation proposals would alleviate many existing traffic conflicts and right-of-way maintenance problems. Streets that need to be widened or narrowed are identified according to the demand for through traffic or local traffic that they serve. The need for parking restrictions at peak hours on major streets is cited as a method of increasing the carrying capacity of existing streets. Local streets would be improved by narrowing and closing some cross streets to provide space for off-site residential parking, pedestrian walks and seating areas. The Plan proposes a redevelopment study for development of a parking system including selection of locations and number of cars to be accommodated for all types of activities. In the interim, temporary parking structures are proposed for Harbor Drive to serve industrial workers. Specific routes for large and small trucks are identified in the Plan in order to alleviate traffic through the residential community. Other transit proposals to help reduce traffic and parking congestion are four transit terminals to serve the proposed MTDB fixed guideway, improvements to the bus routes, identification of bicycle routes with connections to other areas and a recreational transit system to link the waterfront mercado with the downtown Gaslamp District and Balboa Park. The Plan’s proposals would lead to improvement of urban support systems. There would be no significant adverse environmental effects on urban support systems as a result of the Plan.

GROWTH INDUCEMENT

The Plan proposals would result in the addition of 400 dwelling units, which would add approximately 1,000 persons. Five new residential projects are proposed totaling 16.7 acres and four rehabilitation projects are identified on a total of 38.8 acres. Commercial development proposals involve one new commercial/industrial center as a joint Port District/City of San Diego agreement to be located north of the Coronado Bridge in both jurisdictions. This center could be a location for a new oceanic-oriented industry. Other

commercial proposals involve rehabilitation of existing uses along Logan Avenue and Main Street. Two new industrial developments are proposed in the Plan, one centered in the northern section east of the Tenth Avenue Terminal and another between 28th Street and the Coronado Bridge north of Harbor Drive. The former would be an industrial park and the latter would be an industrial office and warehouse center. The new mercado would be both a commercial and industrial center. These proposals support City efforts to intensify development in core areas and would maximize the expansion of coastal-dependent industry in an area capable of serving industry with railroad and shipping access. Due to the amount of vacant and underutilized land in the plan area, expansion and infilling of residential, commercial and industrial uses can be accomplished without adverse pressures on adjoining communities. The regional guideway, which is proposed to pass through the community, will be a benefit to the large industrial and naval employment center which now exists and will be expanding in the future.

ENERGY CONSERVATION

The proposals put forth in the Plan would not use energy in a wasteful manner. The increase in all major land uses would provide for a self-contained community with housing, commercial services and employment. This would be a major energy-conserving factor. The MTDB guideway project, the joint state/local bikeway, the recreation transit loop and street improvements to alleviate traffic congestion would incrementally contribute to energy conservation by providing an alternative to excessive auto trips.

ENVIRONMENTAL IMPACT REPORT FINDINGS

The following findings are recommended relative to the conclusions of the final Environmental Impact Report (EIR) for the proposed Barrio Logan/Harbor 101 Community Plan (EQD #78-03-42). These findings have been prepared pursuant to Title 14, Division 6, Chapter 3, Sections 15088 and 15089 of the California Administrative Code.

FINDINGS

A. The Planning Commission, having reviewed and considered the information contained in the final Environmental Impact Report (EIR) of the proposed Barrio Logan/Harbor 101 Community Plan including its appendix and addendum, finds that changes or alterations due to impacts associated with the Plan are generally not required, or have been incorporated into the project to mitigate or avoid the significant environmental effects thereof, as identified in the final EIR. Specifically:

Air Quality

Impact: The Plan proposes additional development through the more efficient use of the land. Because of this, additional traffic may be generated. Also, the Plan-proposed growth of industrial activity will produce more air emissions. Comments have been received to the effect that a negative impact will be created by allowing the side-by-side development of residential and industrial uses.

Finding: As indicated in the EIR, air emissions from stationary industrial sources would be controlled through the Plan proposals for strengthening zoning "external effects" through standards equivalent to the M-IB Zone. Impacts resulting from residential/industrial side-by-side development will also be protected by the application of M-IB zoning regulations controlling "external effects and buffers," thereby the existing situation will be considerably improved. Automobile-related emission increases resulting from growth projections in this plan area will be minimized and mitigated by the use of other transportation modes, as proposed in the Plan.

Noise

Impact: The existing continuing industrial development, as well as the proposal to maintain the housing use, would result in noise impacts on the residential development, due to industrial development and transportation.

Finding: As indicated in the Plan, adverse noise levels resulting from traffic and industry would be significantly reduced through Plan proposals addressing "external effect controls" and buffer separations on the industrial development and identifying through-truck-routes to avoid bisecting the residential sections of the community.

Visual Quality

Impact: The Plan proposal for areas of continued residential/industrial mix use are considered to affect and further detriment the overall visual quality of the community.

Finding: As indicated in the Plan, residential development will be regulated with decreased density over the development density possible under present zoning, and requirements for front yard, back yard and side yard setback will be established. The industrial development will be regulated by specific development controls in the area of "external effects," buffers and landscaping, and employee parking provisions. The Plan, in addition, required the organization of circulation modes into specific corridors and the organization of employee parking areas, avoiding and changing the present haphazard conditions that have a blighting effect on the community as a whole. In addition, the Plan includes an **Urban Design Element** designed to provide technical means to mitigate poor design relationships in the community and between otherwise conflicting land uses.

Urban Support System

Impact: Comments have been received to the Plan's effect on industrial rail access to the community and the potentially negative impacts on this very important industrial service due to the proposals in the Plan.

Finding: As discussed in the Plan, the proposals relative to rail access address a concern for better and more efficient use of the areas presently dedicated to such activity. Potential reductions in size would be contingent on the railroad area needs, specifically in support of Centre City industrial development which is undergoing a major change in land use to residential and commercial.

Bay Access Concept

Impact: The Plan recommends the development of open space bay access as an extension of existing open space commitments in the community at Chicano Park. Comments have been received addressed to this subject and to the potential conflicts of this development proposal in terms of its effect on other jurisdictions, such as the Port District, affecting safety, security, and much needed waterfront industrial sites.

Finding: As discussed in the Plan, the open space bay access proposal responds to community residents' aspirations, in an attempt to avoid further polarization of the issues related to this proposal, which has been in the mind of the community residents prior to the successful development of Chicano Park in 1970. The Plan recognizes that the actual implementation of such a project is dependent on the willingness of the Port District to pursue it, and in the findings by the California Coastal Commission that it is a worthwhile community objective. Conflicts of safety, security, and preemption of waterfront industry are specifically related to detailed designs for the area, and therefore to be worked out in that stage of the development process. The related issue of preemption of much needed industrial water-oriented use, is not borne by the Plan recommendation, which

acknowledges the need for water-oriented industrial facilities in this area, and proposes their expansion.

Loss of Much Needed Waterfront Industry

Impact: The Plan recommends the continuation of residential development in an area presently zoned industrial, for the most part. This Plan recommendation is considered by some groups to preempt further industrial development, and therefore to impact negatively the area's unique qualities for this type of industrial development.

Finding: The Plan recommends continuation of residential use since this activity performs an important urban development, social and economic function in this community. Its removal would create major hardships, physically, socially and economically. The Plan proposals would result in the rehabilitation of all the existing dwelling units, plus the potential development of the new units, and would involve the commitment of an additional 16.7 acres to this use. This should be compared to the Plan's continuing industrial development in the remaining 600+ acres, in addition to the U.S. Navy facility of approximately 300 acres.

B. The Planning Commission, having reviewed and considered the information contained in the Environmental Impact Report, finds that the following changes or alterations that mitigate or avoid significant environmental effects on the project are within the responsibility and jurisdiction of another public agency.

Bay Access: Responsibility for developing and implementing bay access is primarily the responsibility of the San Diego Unified Port District as the government entity that has jurisdictional control on development in the areas affected. In addition, the California Coastal Commission is the agency that will review the Port and Navy Plans for those areas in relation to their conformance with the policies of the Coastal Act, and federal consistency respectively.

Air Quality: Responsibility for establishing and enforcing air quality standards for major industry rests with the Air Pollution Control Board through its permit process.

SUMMARY AND CONCLUSIONS OF ENVIRONMENTAL IMPACT REPORT

The Environmental Quality Division has determined that the selected Plan concept minimizes all adverse impacts with the exception of those related to the residential/industrial land use mix. In terms of the basic inherent conflicts between the two uses, these conflicts were better and more effectively minimized in the totally industrial and totally residential alternatives reviewed as part of the Plan and EIR evaluation studies. However, the proposed Plan is more feasible because of social, economic, and planning policy considerations particularly with respect to the compliance with the policies of the California Coastal Act of 1976. Implementation feasibility was also found simpler in the chosen Plan than in the other alternatives evaluated.

Continued Residential/Industrial Mix Use: The Plan proposes continued residential and industrial use in a portion of the area. The Plan would continue these uses and allow their further development and growth, of one use to the expense of another, based on future economics. The Plan would result in major rehabilitation of the total community, and a general reduction of allowable individual residential development density over that possible at the present time.

Mitigation: The major mitigation measures available to reduce the industry's impact on residential development quality relate to the establishment of property development controls on industrial development designed to produce a better quality environment, not only relative to adjoining areas but relative to its own internal development, and its environmental effects on employees. Development standards should stress controls on external effects, air pollution, noise, dust, fumes, etc. Proper development separation buffers, such as walls, landscaping and enclosures where necessary, and controls designed to provide employee parking, are also proposed.

These development standards affect new development, and would not immediately affect present untenable environmental conditions in this community. Therefore, as an additional mitigation the Plan should include development-standard compliance for existing uses and be pursued in a manner which is efficient and will not create a sudden economic strain on the businesses. This should be resolved in terms of "time" allowed for full compliance and economic incentives and funding availability for these uses based on investment, and ability to pay, and obtain a proper return on the investment.

ALTERNATIVE PROJECTS

No Project

This alternative would involve the retention of existing zoning in the area, resulting in significant adverse environmental effects in the areas of air pollution, noise, floodplain development, heritage resources, energy conservation, visual quality, traffic congestion, parking conflicts, odors, and other safety hazards, because existing zoning regulations do not provide development controls to resolve most of the problems.

Industrial Redevelopment

This alternative envisions the full redevelopment of the area for water-oriented uses, resulting in significant adverse impacts in the areas of heritage resources. The major problem area in relation to this alternative's development resulted more from other urban development considerations than the Environmental Impact one.

Community Improvement Study

The Community Improvement Study envisioned some residential and some industrial and commercial development, with some mix use areas. The residential development proposed was of medium-high density and resulted in adverse impacts in the areas of floodplain development, and heritage resources.

Residents Association Plan

This plan was developed by the Residents Association Group and proposed major residential rehabilitation and new development together with new cultural facilities and bay access. There were no major adverse environmental impacts found in relation to this plan. Major problems to this alternative development resulted from urban development considerations other than environmental.

Residential/Industrial

This plan proposed a comprehensive approach to transportation and development of supportive community facilities to both the residential and industrial components of the plan while emphasizing residential and industrial rehabilitation. There were no major adverse environmental impacts found in relation to this plan. Generally speaking, this plan takes into account elements proposed in the Industrial Redevelopment Plan, the Community Improvement Study and the Residents Association Plan. Other urban development considerations were reviewed and are supportive of this alternative. This is the alternative that was further developed into the proposed Plan.

Navy Consolidation Plan

This alternative is based on the closure of Harbor Drive at 28th Street. Land use impacts of this action were evaluated, resulting in significant environmental impacts in the area's heritage resources, noise, traffic, congestion, parking conflicts and safety.

Navy Hospital Plan

This alternative evaluated the proposal that was made during the course of this study on locating the Navy Hospital in the community readily adjacent to the Naval Base. There were no major adverse impacts found in relation to this alternative. The viability of the alternative, however, was affected by social and economic considerations and the unrealistic expectation that the Navy would be willing to locate its hospital in the area.