



Port of San Diego

and Lindbergh Field Air Terminal

(619) 291-3900 • P.O. Box 488, San Diego, California 92112

March 17, 1983

Denise Moreno Ducheny, Esq.
2175 Logan Avenue
San Diego, CA 92113

SUBJECT: "CROSBY STREET AREA LAND USE PLAN, Tenth Ave. Marine Terminal"
(UPD #80220-112)

Dear Ms. Ducheny:

Regarding the above referenced project, which is in public review until April 25, 1983, please find enclosed a copy of the draft Negative Declaration and Initial Study.

As an additional transmittal, we also enclose the proposed Port master Plan amendment for the Crosby Street Area Land Use Plan for which this Negative Declaration has been prepared.

If you have questions regarding the project, please call me at (619) 291-3900.

Sincerely,

For
TOMAS E. FIRLE, Coordinator
Environmental Management

TEF/MVN/1k

Enc's: - Negative Declaration (DRO)
- Port Master Plan Amendment; Crosby Street Area

File: UPD #80220-117; Documents

Certified Mail Return Receipt Requested

INITIAL STUDY



PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL

(714) 291-3900 • P.O. Box 488, San Diego 92112 ENVIRONMENTAL MANAGEMENT DEPARTMENT

Project Title: CROSBY STREET AREA LAND USE PLAN
Project Location: Tenth Ave. Marine Terminal Area South
Applicant: San Diego Unified Port District, Planning Department
Date Submitted: 2/24/83 Date Accepted: 3/4/83

SAN DIEGO UNIFIED PORT DISTRICT (SDUPD) MASTER PLAN DESIGNATIONS

Planning District: Tenth Ave. Marine Terminal; P.A. 1
Planning District Subarea: Belt Street Industrial; S.A. 43
Land/Water Use: Master Plan Area Under Study

PROJECT AND PROCESSING PERMITS

Table with 3 columns: Permit Name, Numbers, Dates. Includes rows for SDUPD Environmental Management File Number, State Clearinghouse (SCH) Number, SDUPD Engineering File Number, SDUPD Property Plat Number, SDUPD Resolution Number of Adopted Negative Declaration (ND) or Certified Environmental Impact Report (EIR), SDUPD Document Number of Adopted ND or Certified EIR, Coastal Development Permit Number, U.S. Army Corps of Engineers Public Notice/Permit Number, Air Pollution Control District (APCD) Authority to Construct & Permit to Operate Number, Regional Water Quality Control Board (WQCB) National Pollutant Discharge Elimination System (NPDES) Permit Number.

(Revised EM 11/18/80)

ENVIRONMENTAL ASSESSMENT

(To be completed by Applicant)

RECEIVED FEB 24 1983

PORT OF SAN DIEGO ENVIRONMENTAL MANAGEMENT

Applicant: FREDERICK H. TRULL (Name), PLANNING DIRECTOR (Title), SAN DIEGO UNIFIED PORT DISTRICT (Organization), P. O. BOX 488, SAN DIEGO (Address), CALIFORNIA 92112 (State, Zip Code), (619) 291-3900, Ext. 281 (Telephone)
Preparer of EA: WILLIAM J. BRIGGS (Name), PLANNER (Title), SAN DIEGO UNIFIED PORT DISTRICT (Organization), P. O. BOX 488, SAN DIEGO (Address), CALIFORNIA 92112 (State, Zip Code), (619) 291-3900, Ext. 285 (Telephone)

I. PROJECT DESCRIPTION

1. Describe the type of development proposed, including all phases of project planning, implementation, construction, cost, and operation, in a self-explanatory and comprehensive fashion. Discuss the need for the project and include site size, square footage, building footprint, number of floors, on-site parking, employment, phased development, and associated projects. If the project involves a variance, indicate the reason and any related information. See attached Sheet 2b.

(Revised EM 11/18/80)

(The Environmental Management Department will provide Page 1.)

I. PROJECT DESCRIPTION

- 1. This is a plan amendment to the Port Master Plan that carries out a Coastal Commission condition of plan certification. It involves 5.4 acres of Port lands fronting on San Diego Bay (see Vicinity Map, Figure 1) located in the City of San Diego just north of the San Diego--Coronado Bay Bridge.

The land use plan (Figure 2) proposes public recreational and marine related industrial uses. Public recreational uses include a 2.7 acre community park (Figure 3), including a comfort station, basketball court, picnic tables, pedestrian walkways, seating, and a public fishing pier. Public parking spaces for 12 vehicles are proposed. The park development costs are estimated at \$710,000. The cost for the public fishing pier is estimated at \$150,000. Dredging for the fishing pier will be included in the boat repair pier dredging.

A boat repair yard is proposed for the marine related industrial area that occupies the remainder of the 5.4 acre site. The repair facility will include a concrete pile supported pier approximately 700 feet long by 50 feet wide extending from the shoreline to the Pierhead line (Figure 3). It will have truck crane loading capability, fendering system, fresh water, security lighting and a minimum inshore bulkhead. Dredging to -30 feet will be sufficient for tuna boats and most naval vessels of the type repaired in local yards. Parking for 65 cars is the estimated need for the yard. Building floor area will amount to approximately 20,000 square feet. The boat repair pier cost estimate is \$3,869,000. Dredging for the piers will amount to \$901,000. Building and site development cost for the yard itself will amount to \$1,352,000.

I. PROJECT DESCRIPTION (Continued)

- 2. Describe project appearance, any proposed signs, and how the design of the project would be coordinated with the surrounding.

See attached Sheet 3b.

- 3. List the primary beneficiaries of the project. Describe how the public would be affected: See attached Sheet 3b.

- 4. Describe how the project could attract more people to the area or enable additional people to use the area, and what additional service businesses would be required: See attached Sheet 3b.

- 5. List SDUPD Property Plat numbers, and the name and address of controlling interests for all adjacent parcels, including those controlled by public agencies. See attached Sheet 3b.

SDUPD Plat No.	_____	SDUPD Plat No.	_____
Name	_____	Name	_____
Address	_____	Address	_____
	_____		_____

II. ENVIRONMENTAL SETTING

- 1. Describe the existing project site and surrounding area including: the type and intensity of land/water use; structures, including height; topography; landscaping and naturally occurring land plants and animals, and marine life; land and water traffic patterns, including peak traffic and congestion; and any cultural, historical, or scenic aspects.

See attached Sheet 3c.

Attachment

1. PROJECT DESCRIPTION

2. The park site will be highly visible to the pedestrian and vehicular traffic passing by on Crosby Road. No fence structures are proposed that would block the view into the park from Crosby Road. A visual barrier will be provided between the park and boat yard to control noise, dust and visual intrusion of operations and activities from either side. A visual barrier on the north and east sides of the boat yard will screen the yard equipment and activities from public view.

Landscaped planting outside the barrier of the boat yard will be coordinated with the material proposed for the park area.

3. The general public, in particular the Barrio Logan community, and the boat repair yard lessee will benefit most from this proposed development. Local government will acquire new revenues from possessory interest taxes. The finance, construction and maintenance costs of the park will be borne by the Port District rather than the City of San Diego. The District will acquire lease revenues from the leased industrial development.
4. The project area is currently underutilized. The park will attract people to and provide recreational pursuits. The boat repair yard will employ approximately 80--110 people. Portable service businesses such as coffee/snack vans and bait and tackle vendors may service site users.

<u>SDUPD Plat No.</u>	<u>Name</u>	<u>Address</u>
1742-B	Freight Handlers, Inc.	c/o Crescent Wharf and Warehouse Co., P. O. Box 398, Wilmington, CA 90744
2113-B	Everingham Brothers Bait Co.	5268 Roswell Street San Diego, CA 92114
2177-B	Pacific Towboat & Salvage Co.	1839 Water Street San Diego, CA 92113
2227-B	Triple "A" South-A	1860 Water Street San Diego, CA 92113
2184-B	Tuna Clipper Marine	P. O. Box 13064 San Diego, CA 92113
2249-B	Zan-C, Inc.	2174 Kettner Boulevard San Diego, CA 92101
1136-B	Westgate California Foods, Inc. (Castle & Cooke, Inc.)	2025 East Belt Street San Diego, CA 92113

II. ENVIRONMENTAL SETTING

1. The 5.4 acre site is located in a heavy industrial area with most all the adjacent uses dependent upon marine or rail transportation or both. The Tenth Avenue Marine Terminal is located to the north with the main vehicular entrance immediately adjacent on Crosby Road. Crosby Road abuts the north and east sides of the site with the Santa Fe Railroad switching yard just east of the road. Immediately adjacent to the south of site is a fuel tank enclosure with three fuel tanks holding diesel fuel for commercial vessels. Just south of that is Crosby Street and the Castle and Cooke tuna cannery (currently closed down). Also south of the site and west of Water Street are two fueling facilities servicing commercial vessels, primarily tuna seiners. The marine fueling docks extend 550 and 600 feet into the bay.

On the site itself the area east of Water Street has been cleared and is vacant except for miscellaneous gravel fill deposited on the site. The existing boat repair yard has a marine rail and a 4,900 sq.ft. two story wood frame building between Water Street and the shore line. The shore line is strewn with rubble, especially long reinforced concrete pilings. An adjacent parcel to the north is the base of a towboat operation. The site is mostly paved for parking and vehicle access. The office/shop structure is stucco covered and amounts to 3,200 sq.ft. of building area. The towboat dock extends 110 feet into San Diego Bay.

Bulkloader operations at Tenth Avenue Marine Terminal can be observed from this site. Vessel fueling operations are also within view at the adjacent fueling docks to the south. Passing pleasure, commercial and Navy vessels can be watched as they pass under the San Diego-Coronado Bay Bridge. The entire length of the bridge is visible from the project area.

III. ENVIRONMENTAL ANALYSIS

1. Compare the existing project area, improvements, and activities with what would exist after implementation of the proposed project:

(a) Existing/proposed land area: 241,673 / 241,673 sq. ft.;
water area: 293,720 / 293,720 sq. ft.

(b) Existing/proposed land area for:
structures: 8,100 / 20,900 sq. ft.; pavement: 80,900 / 110,248 sq.ft.
landscape: 0 / 110,525 sq. ft.; undeveloped: 152,673 / 0 sq.ft.

(c) Number of existing/proposed floors of construction: 2 / 2.

(d) Height of existing/proposed structures: 24 / 24 ft.

(e) Extent of grading: excavation: UNK cu. yds., UNK sq. ft.;
fill: UNK cu. yds., UNK sq. ft.

msw (f) Describe method, source of fill, and location of spoil disposal:
UNK Backfill behind proposed shoreline improvement.

(g) Extent of dredging: 95,500 cu. yds., UNK sq. ft.;
fill: UNK cu. yds., UNK sq. ft.

msw (h) Describe method, and location of spoil disposal: UNK Clamshell
dredge and ocean disposal by barge to LA-5.

(i) Describe existing/proposed method of solid waste disposal and amounts involved: Commercial trash disposal for tenant parcels will continue. Park area litter cleanup and trash disposal will be handled by Port District maintenance operations.

(j) Describe existing/proposed drainage system improvements and what materials other than domestic wastes, are/would be discharged into the sewer system:

Surface run-off currently flows to street catch basins, and then to the Bay. Proposed drainage would conform to SDWQCB standards. Sewage associated with the proposed uses would be waste normally found in the sewer system.

(k) Describe the existing/proposed fire protection needs of the site and proposed project, and the nature and location of existing/proposed facilities:

Existing City and Port fire services will be continued. The proposed structures do not warrant additional fire service facilities.

III. ENVIRONMENTAL ANALYSIS (Continued)

(l) Describe existing/proposed public access to San Diego Bay through the project site, including any controlled access: No public access currently exists. The proposed park would provide 220 feet of shoreline access. The public fishing pier would provide additional access to the Bay.

(m) Existing/proposed slips, piers: 1 / 2 ; docks; marine ways 1 ; 0

(n) Existing/projected employees per day: 6 / 80-110 .

(o) Existing/projected customers per day: UNK / 90 .

(p) Explain the projections for (n) and (o): Estimated by Port District Planning Department based on similar type and size of land uses located elsewhere on Port lands.

msw (q) Existing/projected daily motor vehicle round trips associated with the site and the proposed project: 30 / 486 (55 from boat yard, +31 from park use.)

(r) Existing/projected mileage for daily motor vehicle round trips associated with the site and the proposed project: 5 miles / 10 miles.

(s) Existing/projected total round trip daily motor vehicle miles travelled associated with site and the proposed project: 150 / 4860 .

msw (t) Explain the projections for (q), (r), and (s): (q) Port Planning estimates are based on City of San Diego Transportation and Traffic Division recommended rates; assumes two employees at park users per vehicle. (r) and (s) Estimates by Port Planning staff in consultation with Port's Environmental Management Department.

(u) Total existing/proposed parking spaces: On site: 32 / 47 ;
Other: 2 / 2 . (on street)

(v) Explain the parking space requirements and compare with applicable standards: Boat repair yard spaces based on Coastal Commission recommended standards. Park spaces based on space available.

(w) Existing/projected water consumption: UNK / 5,670 gal./day.

(x) Existing/projected electrical power consumption: UNK / UNK kwhr./month.

(y) Existing/projected gas/oil consumption: UNK / UNK therms/day or gal./day.

III. ENVIRONMENTAL ANALYSIS (Continued)

2. Indicate whether or not the following may result from or may apply to, the proposed project or its effects.

	YES	NO
(a) Substantial change in the existing land/water use of the site.	X	—
(b) Incompatibility with existing SDUPD Master Plan.	—	X
(c) Part of a larger project or series of projects.	—	X
(d) Involve the demolition or removal of existing improvements, including landscaping.	X	—
(e) Substantial change in the existing features of San Diego Bay, tidelands, or beaches.	X	—
<i>mn</i> (f) Significantly increase in demands on parking, or transportation facilities.	X	X
(g) Substantial increase in demand for municipal services (police, fire, etc.).	—	X
<i>mn</i> (h) Significant increase in amounts of solid waste or litter.	X	X
(i) Involvement with potentially hazardous materials, such as toxic substances, flammables or explosives.	—	X
(j) Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.) or in water consumption.	—	X
(k) Interference with scenic views or vistas from existing residential areas or from adjacent uplands or roadways.	—	X
(l) Decreased access to public facilities or recreational resources.	—	X
(m) Substantial change in the employment base of the community.	—	X
(n) Substantial increase in dust, ash, smoke, fumes or odors in project vicinity.	—	X
(o) Significant change in San Diego Bay water quality or alteration of existing drainage patterns into San Diego Bay.	—	X
(p) Increase the possibility of erosion of tidelands or siltation of San Diego Bay.	—	X
(q) Substantial increase in existing noise or vibration levels in the vicinity.	—	X
(r) Require any variance from existing environmental standards (air, water, noise, etc.).	—	X
(s) Involve soil stability or geological hazards.	—	X
(t) Substantial decrease in the habitat of any land plants or animals, or marine life.	—	X

IV. ENVIRONMENTAL EFFECTS

1. Describe environmental effects which could result from the project:

- (a) Physiographic changes to San Diego Bay, tidelands, or beaches: Dredging of bay bottom adjacent to repair yard and fishing pier. Removal and replacement of shore protection materials.
- (b) Increased demands on urban support systems, including: streets, sewers, utilities, transportation: New utility hookups will be installed by the boat repair yard developer and the Port District. Increased demand will occur for all urban support systems.
- (c) Increased energy consumption due to operation of the project: Increase energy consumption as required to serve the proposed development.
- (d) Views from/to the site which could be affected by the project: Views across the park site to the Bay will be improved. Views to the Bay across the proposed boat repair yard will continue to be blocked.
- (e) Changes in air quality from both stationary and mobile sources, including any dust, odors, fumes, chemical vapors, water sprays, etc.: Dust, odors, fumes and chemical vapors may increase due to expanded scale of proposed boat repair facilities.
- (f) Changes in bay water quality due to project activities as well as changes which could result from the removal and/or construction of structures in the water: Pier development and dredging will cause temporary silt suspension. Bay bottom is contaminated with mercury, (Corps of Engineers permit and land disposal required) as indicated by bioassay analysis.
- (g) Changes in the sound environment which could occur on or off-site, both from construction and operational noise generated by the project: Noise during construction is anticipated. New sources of noise will come from the park site. Boat repair facilities proposed would be larger in scale than the existing and increased noise is expected.
- (h) Describe any change to plant or animal life, including landscaping: Plant materials will be introduced into existing vacant and paved areas. No rare or endangered species are known to be present in the project area.

V. MITIGATING MEASURES

1. Describe all mitigating measures already incorporated in the project to mitigate potentially significant environmental effects, if any: The land use plan carries forward mitigation measures imposed by the California Coastal Commission as conditions for Port Master Plan approval and certification. A committee composed of community representatives, legislative leaders and members of the Board of Port Commissioners has met and developed the plan which provides for one half the allocation of land for recreational purposes.
2. Specify how and when the mitigating measures will be carried out: The park and open bay uses are documented in the proposed land use plan.
3. Explain the extent and effectiveness of mitigation expected and how this was determined: Due to the extensive review and revision of the plan alternatives, the plan reflects the mitigation measures called for by the California Coastal Commission that it serve regional recreational needs.
4. Describe other mitigation measures considered and indicate why they were discarded: Other land use alternatives considered: (1) use of the entire site for park uses; or (2) entirely for a boat repair yard. The entire 5.4 acres was not adequate for the size and quantity of uses desired by the community. The full use of the site for a boat service yard did not permit any public access to the Bay and a limited access walkway was rejected by the community representatives. The site was evenly split between these uses in a compromise to satisfy both uses. Use of the majority of the site for boatyard, with a public access way provided along the eastern edge of the site was also considered as an alternative.

DO 2.7 acres is better

VI. BACKGROUND INFORMATION

1. Pre-Application Project Processing
 - (a) Indicate if the conceptual plans have been presented to the Board of Port Commissioners or Port Staff. If so, describe in what form, and give date and result: The Crosby Street Community Park and Marine Industrial Site (Figure 3) was presented to the Board of Port Commissioners on February 8, 1983, and was approved on that date.
 - (b) Indicate if project plans have been submitted to Port Staff: If so, describe in what form, to whom submitted, give date and result: The Crosby Street Community Park and Marine Industrial Site plan (Figure 3) was developed by the Port staff in consultation with Port Commissioners and community leaders.
 - (c) List all environmental consultations and processing contacts with other agencies, firms or individuals in connection with this project. Give agency, name, phone, date, subject and result of consultation: NA
 - (d) Last project plans or working drawings approved by SDUPD at this site: Title: Planning District 4 Precise Plan, Port Master Plan
Date: Approved by Board March 18, 1980
SDUPD Engineering File Number: NA
2. Prior Environmental Documents at this Site
 - (a) Categorical Exemptions:

SDUPD #:	_____	Title:	_____	Date:	_____
SDUPD #:	_____	Title:	_____	Date:	_____
SDUPD #:	_____	Title:	_____	Date:	_____
 - (b) Negative Declarations:

SDUPD #:	<u>78102-27</u>	Title:	<u>Mancinia Boatyard</u>	Date:	<u>11/27/78</u>
SDUPD #:	_____	Title:	_____	Date:	_____
 - (c) Environmental Impact Reports:

SDUPD #:	<u>78102-EIR-1</u>	Title:	<u>Planning District 4 Master Plan EIR</u>	Date:	<u>3-18-80</u>
SDUPD #:	_____	Title:	_____	Date:	_____

MRW

VI. BACKGROUND INFORMATION (Continued)

3. Permit Background

(a) List all other public agencies which have approval or permit authority related to this project, e.g., City building permits, Coastal permit, WQCB, APCD, Army Corps, EPA, FAA, Coast Guard, etc. Specify agency and type of permit required: _____

Not applicable.

mnw (b) Prior permits issued at this site: *None*

(1) Coastal Development Permit: File No: _____ Analyst: _____
 Title: _____ Date: _____
 Conditions: _____

(2) U. S. Army Corps of Engineers: Public Notice No. _____
 Analyst: _____
 Title: _____ Date: _____
 Conditions: _____

(3) WQCB: File No: _____ Analyst: _____
 Title: _____ Date: _____
 Conditions: _____

(4) APCD: File No: _____ Analyst: _____
 Authority to construct: _____ Date: _____
 Permit to operate: _____ Date: _____
 Conditions: _____

mnw (c) Pending permits or variances at this site: *None*

(1) Indicate any permits or variances applied for. Title, file number, date, phone number, and name of person who issues or processed the permit must be included: _____

VII. CERTIFICATION

1. Certification: This Environmental Assessment was prepared by me for/as the applicant and I hereby certify that the statements furnished above and in the attached exhibits disclose relevant information to determine environmentally significant effects, as required for the San Diego Unified Port District Initial Study. It has been prepared to the best of my ability, and the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

William J. Briggs
 (Signature of Preparer)

Feb. 24, 1983
 (Date)

WILLIAM J. BRIGGS
 (Print Name)

PLANNER
 (Title)

SAN DIEGO UNIFIED PORT DISTRICT
 (Organization)

(619) 291-3900, Ext. 285
 (Telephone)

P. O. Box 488

(Address)

SAN DIEGO

CALIFORNIA

92112

(City)

(State)

(Zip Code)

2. Applicant Certification:

I hereby certify that the project-related facts, statements, and information furnished above and in the attached exhibits, and in any other form to the preparer of this Environmental Assessment or to the San Diego Unified Port District are true and correct to the best of my knowledge and belief. I am authorized to and do hereby accept and commit implementation of all mitigation measures listed in this Environmental Assessment and of the project as herein described. I understand that non-compliance with any of the mitigation measures, or changes in the project as herein described shall be grounds to invalidate any or all project approvals or permits regardless of the stage of project development or operation. I will notify the San Diego Unified Port District immediately in writing of any changes of the proposed project and I acknowledge that project changes may require additional environmental evaluation. I shall hold the San Diego Unified Port District harmless of any cost or damages resulting from consequences of non-compliance or unapproved project changes.

F. H. Trull
 (Signature of Applicant)

2/24/83
 (Date)

FREDERICK H. TRULL
 (Print Name)

PLANNING DIRECTOR
 (Title)

SAN DIEGO UNIFIED PORT DISTRICT
 (Organization)

(619) 291-3900, Ext. 281
 (Telephone)

P. O. Box 488

(Address)

SAN DIEGO

CALIFORNIA

92112

(City)

(State)

(Zip Code)

EVALUATION

(To be completed by the San Diego Unified Port District)

VIII. ENVIRONMENTAL EVALUATION

1. Attachments

Site Plan	✓	Other	✓ <u>LAND USE PLAN</u>
Vicinity Map	✓		
Property Plat	<u>NA</u>		
Draft Coastal Application	<u>NA</u>		
Draft Army Corps Application	<u>NA</u>		

2. Additional Information

Attached additional sheets: 2b, 3b, 3c,

3. Environmental Assessment Analysis:

(a) Specific questions were raised on the following EA entries:

Item #	Question	Explanation
<u>I 2</u>	<u>Boatyard paving</u>	<u>To be required at yard.</u>
<u>III 1 (g)</u>	<u>Vehicle traffic generation</u>	<u>About 55 from boatyard; 431 from pack use.</u>
<u>III 1 (h)</u>	<u>Solid waste</u>	<u>Landfill disposal</u>
<u>IV 1 (E)</u>	<u>Mercury in bottom sediments.</u>	<u>Bioremediation; COE permit will condition disposal.</u>

VIII. ENVIRONMENTAL EVALUATION (Continued)

(b) In addition to the analysis of the EA, the following were considered:
Would the proposed result in:

	Yes	Maybe	No
(1) Land Use:			
(a) Substantial alteration of the present or planned land use of an area?	<u>X</u>		
(b) Non-conformance with the SDUPD Master Plan?			<u>X</u>
(2) Earth:			
(a) Substantial changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream, or the bed of the ocean or San Diego Bay, or San Diego Bay channel?			<u>X</u>
(b) Exposure of people or property to significant geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?			<u>X</u>
(3) Transportation/Circulation:			
(a) Generation of substantial additional vehicular movement?			<u>X</u>
(b) Significant effects on existing parking facilities, or substantial demand for new parking?			<u>X</u>
(c) Substantial impact upon existing transportation systems?			<u>X</u>
(d) Significant alterations to present patterns of circulation or movement of people and/or goods?			<u>X</u>
(e) Substantial alterations to waterborne, rail or air traffic?			<u>X</u>
(f) Significant increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?			<u>X</u>

VIII. ENVIRONMENTAL EVALUATION (Continued)

(4) Public Services:

(a) Significant effect upon, or result in a need for new or substantially altered governmental services including:

(1) Fire protection?

— — X

(2) Police protection?

— — X

(3) Parks or other recreational facilities?

— — X

(4) Maintenance of public facilities including roads?

— — X

(5) Utilities:

(a) Significant need for new systems, or substantial alterations to the following utilities:

(1) Power or natural gas?

— — X

(2) Communications systems?

— — X

(3) Water?

— — X

(4) Sewer?

— — X

(5) Storm water drainage?

— — X

(6) Solid waste and disposal?

— — X

(6) Energy:

(a) Use of substantial additional amounts of fuel or energy?

— — X

(7) Aesthetics:

(a) Obstruct any scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to the public view?

— — X

(8) Light and Glare:

(a) Significant levels of new light or glare?

— — X

(9) Recreation:

(a) Significant decrease in the quality or quantity of existing recreational opportunities?

— — X

VIII. ENVIRONMENTAL EVALUATION (Continued)

Yes Maybe No

(10) Population:

(a) Significantly alter the location, distribution, density, or growth rate of the human population of an area?

— — X

(11) Housing:

(a) Significant effects to existing housing, or create a demand for additional housing?

— — X

(12) Human Health:

(a) Exposure of people to potentially significant health hazards?

— — X

(13) Risk of Accident:

(a) A substantial risk of explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident?

— — X

(b) Possible interference with an emergency response plan?

— — X

(14) Air Quality:

(a) Substantial additional air emissions or deterioration of ambient air quality, beyond Regional Air Quality Maintenance Plan projections?

— — X

(b) The creation of objectional odors?

— — X

(15) Hydrology and Water Quality:

(a) Significant changes in currents, or the course or direction of water movements?

— — X

(b) Significant changes in soil absorption rates, drainage patterns, or the rate and amount of surface water runoff?

— — X

(c) Significant alterations to the course or flow of floodwaters?

— — X

(d) Significant change in the surface area of San Diego Bay waters?

— — X

(e) Substantial discharge into San Diego Bay or in any significant alteration of water quality, including but not limited to temperature, dissolved oxygen or turbidity?

— — X

VIII. ENVIRONMENTAL EVALUATION (Continued)

	Yes	Maybe	No
(16) <u>Noise:</u>			
(a) Significant increases in existing noise levels?	—	—	X
(b) Exposure of people to severe noise levels?	—	—	X
(17) <u>Plant Life:</u>			
(a) Significant change in the diversity of species of plants (including trees, shrubs, grass, and aquatic plants)?	—	—	X
(b) Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	X
(c) Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	X
(18) <u>Animal Life:</u>			
(a) Significant change in the diversity of species, or number of any species of animals (mammals, birds, reptiles, amphibians, fish, or invertebrates)?	—	—	X
(b) Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	X
(c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	X
(d) Significant deterioration to existing fish or wildlife habitat?	—	—	X
(19) <u>Cultural Resources:</u>			
(a) Significant alteration of or the destruction of a prehistoric or historic archeological site?	—	—	X
(b) Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	—	—	X
(c) Potential to cause a physical change which would significantly affect unique ethnic cultural values?	—	—	X

VIII. ENVIRONMENTAL EVALUATION (Continued)

	Yes	Maybe	No
(c) <u>Mandatory Findings of Significance:</u>			
Does the project have:			
(1) The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	—	—	X
(2) The potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	—	—	X
(3) Impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impacts on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	—	—	X
(4) Environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly?	—	—	X

(d) The following have been consulted about the project:

Agency	Person	Phone	Disposition	Date
CCC				
CORPS		()		
CFG		()		
USFW		()		
NMFS		()		
CITY		()		
APCD		()		
WQCB		()		
		()		
		()		
		()		
		()		

IX. DETERMINATION

1. The ENVIRONMENTAL MANAGEMENT DEPARTMENT OF THE San Diego Unified Port District on _____ reviewed and considered above proposal entitled, _____ (UPD # _____).

On the basis of the Initial Study, the Environmental Management Department found:

The proposal could NOT have a significant adverse effect on the environment and a Categorical Exemption will be prepared, under: Class _____, which reads in part: _____

_____ : and
Class _____, which reads in part: _____

2. The ENVIRONMENTAL REVIEW COMMITTEE of the San Diego Unified Port District at its meeting on March 9, 1983 reviewed and considered above proposal entitled, CROSBY STREET ARCH LAND USE PLAN (UPD # 18220-117).

On the basis of the proceedings at this meeting and the Initial Study, the Environmental Review Committee found:

The proposed project could NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Although the proposed project COULD have a significant effect on the environment, there will NOT be a significant effect in this case because of the mitigation measures proposed in the Initial Study, and a NEGATIVE DECLARATION will be prepared.

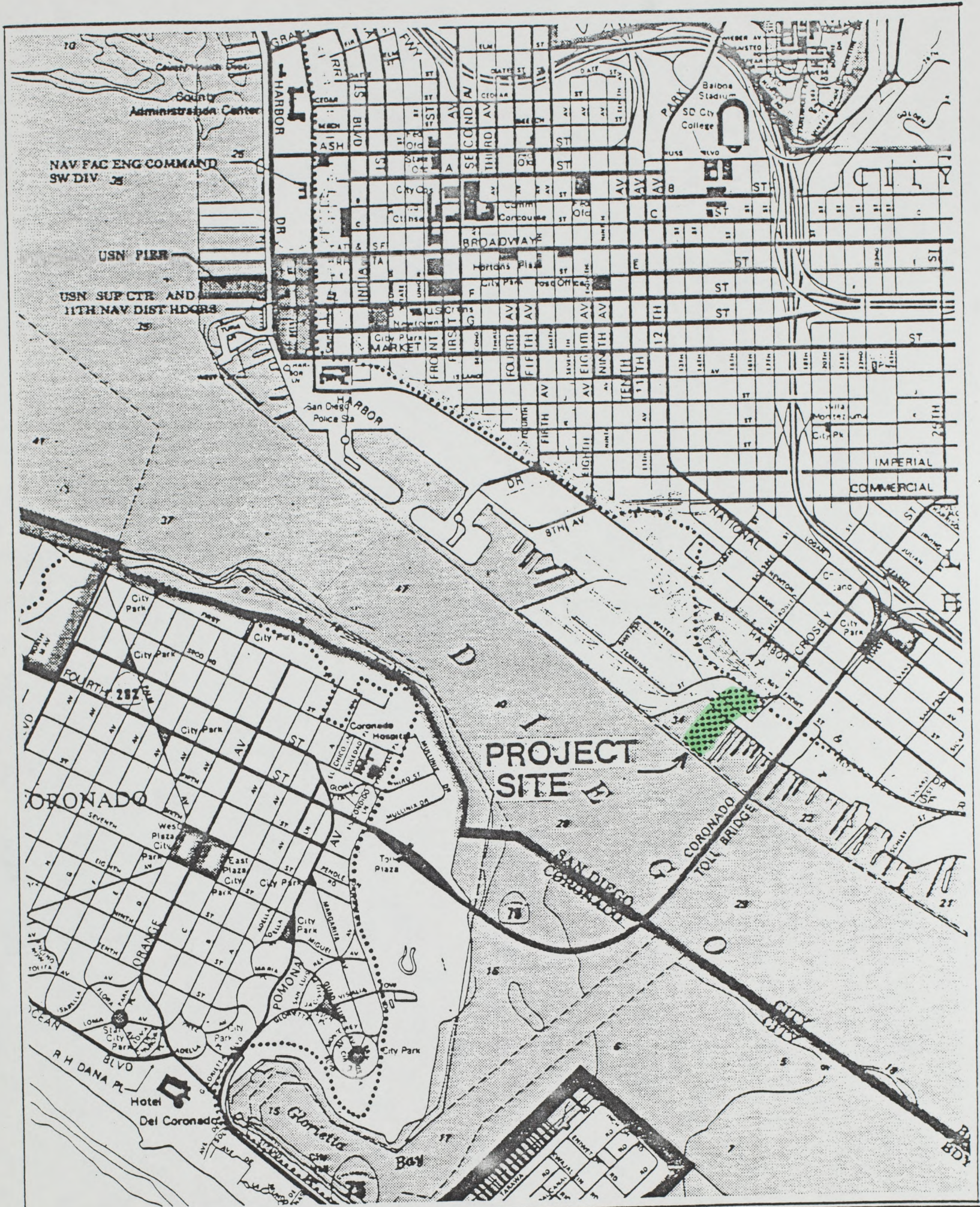
The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT will be prepared.


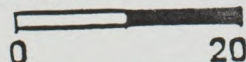

Michael V. Needham
MICHAEL V. NEEDHAM, Preparer of
Initial Study

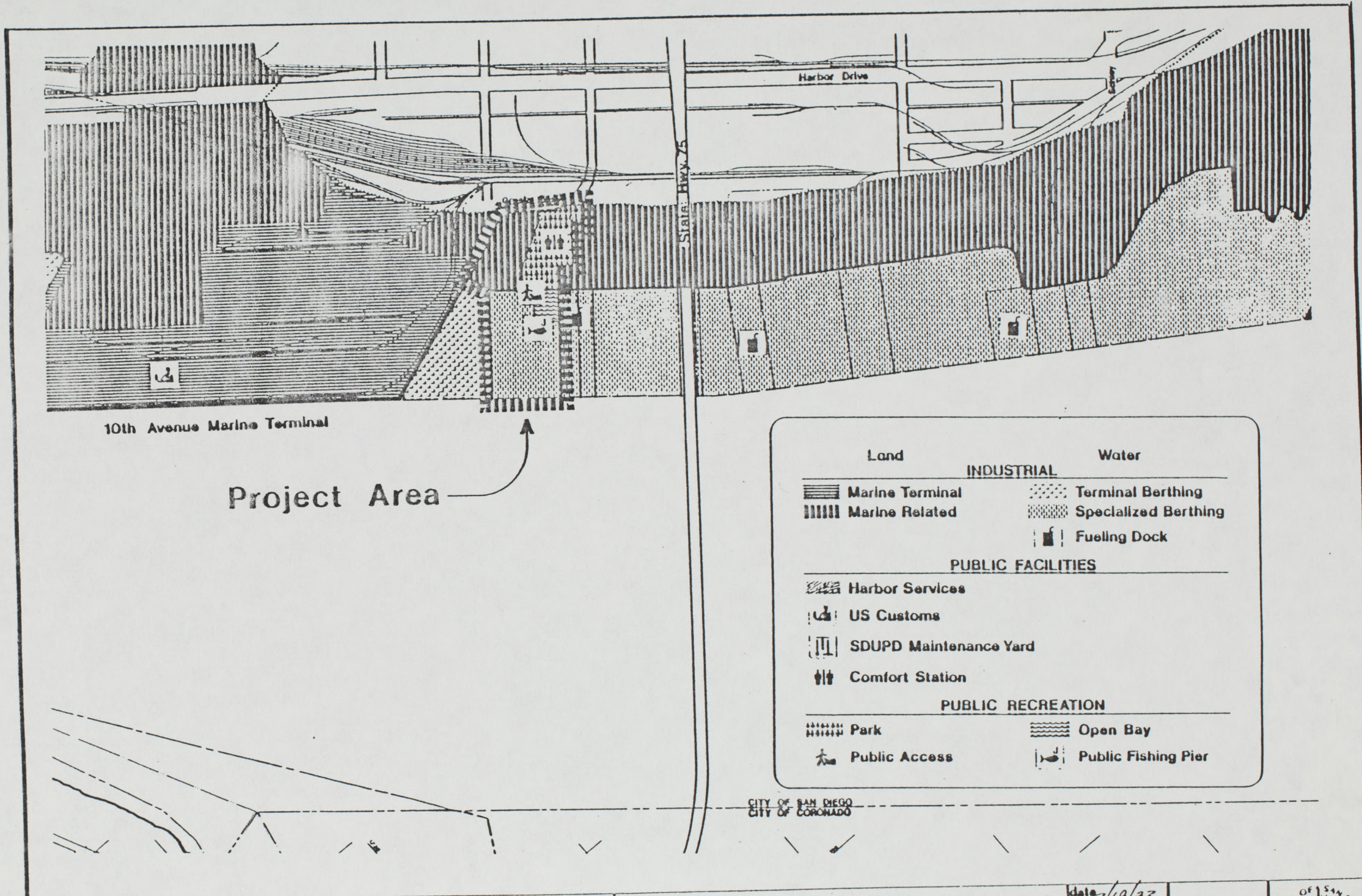
3/7/83
(Date)

Thomas E. Firlé
TOMAS E. FIRLE, Chairman
Environmental Review Committee

3/9/83
(Date)



	scale 	FIGURE 1 Vicinity Map	Date <u>2/13/83</u> DTP <u>WJS</u> Chk Base No	
	planning department			



10th Avenue Marine Terminal

Project Area

Harbor Drive

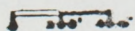
STATE HWY 75

Land	Water
INDUSTRIAL	
Marine Terminal	Terminal Berthing
Marine Related	Specialized Berthing
	Fueling Dock
PUBLIC FACILITIES	
Harbor Services	
US Customs	
SDUPD Maintenance Yard	
Comfort Station	
PUBLIC RECREATION	
Park	Open Bay
Public Access	Public Fishing Pier

CITY OF SAN DIEGO
CITY OF CORONADO



scale



planning dept.

Planning District 4
Tenth Avenue
Marine Terminal

LAND USE PLAN

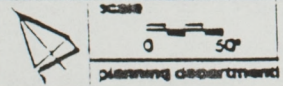
FIGURE 2

date 2/18/83
drawn chk
403
base
no





Figure 3



Planning District 4
TENTH AVENUE
MARINE TERMINAL

Crosby Street Community Park
and Marine Industrial Site

DATE	4/25/01
SCALE	1" = 50'
PROJECT	
DESIGNER	
APPROVED	



HARBORVIEW COMMUNITY COUNCIL

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

CHAIRMAN
AL DUCHENY

JULY 28, 1983

STEERING COMMITTEE
ALFONSO JOHNSTON
DENISE DUCHENY
JOHN GLENN
ROSALIO MUNGUIA
WARREN NIELSEN

FOR IMMEDIATE PRESS RELEASE

THE HARBORVIEW COMMUNITY COUNCIL TODAY ANNOUNCED THE VICTORY OF RESIDENTS OF BARRIO LOGAN AND SURROUNDING COMMUNITIES IN THEIR EFFORTS TO STOP THE CONSTRUCTION OF A SHIP REPAIR FACILITY ADJACENT TO THE PROPOSED BAY FRONT PARK IN BARRIO LOGAN.

THIS VICTORY COULD NOT HAVE BEEN ACHIEVED WITHOUT THE SUPPORT OF THE RESIDENTS OF OUR COMMUNITY WHO SIGNED PETITIONS IN OPPOSITION TO THE PORT PROPOSAL AND THE MEMBERS OF THE HARBORVIEW COMMUNITY COUNCIL WHO WORKED SO HARD TO ACHIEVE THIS FIRST VICTORY IN OUR STRUGGLE TO OBTAIN SOME CONTROL OVER OUR ENVIRONMENT IN THIS COMMUNITY.

THE HARBORVIEW COMMUNITY COUNCIL WOULD ALSO LIKE TO THANK SISTER SARA MURIETTA OF THE PADRE HIDALGO CENTER, THE SIERRA CLUB, SAN DIEGO CITY COUNCILMAN MIKE GOTCH, CONGRESSMAN JIM BATES, 4TH DISTRICT COUNCIL CANDIDATE DEE DEE MCCLURE, AND THE EDITORIAL BOARDS OF LA PRENSA SAN DIEGO AND CHANNEL 10 NEWS FOR THEIR SUPPORT ON THIS ISSUE.

AL DUCHENY, CHAIRMAN OF THE HARBORVIEW COMMUNITY COUNCIL, ANNOUNCED THAT THE ORGANIZATION WOULD NOW TURN ITS EFFORTS TOWARD BUILDING A VIABLE BAY FRONT PARK FOR THIS COMMUNITY ON THE 5.4 ACRE SITE AT THE FOOT OF CROSBY STREET. HE SAID THAT THEY LOOKED FORWARD TO WORKING TOGETHER WITH THE RESIDENTS OF THE CITY OF CORONADO SO THAT BOTH COMMUNITIES CAN HAVE DECENT RECREATIONAL AREAS.

MR. DUCHENY SAID THAT THE PORT DISTRICT CAN NO LONGER IGNORE THE MANDATE OF THE RESIDENTS OF THE COMMUNITY AND THAT OF THE STATE COASTAL COMMISSION. "THE PORT CAN NO LONGER HOLD OUR COMMUNITY AS WELL AS THE WHOLE CITY OF CORONADO 'HOSTAGE' IN ORDER TO ADVANCE THEIR INDIVIDUAL INTERESTS AND AMBITIONS. THEY MUST SERVE THE RESIDENTS OF THEIR RESPECTIVE CITIES OR BE REPLACED BY THOSE WHO WILL."

HARBORVIEW COMMUNITY COUNCIL

CHAIRMAN
AL DUCHENY

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

JUNE 22, 1983

STEERING COMMITTEE
ALFONSO JOHNSTON
DENISE DUCHENY
JOHN GLENN
ROSALIO MUNGUIA
WARREN NIELSEN

FOR IMMEDIATE PRESS RELEASE

TODAY REPRESENTATIVES OF THE HARBORVIEW COMMUNITY COUNCIL MET WITH CALIFORNIA COASTAL COMMISSION PLANNER PAUL WEBB TO DISCUSS THE SAN DIEGO PORT COMMISSIONERS' PROPOSAL TO DEVELOP A PARK AND SHIPYARD AT THE FOOT OF CROSBY ST.

THE COMMUNITY MEMBERS EXPRESSED CONCERN OVER THE FAILURE OF THE PORT COMMISSION TO MAKE ANY MEANINGFUL ENVIRONMENTAL INVESTIGATION OF THE POTENTIAL HAZARDS OF LOCATING A SHIP REPAIR FACILITY ADJACENT TO A RECREATIONAL PARK.

ACCORDING TO AL DUCHENY, CHAIRMAN OF THE HARBORVIEW COMMUNITY COUNCIL, "OUR MAIN CONCERN IS FOR THE HEALTH OF AREA RESIDENTS WHO WILL USE THE BAY SIDE PARK. THE PROPOSAL TO CONSTRUCT A SHIP YARD ON THE SAME SITE THAT HAS BEEN DESIGNATED FOR OUR RECREATIONAL PARK IS ENVIRONMENTALLY ABSURD, AND WE HAVE NO CHOICE BUT TO OPPOSE THIS DEVELOPMENT."

ALSO PRESENT AT THE MEETING WERE LONG TIME COMMUNITY ACTIVIST ALFONSO JOHNSTON AND ATTORNEY DENISE MORENO DUCHENY. MR. JOHNSTON REMINDED THE COMMISSION STAFF THAT RESIDENTS OF THE BARRIO LOGAN AREA DID HAVE BAY FRONT RECREATIONAL FACILITIES PRIOR TO WORLD WAR II, AND EXPLAINED THE SUBSEQUENT HISTORY OF THE COMMUNITY'S STRUGGLE TO REGAIN SOME PUBLIC ACCESS TO THE BAY OVER THE LAST 10 YEARS.

ATTORNEY DUCHENY EMPHASIZED THAT THE PORT COMMISSIONERS' CURRENT PROPOSAL DOES NOT COMPLY WITH THE 1981 RECOMMENDATIONS OF THE COASTAL COMMISSION THAT THE ENTIRE 5.4 ACRE SITE AT THE FOOT OF CROSBY BE USED TO CREATE A PUBLIC ACCESS RECREATION AREA, POINTING OUT AT THAT TIME THE COASTAL COMMISSION SPECIFICALLY REJECTED DEVELOPMENT OF A SHIP YARD ON THAT SITE.

FOR MORE INFORMATION CALL AL DUCHENY AT (619) 239-1388

HARBORVIEW COMMUNITY COUNCIL

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

CHAIRMAN
AL DUCHENY

STEERING COMMITTEE
ALFONSO JOHNSTON
DENISE DUCHENY
JOHN GLENN
ROSALIO MUNGUIA
WARREN NIELSEN

FOR IMMEDIATE PRESS RELEASE

JUNE 17, 1983

THE HARBORVIEW COMMUNITY COUNCIL TODAY ANNOUNCED THAT IT WILL BE SPONSORING A COMMUNITY MEETING ON THURSDAY JUNE 23, 1983 TO ORGANIZE OPPOSITION TO THE CONSTRUCTION OF A SHIP REPAIR YARD AND REPAIR PIER NEXT TO A PARK TO BE DEVELOPED ON THE WATERFRONT IN BARRIO LOGAN.

ACCORDING TO AL DUCHENY, CHAIRMAN OF THE HARBORVIEW COMMUNITY COUNCIL, "THE PROPOSAL PUT FORWARD BY THE PORT COMMISSIONERS IS AN INSULT TO OUR COMMUNITY. THIS COMMUNITY HAS BEEN WORKING TO GAIN PUBLIC ACCESS TO SAN DIEGO BAY FOR OVER 10 YEARS. WE WILL NEVER ACCEPT A DEVELOPMENT ON THAT SITE THAT ENDANGERS THE HEALTH OF THE CHILDREN AND SENIOR CITIZENS WHO WILL USE THE PARK." THE HARBORVIEW COMMUNITY COUNCIL HAS TAKEN THE POSITION THAT THE SHIP REPAIR FACILITY IS COMPLETELY INCOMPATIBLE WITH A RECREATIONAL PARK. THEY ARE PREPARED TO TAKE WHATEVER STEPS ARE NECESSARY TO INSURE THAT SUCH A FACILITY IS NOT CONSTRUCTED ON THE SITE DESIGNATED FOR THE PARK.

THE MEETING HAS BEEN CALLED TO INFORM COMMUNITY RESIDENTS OF THE CURRENT STATUS OF THE PORT COMMISSIONERS' PROPOSAL. LOCAL ARTIST SALVADOR TORRES WILL PRESENT A SLIDE SHOW OF THE PARK SITE AND SURROUNDING COMMUNITY. LONG-TIME COMMUNITY ACTIVISTS ALFONSO JOHNSTON AND JOHN GLENN WILL BE THE FEATURED SPEAKERS.

THE MEETING WILL BE HELD AT THE DON DIEGO VFW POST 7420 LOCATED AT 2100 LOGAN AVE., SAN DIEGO, CA 92113 AND WILL COMMENCE AT 6:30 P.M. ON JUNE 23.

FOR MORE INFORMATION CALL 239-1388.

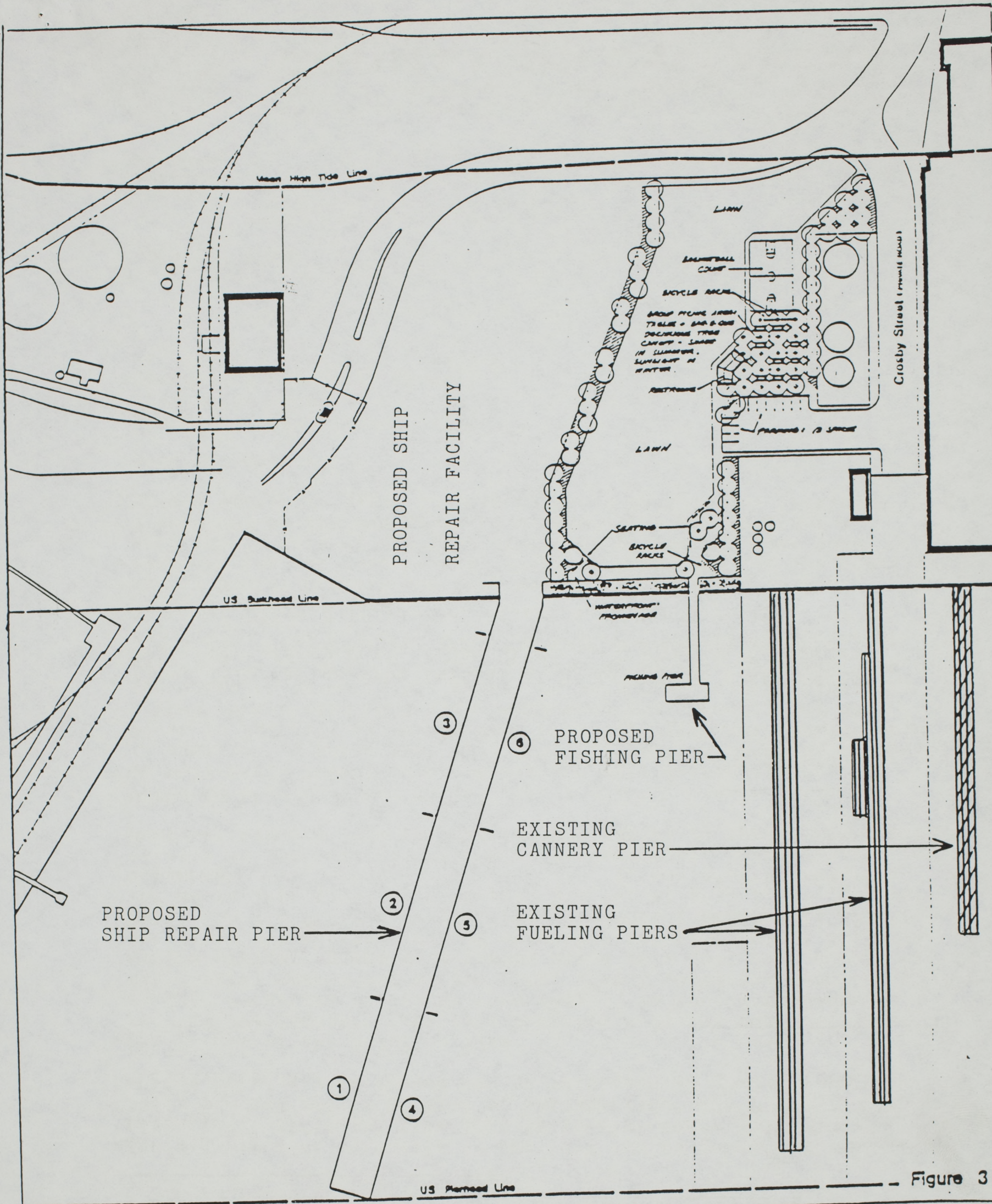
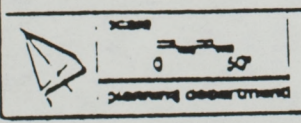


Figure 3



Planning District 4
TENTH AVENUE
MARINE TERMINAL

Crosby Street Community Park
and Marine Industrial Site

DATE
4/25/10



Estimated costs to Port of San Diego draft project entitled
CROSBY STREET AREA LAND USE PLAN.

PARK FACILITY:

<u>Item</u>	<u>Cost Estimates</u>
Park Development	\$ 710,000.00
Fishing Pier	<u>150,000.00</u>
TOTAL	\$ 860,000.00

BOAT REPAIR FACILITY:

<u>Item</u>	<u>Cost Estimates</u>
Boat Repair Pier	\$ 3,869,000.00
Dredging	901,000.00
Building and Site Development	<u>1,352,000.00</u>
TOTAL	\$ 6,122,000.00

* Above information from Initial Study of CROSBY STREET AREA LAND USE PLAN by Port of San Diego Environmental Management Department. Accepted by the Environmental Review Committee of the San Diego Unified Port District on March 9, 1983.



COUNTY OF SAN DIEGO

BOARD OF SUPERVISORS • 1600 PACIFIC HIGHWAY, ROOM 335
SAN DIEGO, CALIFORNIA 92101 • (714) 236-2249

TOM HAMILTON
SUPERVISOR
FIRST DISTRICT

July 18, 1983

Mr. Alvin J. Ducheny, Chairman
Harborview Community Council
2175 Logan Avenue
San Diego, California 92113

Dear Mr. Ducheny:

Please excuse my delay in responding to your letter regarding a proposal by the San Diego Port Commission to construct a ship repair yard at the foot of Crosby Street. I have been involved for the last several weeks in preparing for the County's annual budget process and thus was unable to reply to your inquiry expeditiously.

I was not aware that the Port Commission recently amended its Master Plan to allow for the development of this facility. On the surface, it would not appear to be appropriate to construct a ship repair yard on a site designated for recreational purposes in the City of San Diego's Community Plan for Barrio Logan. In addition, I agree that this project seems to have the potential to negatively impact those people who will eventually use the proposed park adjacent to the Port's site.

However, since I have not had an opportunity to review the specific details of the Port Commission's Plan and their justification for approving this proposal, I do not feel it would be appropriate for me to take a position on this project at this time. Furthermore, you are probably aware that as County Supervisor I do not have land use decision-making authority for development projects within cities. Since I no longer serve as a full time member of the Coastal Commission or the Local Agency Formation Commission, my only authority to change land uses is in the unincorporated area of the County. Thus this proposal will not come before me for a vote at any point in time.

In the past, I have chosen not to interfere in land use decisions which are not within my area of jurisdiction, and I do not feel comfortable deviating from this philosophy now. I believe it would be to your advantage in the long run to focus your attention

Mr. Alvin J. Ducheny

- 2 -

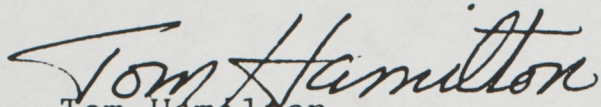
July 18, 1983

on seeking the support of those legislators who will have a direct involvement in deciding whether the ship repair yard will be constructed or not.

The County is responsible for providing regional services (i.e., health care, social services and criminal justice services) to the unincorporated communities of San Diego. If you or the Harborside Community Council require assistance in these particular areas in the future, I would certainly do my best to help. Please feel free to call on me at any time.

Thank you once again for writing.

Sincerely,

A handwritten signature in cursive script that reads "Tom Hamilton".

Tom Hamilton
Supervisor, First District

TDH:RT:mf

HARBORVIEW COMMUNITY COUNCIL

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

July 15, 1983

CHAIRMAN
AL DUCHENY

STEERING COMMITTEE
ALFONSO JOHNSTON
DENISE DUCHENY
JOHN GLENN
ROSALIO MUNGUIA
WARREN NIELSEN

Michael L. Fischer, Executive Director
William Travis, Deputy Director
Thomas Crandall, San Diego District Director
California Coastal Commission
6154 Mission Gorge Rd., Ste. 220
San Diego, CA 92120

Re: Staff Recommendation on the
Port of San Diego Master Plan
Amendment No. 2
(for consideration at Commission meeting
July 26 - 29, 1983)

Dear Messrs Fisher, Travis and Crandall:

We are in receipt of the draft of your above-mentioned recommendation and are seriously concerned over its failure to address many issues raised by the Port District proposal for development of the 5.4 acre site at the foot of Crosby Street. Not only does this report ignore many issues, it makes many unsubstantiated statements misstating the facts regarding this proposed project.

Initially, as an organization of community residents and business people, we must take issue with your assertion that "most community leaders" agreed upon a development of this site which included a full-scale ship repair yard on the site adjacent to the park, or that any "community leader" ever indicated that 2.7 acres was in fact sufficient to meet the access needs of this community. Your report fails to identify any of these "community leaders" or to cite letters or minutes of meetings to support your claim that such a proposal was indeed acceptable to this community.

On the other hand, there is no mention of the continuing desire of this community for coastal access opportunities and additional park facilities. In fact, at the public hearings held on this proposal in May, 1983, many residents from the community spoke in opposition to the proposed amendment as it relates to the Crosby St. development. Not one Community voice was heard in favor of the Crosby St. development in any of those public hearings. Additionally, Petitions in opposition to the amendment were submitted to the Port District and to this Commission as well (more Petitions are forthcoming) stating the serious community opposition to the ludicrous proposal to build a ship yard next to our park.

Your report further asserts that "Since the time of the Commission's Jan. 5, 1981 action on this 5.4 site, the staff of the Port District has met on numerous occasions with representatives of the Barrio community and its various community interests". We challenge you to produce documentation of these meetings. The fact is that in the 2 years prior to the vote of the Port District on this proposal there have been no public community meetings at which this proposal or any proposals were discussed. Other than some closed meetings with some selected individuals the Port Commission has not discussed this matter with the affected communities and even with these selected individuals the proposal to develop a \$ 6,000,000.00 ship repair facility was never discussed. What we feel has happened here is that the report has relied on the Port District's self-serving version of this matter.

We are disappointed that you have failed to present the full picture to your Commissioners. There is no mention in your report of the \$200,000.00 the Port District proposed to spend on "upland" development of recreational facilities in Barrio Logan as part of the proposal. As you well know there is some question as to the legality of such an expenditure of public funds held in trust for Port development.

Additionally, it is clear that this expenditure was designed to appease various government-funded agencies and local politicians who were given the authority to disburse and spend such funds. Plans for expenditure of this \$200,000.00 were discussed at a secret meeting from which the public was excluded. This meeting was held prior to the Port District's Public Hearings on this amendment, and to date, there has been no public explanation of how this \$200,000.00 will be spent. We urge you to investigate this aspect of the proposal thoroughly prior to any Coastal Commission vote on this matter.

The essence of the Port's proposal is to construct a large ship repair yard which will discourage public use of the proposed park. This will, in turn, provide the excuse they seek to completely close public access for this community again..

As your report notes, this community lies in a 5 mile stretch of water front without any public access points. You would be aware, if you examined this area and the access points discussed, that neither of these points can safely be reached by foot. Furthermore these points have very limited recreational facilities.

It is clear that your report was drafted hastily and without significant investigation of the issues presented by

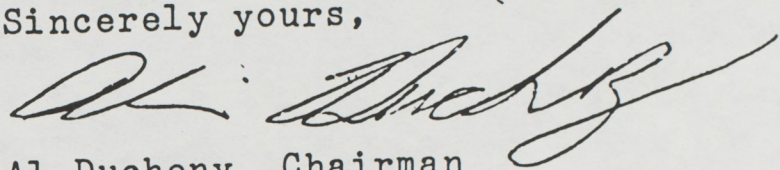
this proposal. You have failed to consider the social and environmental problems associated with the proposed development of the Crosby Street site.

Your Commissioners are left without sufficient information on which to make an intelligent decision on the amendment. That the Port's proposal has not been subjected to serious scrutiny is exemplified by your incredible statement that the construction of a six million dollar ship yard next to a 2.7 acre bayfront park will "provide a unique opportunity for the coastal visitor to view the actual workings of a busy industrial port." This twisted logic would allow for construction of a steel mill next to Balboa Park so that visitors might view a "busy industrial city."

We are sure that a proposal such as the one the San Diego Port District has made would not have even been considered had the site been located in an affluent neighborhood instead of a primarily Chicano & Black community. The obvious racist bias of the Port District proposal must be challenged.

Therefore, it is essential that you more thoroughly analyze this proposal, and again, as in 1981, recommend against certification of a plan which calls for construction of a ship yard on the only site where our community can feasibly obtain Bay front access.

Sincerely yours,



Al Ducheny, Chairman
Harborview Community Council

cc: Melvin Nutter
Mayor Roger Hedgecock
Sierra Club
La Prensa San Diego

LA PRENSA

6/17/83

VOL. VII NO. 25

La Prensa San Diego 1950 Fifth Avenue

Community

Port Proposals Insult To

San Diego, Ca....The San Diego Unified Port District Commissioners recently voted to approve the development of "Bay Park" under an amendment to the Port Master Plan. The amendment which included the construction of a ship repair facility and a 700 foot pier adjacent to the already small park area has drawn fire from local Chicano groups which see the compromise as a sell-out by the Port Commissioners on their agreement to construct a suitable park for the Logan Heights area residents.

According to Al Ducheny, Chairman of the Harborview Community Council, an organization of local residents who have been active in the long struggle to gain a park for the area, the proposal is an 'insult to the community'.

"This community has been working to gain public access to San Diego Bay for over 10 years," said Ducheny. "We will never accept a proposal that endangers the health of the children and senior citizens who would be using the park. The proposed ship repair facility is completely incompatible with a park, and we are prepared to take whatever steps are necessary to insure that such a facility is not constructed on the site designated for the park."

Harborview Community Council, whose steering committee includes: Alfonso Johnston, John Glenn, Rosalio Munguia, Warren Nielsen, Denise Ducheny, Jorge Parra, will be holding a community meeting the 23rd of this month to inform the local

community on the progress of their struggle to save Bay Park. Among those who will be making presentations are: local artist Salvador Torres who will present a slide show of the park site and the surrounding community, long time community resident and activists, Alfonso Johnston and John Glenn will featured speakers.

"In the late 30's we had a fishing pier and a recreational area that Logan Heights residents could use and enjoy. Many a weekend we would go there to fish, eat some food, and maybe strum our guitars on the pier. Then the war came, and the Navy took over the area. They said it was needed for the war effort," said Al Johnston, as he talked with La Prensa. "Later after the war was over, we waited for our little pier to be returned to us. But it never was.

First the City, then the Port Commission said it had to be used for industrial purposes. We were promised a park. It was never given. Now after 10 years we finally have a promise of a new Bay Park. And what does the Port Commissioners do? They rob us even of that small crumb," he said. Feelings on the issue run high in Logan Heights. Some say "mejor que nada". Others say, "ya basta, we are tired of being used and abused".

Meanwhile, as if to rub salt in already festering wounds, the Port Commissioners approved a 53 acre park for Coronado.

STATIONS

EDITORIAL

THE KFMB STATIONS / AM / FM / TV8 / 7677 ENGINEER ROAD, SAN DIEGO, CA 92111-1582

CHICANO PARK

Compromise, by definition, is agreement through mutual concession. That accurately describes creation of Barrio Logan Park at the foot of Crosby Street.

The Port District and Barrio leaders are to be commended for their patience and determination over a period of several years. That it is a small park adjacent to an industrial site is not the issue, despite an 11th-hour hue-and-cry. The bottom line is that park money is finally earmarked to provide a decent waterfront recreation zone for area residents.

KFMB urges the Port Commission to build the park and overlook Johnny-come-lately critics whose motives, at best, are suspect.

This editorial was presented by Robert L. Myers, President and General Manager of the KFMB Stations. It was broadcast by KFMB TV June 2 on the Noon and 5pm News; by KFMB (AM) June 2 on the 6am, Noon and 6pm News.

HARBORVIEW COMMUNITY COUNCIL

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

CHAIRMAN
AL DUCHENY

STEERING COMMITTEE
ALFONSO JOHNSTON
DENISE DUCHENY
JOHN GLENN
ROSALIO MUNGUA
WARREN NIELSEN

REBUTTAL TO KFMB EDITORIAL OF 6/2/83

The compromise reached by the Port Commissioners and several political figures to build a ship repair yard and pier next to a proposed Bay front park in Barrio Logan does not reflect, in our opinion, the wishes of many community residents. The fact is that not one community voice was heard in defense of this proposal at the last two public hearings recently held on this matter.

The construction of a ship repair yard adjacent to our proposed park will present a serious health hazard to those who use its facilities. It is, in our opinion, an insult to the Chicano community and area residents who have worked so long and so hard to expand Chicano Park to the Bay and so provide public access to the Bay for Barrio Logan and the surrounding neighborhoods.

We are asking for the support of all San Diegans to help us stop the building of a ship repair yard with its 700 ft. pier adjacent to our proposed park.

Thank you

AIRER 6/17/83

Editorial

KGTV10 SAN DIEGO

BARRIO PARK

The San Diego Port Commissioners made a mistake.

They recently approved development of a five acre park and shipyard at the foot of Crosby Street...something that's been in the works for ten years.

This was a situation when the desire to please all parties concerned backfired because this attempt at compromise didn't go far enough. The Commissioners stopped short of taking a positive step.

They decided to split the area into two equal parts, separated by a fence...one side to become the Barrio Logan Park; the other a ship repair yard and boat dock.

To paraphrase a member of the Sierra Club: would you send your child to play next to a shipyard?

No, we wouldn't.

Constructing a fence will accomplish absolutely nothing. The shipyard work is bound to spill over and affect not only the aesthetic value of the park, but seriously endanger any safety precautions that could be taken.

We have no objection to docking tuna boats near the proposed park site but the idea of repairing ships is ludicrous.

No more studies need be done...a little common sense is all that's needed.

AIRED BY MCGRAW-HILL VICE PRESIDENT AND GENERAL MANAGER, CLAYTON H. BRACE
FOLLOWING 11:30 A.M., 5 & 11 P.M. NEWSCASTS, FRIDAY, JUNE 3, 1983

Editorial

Bay Park A Monument To Insensitivity....

We note with sadness the actions, the Commissioners of the San Diego Unified Port District, in approving the so called "compromise" plan and the "Negative Declaration" on the environment. The way is now clear for the "Amendment to the Master Port Plan to be approved". The plan calls for the approval of the development of a 53 acre recreational park in Coronado, all with bay frontage, and a 2.7 acre bay-park for the residents of Logan Heights, along with an adjoining 2.7 acre ship repair facility with its 700 foot pier.

The approval action came in spite of the fact that there appears to have been serious failures in communication with the Mexican American community, (the affected group), and a lack of sincerity and candor in the negotiations.

Without question there is a debt of gratitude due those who worked so hard in the past to gain even this small concession for a park, which would provide the residents of Logan Heights with a bay access.

We don't believe there is a single person that doesn't agree that Logan is one of the most neglected areas in the city. Unquestionably the need for a recreational park area exists. Those who worked so hard to gain a park did not envision that the final result would be a mockery of their efforts. One has to but look at the earlier drawings made by Victor Ochoa, of their proposed Bay Park, to see what they envisioned was a thing of beauty, spaciousness and worthy of the City of San Diego.

Unfortunately politics, racial and otherwise greed and a lack of sensitivity to the Mexican American community has produced but a shallow image of a park. It is hard to accept the fact that the Port Commissioners, the City Fathers, and all the Civic Organizations who take such pride in seeing that San Diego remain Americas finest city, would permit this travesty to be built.

If constructed as the Amendment to the Port Master Plan calls for, the Crosby St./Tenth Avenue Bay Park will be a monument to the gross negligence of the Port Commissioners and their insensitivity to the thousands of Mexican Americans who are members of this community.

Yes the Logan Heights area merits a bay access park. Perhaps even Coronado deserves yet another golf course and recreational area. Equity however would ask...Why can't 20 acres of Coronado be devoted to industrial use, and the Logan Heights park area be expanded to an additional 23 acres? I ask where is it written that Chicanos will get all the junkyards, welding shops, and smelly factories while Coronado gets all the golf courses, recreational lands, and fancy shops? It is public monies that are being spent for both is it not?

Perhaps the Coastal Commission needs to hear from you. Address your letters to:

Director, California Coastal Commission,
631 Howard St.
San Francisco Ca. 94105.
Tel: (415) 543-8555.

Protesters Stall Port Plans For Waterfront Park

By KEN HUDSON
Staff Writer, The San Diego Union

Protesting Barrio Logan residents yesterday successfully stalled port district plans to establish a small waterfront park and a small ship repair yard at the foot of Crosby Street.

After nearly two hours of listening to a parade of opponents, Port Commission Chairman Ben Cohen closed a public hearing on the controversial proposal and said the matter will be considered later, possibly May 17.

For more than 10 years, the residents of the community have asked for the park, and the port district, after meetings with political and community leaders, believed that finally an acceptable compromise had been reached.

Yesterday they learned that there is still vigorous opposition to the plan that would include a ship repair yard, which protesters said was in-

(Continued on B-11, Col. 1)

Wednesday, May 4, 1983

Protesters Stall Waterfront Park

(Continued from B-1)

compatible with the park they want.

Port commissioners have long felt that the park was incompatible with the industry that surrounds the site but finally agreed to divide the 5.4-acre parcel equally between the shipyard and the recreational area.

"All we're trying to do is recover what has been taken away from us," said a Barrio Logan resident, Al Johnston, referring to a former park that was eliminated when National Steel and Shipbuilding Co. was built at the foot of 28th Street.

He argued that there has not "been any real community input into this ... and I'm pretty sure the community is not going to stand for this."

"This plan is totally unacceptable ... the shipyard dooms the park to failure ... with the hope it will fall into disuse and it will revert to industrial land," said Alvin J. Ducheny.

He submitted a petition with 80 signatures opposing the 50-50 split of the property between the park and shipyard. ... Attacked was the port's plan to build a 700-foot pier for

boat repairs while building a 100-foot fishing pier for the adjacent park. The pier and vessels berthed at it would destroy the view from the park, opponents said.

Ducheny said that people in the community have not seen the district plans that were worked out in a series of meetings in recent months.

Port Commissioner Louis Wolfsheimer told of a meeting at his office attended by Johnston and other community leaders at which the plan was outlined.

Cohen, Commissioner Phil Creaser and Wolfsheimer told of meetings going back to 1979 at which various methods of dividing the property were discussed.

A compromise was reached earlier this year with community leaders Jess Haro of the Chicano Federation, Assemblyman Peter Chacon, D-San Diego, and others and it

THE SAN DIEGO UNION B-11

was that plan under discussion yesterday.

"Who are the people, what is the group that we are going to have to make happy before this comes about?" asked Wolfsheimer.

"There is probably nobody in this room who doesn't know that this may be the worst site for a park in the state," said Wolfsheimer.

He said after the meeting that he does not know whether agreement can ever be reached.

Park, shipyard upset Barrio Logan residents

By Jay Johnson
Tribune Staff Writer

Residents of Barrio Logan, where there has been no public access to San Diego Bay since World War II, are protesting Port District plans to build a bay-front park and public shipyard side-by-side in the community.

Various groups have pleaded for a Barrio Logan bay-front park for more than a decade, but the project is now under fire by residents who say the nearby shipyard will make the park useless.

Petitions being circulated ask the port commissioners to delay construction of the shipyard facility and public park on 5.4 acres of land at the foot of Crosby Street.

Commissioners tentatively approved the project in February as a compromise between advocates of the bay-front park, who said Barrio Logan is the only bayside San Diego community without public bay access, and groups promoting the ship-repair facility.

But some Barrio Logan residents now say the size of the ship-repair facility was hidden in earlier negotiations. The project calls for \$6 million be spent on the ship-repair facility and a 700-foot pier that goes with it.

"Everyone was sort of in agreement that there had been bad-faith negotiations," said Al Ducheny, a barrio resident who helped organize the petition drive against the present plan. "What we object to is having a shipyard being built next to the park ... No one realized that it (the shipyard) would be that big."

As of last night, 75 residents had signed a petition opposing the construction of a shipyard and public

*'What we object to is
having a shipyard
being built next to
the park'*

park on the plot of land at the end of Crosby Street.

Ducheny said he would present the petition at a Port Commission hearing Tuesday, and that he would ask commissioners to table the matter until barrio residents could make another proposal for the land.

Bad Faith Alleged In Park Talks

(Continued from B-1)
this happening any place else but Barrio Logan? Where else would a park share space with a shipyard?"

About 20 people attended the meeting yesterday and agreed to ask for an extension on the matter when the port commission holds a hearing on the subject next Tuesday.

"I don't believe the people of the barrio really knew what was going into this plan," said Ducheny. "I want them to have their say."

His petition, which he said has been signed by about 75 people, asks that Barrio Logan get a larger share of the 5.4 acres for a park and that the other portion of the site be used for "something more compatible" with the park.

One of those who took part in negotiations between barrio residents and the port commission, Jess Haro of the Chicano Federation, was at yesterday's meeting. He said he thought that there may have been "some deception late in the negotiations" on the part of the commission and Assemblyman Peter Chacon, D-San Diego, who was active in the process.

However, port commissioner Ben Cohen, contacted at home last night, said that the draft plan mailed out recently was not any different from what had been agreed to previously.

"To my knowledge, there have been no changes whatsoever," Cohen said. "Sometimes we can't please everybody completely, but this has been going on so long that I feel certain this is the best compromise possible."

Barrio Alleges Bad Faith In Bay Park Talks

By BARBARA O'NEIL
Staff Writer, The San Diego Union

For more than 10 years the residents of Barrio Logan fought battle after battle in an attempt to win a small stretch of beach and bay front to call their own.

In February, when the port commission agreed to a 50-50 split with them on a parcel of land at the foot of Crosby Street, it appeared the barrio's new Bay Park had been born and the war won.

But not quite, says barrio resident Al Ducheny, who this week started a petition drive aimed at reversing the agreement with the commission.

"What we've really ended up with is a smelly fish," said Ducheny, prior to a meeting he called for concerned residents yesterday. "I feel there have been some bad-faith negotiations here."

Ducheny says that when the agreement was drawn up two months ago, barrio residents thought that their half of the 5.4-acre parcel would be developed into a pleasant park and fishing pier while the other half would become a "small-scale" shipyard, where quiet activities such as net repair would take place. Equal funds would be spent on both halves.

However, when Ducheny and his attorney wife, Denise, received the port commission's draft plan for the site in the mail recently, it was quite another story.

The plan indicates an approximately \$850,000 expenditure for development of the park and 100-foot fishing pier, while more than \$6 million is allocated for a sizeable ship-repair facility, complete with a 700-foot pier next door.

"Can you imagine the sandblasting, the painting, the noise and the dirt?" asked Ducheny. "It will drive people away, and eventually the park will fall into disuse. Can you picture

(Continued on B-2, Col. 1)

The San Diego Union

SAN DIEGO, CALIFORNIA, FRIDAY MORNING, APRIL 29, 1983

LOCAL
NEWS

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PAGE B-1

Cohen said that the acreage set aside for a shipyard offers some of the only good deep berthing space available locally and that it was sorely needed for Navy ship repair work. "A security fence will be built between the two areas, and the work will be kept as far from the park as possible," he noted. "The commission has always been concerned that this is not the safest and best place for a park anyway."

The site, just north of the Coronado Bridge, is in an industrial area and near railroad tracks.

2000 CALIFORNIA HIGHWAY AND BRIDGE BOARD, 1991

April 25, 1983

Tomas E. Firle, Coordinator
Environmental Management
Port of San Diego
P.O. Box 488
San Diego, CA 92112

SUBJECT: "CROSBY STREET AREA LAND USE PLAN, Tenth Avenue Marine Terminal," Negative Declaration and Initial Study (UPD #80220-112)

Dear Mr. Firle:

As a preliminary note, my name is Jorge Luis Parra and I am a recent graduate from Hastings College of the Law in San Francisco. I am responding to the above referenced project as a long standing resident of San Diego and as a prior member of The Barrio Logan Resident's Association, which actively pursued the creation of a 5.4 acre bay front park at the Crosby Street Site. Moreover, my comments regarding the above mentioned subject shall be limited to analyzing said compromise plan and should not be interpreted as opposing your efforts to plan for a Bay Front Park.

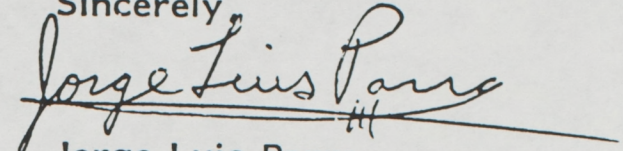
First of all, I take issue with the proposed plan to split the existing 5.4 acre site into two 2.7 acre lots of which one will be developed as a bay front park. I find your "reasons" for pursuing such a plan inadequate if not outright contradictory. In paragraph three on page two of the "Negative Declaration" you stated that: "Even the entire site would not be adequate for the size of all the many park uses desired by the community..." Yet, you subsequently propose to split the remaining 5.4 bay front acreage as an effort to squeeze in a six million dollar boat repair yard and the public access/bay front park. I highly question the audacity of a planner who sees fit to resolve a planning problem of not being able to meet the space requirements of a recreational facility within a 5.4 acre site by reducing the size of the site to a mere 2.7 acres. Of course the common denominator of the above mentioned approach is that the Community of Barrio Logan will not get the long sought after recreational park, rather, the residents must settle for a less than adequate access to the bay.

On the other hand, assuming the community agreed to share the 5.4 acre site, the concept of a compromise would only be acceptable if the adjoining land use would be compatible to the proposed bay front park use. The proposed 2.7 acre boat service yard is an example of the type of use that is definitely not acceptable! Your own office has stated that a public park and recreational facilities in close proximity to the existing industrial area would create an inherently incompatible land use. Therefore, one would assume that your office would pursue methods of mitigating the incompatibilities of the proposed recreational land use with the existing Tenth Avenue Marine Terminal on the western perimeter of the 5.4 acre site and the closed tuna cannery on the eastern perimeter of said site. Yet you propose instead to build another boat repair yard adjacent to the bay front park site.

The proposed 2.7 acre boat repair yard and the 700 ft. long concrete pile-supported pier stand as an example of the bad faith your office has demonstrated in communicating with community residents and planning for a bay front park/recreational facility. Although I agree that a waterfront park of appropriate design will sufficiently mitigate the land use incompatibility with existing marine industrial use, I cannot foresee any design technique that could possibly mitigate the negative impact of the proposed boat repair yard.

In conclusion, I strongly oppose the San Diego Unified Port District's plan to construct the 2.7 acre boat repair yard as well as the 700 ft. concrete pier adjacent to the proposed bay front park.

Sincerely,


Jorge Luis Parra

JLP:ve

cc: Assemblyman Peter Chacon
California Coastal Commission
La Prensa San Diego
Attorney Denise Ducheny
Centro Cultural de la Raza

Denise Moreno Ducheny

ATTORNEY AT LAW
ABOGADA

2175 LOGAN AVE.
SAN DIEGO, CA 92113
(714) 239-1388

April 22, 1983

Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
ATTN: District Clerk

RE: CROSBY STREET AREA LAND USE PLAN,
Proposed Master Plan Amendment
UPD # 80220-117

Dear Commissioners:

I am writing in response to the invitation for public comment presented by your Notice of Public Hearing on the above-mentioned draft amendment to the Port Master Plan, which is to be considered for adoption at your hearing scheduled for May 3, 1983.

Having reviewed the proposed amendment, Initial Study, and draft Negative Declaration pertaining to this project, I would urgently request that the Board not adopt this plan at its May 3rd meeting, and instead reconsider its decision of February 8 to encourage the land use proposed by this draft plan.

The proposed development of the 5.4 acres at the foot of Crosby Street is objectionable on several grounds, of which I wish to point out three of the major ones:

1) The division of the development parcel is not in fact "equal" as it purports to be, greatly favoring the private interests of a single commercial concern at the expense of the community.

Though perhaps equal in area, the division proposed allots significantly greater water front acreage and water acreage to the proposed ship repair facility, particularly when one recognizes the reality that large ships berthed on the park side of the proposed pier would greatly limit the amount of actual open water space visible from the park area. It must also be remembered that large boats will continue to dock on the south side of the proposed park at the existing fuelling docks encroaching on the public area.

2) A ship repair facility with a 700' by 50' concrete pier is a completely inappropriate companion to a public recreation area.

As has been pointed out to this Board on numerous occasions over the last several years, Barrio Logan continues to be the only residential community on the Bay to be completely without access to the waterfront. The current proposal put forth by the Port does little to constructively address this problem. It appears to be a very token effort to appease the community and the Coastal Commission in order that the Port may proceed with development in other areas of the Bay. The proposed ship repair pier would severely restrict the view from the park, create a serious health hazard to those using the park, and make the park unattractive, causing it to eventually fall into disuse and disrepair.

3) The expenditure of public funds proposed in this development is inappropriate and will have questionable effects on the community.

The proposal calls for spending approximately \$6,000,000.00 to benefit a private industrial interest, and on the other hand, a maximum of \$1,000,000.00 (including the "up to \$200,000.00" for recreational facilities not tied to the waterfront) to benefit the community as a whole. The argument that the six million dollar investment will also benefit the community by providing jobs is unpersuasive.

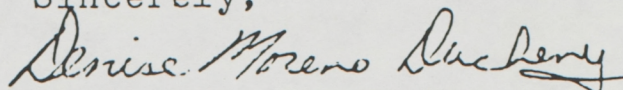
Existing ship repair and ship building facilities are currently working at 1/3 to 1/2 of full capacity, adding another small competitor will not aid this situation. Neither will the 80 to 110 jobs projected to result from this large investment have any significant impact in returning the over 5,000 workers currently laid off from existing ship repair facilities to full-time employment.

A better investment of such funds, if the Port were serious about creating jobs for this community, would be to attract business for the existing facilities so that they would rehire their laid-off workers, and/or to invest in re-opening the cannery facility adjacent to the proposed park area. That existing plant, which has been virtually empty for nearly one year now, formerly employed approximately 900 workers, many from Barrio Logan and adjacent communities.

In sum, the plan as a whole appears to be hastily drafted and ill-considered. It is clear that reasonable alternative proposals for development of this site should be drafted and considered. These should be developed through good faith discussions with concerned citizens to accomplish the Coastal Commission mandate and satisfy the community demand for waterfront access in this portion of the Bay.

It is my intention to continue to organize and work for development and realization of such alternatives, taking any necessary steps to insure that this community receives just and equitable treatment.

Sincerely,



Denise Moreno Ducheny

cc: S.D Regional Coastal Commission
Office of Peter Chacon
La Prensa San Diego
Committee on Chicano Rights

Bay Park A Fraud Against

Barrio Logan?

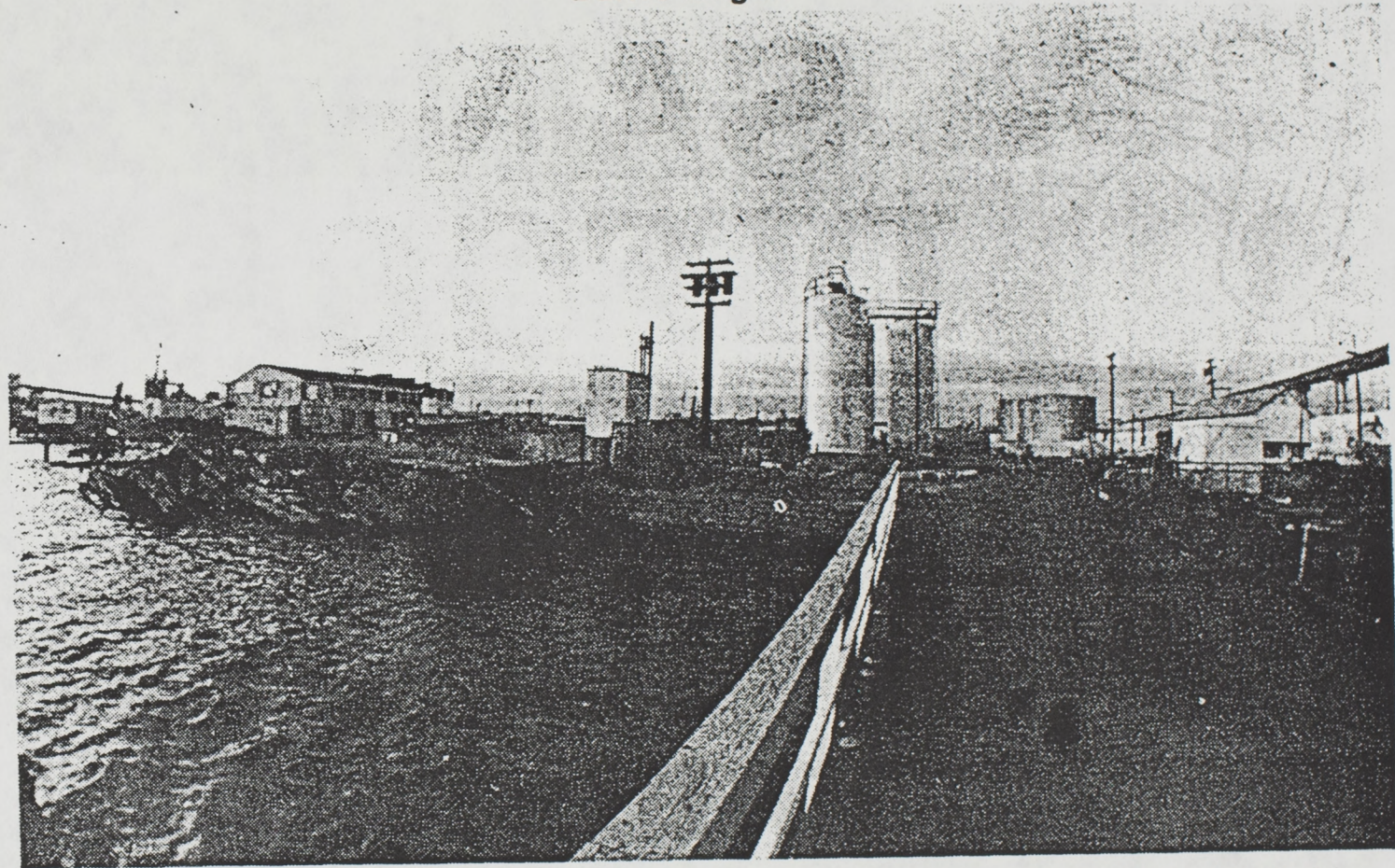
Coronado Park



Port Commissioners voted for this 53 acre site on Coronado for a Park. This is Gringo Park, open sea, land and no ship repair facility

1 OF 2

Barrio Logan



Port Commissioner Maureen O'Conner proposes & Commission votes for this...as a Chicano Bay Park.

by Daniel L. Muñoz
(Don't from last week)

(Editors note: Last week's edition, La Prensa San Diego brought to light the fact that the San Diego Unified Port District had voted to amend the Port Master Plan to include the construction of a new Ship Repair Facility with its own 700 foot long concrete pier. The new facility is to be built on land previously set aside for a bay access park for the residents of Barrio Logan. It was also noted that the Commissioners voted to spend over 6 million to build the Ship Repair Facility and less than 1 million to develop Bay Park. Though it had been stated in previous reports that the 5.4 acre site was insufficient for a park, the Port District on Commissioner Maureen O'Connors motion voted to further reduce the size of the park and build a Ship Repair Facility adjacent to the park. It was further noted that \$200,000 was voted, in what appeared as an appeasement, for upland recreational development.)

San Diego, CA. April 29, 1983...Barrio Logan, and the surrounding area is an area of heavy density blue collar workers which is suffering close to 30% unemployment rate. Survival is not a fancy word to be used by campaigning politicians. In Barrio Logan it is a way of life. To eat you must work. If there is no work then your dignity and pride has to be subsumed and you must take your place in line at the welfare office. To most Mexican American working men their machismo is demonstrated in their ability to support their families. To be without work is to suffer unbearable humiliation

and to lose face among family and friends.

"It's a shameless act to pretend that the building of a ship repair facility alongside Bay Park will help create employment among the residents of Logan Heights," said Atty. Denise Ducheny, who along with a growing number of Logan residents are preparing to question the Ports decision on the development of the Crosby Street Area, aka Bay Park. "I believe they think that one of the reasons that people would accept their plan, would be if it would create employment. It is clear that we need jobs in this area. But I don't think that a new Ship Repair Facility will eliminate unemployment. The most that the facility could employ is 80-100 people. And, 6 million dollars is a lot of money to spend to employ 80-100 people. Further, I don't see how it will create any real employment. The ship repair facilities currently existing are not at full employment. If we are talking about creating jobs maybe we should talk about finding ways to reopen the tuna cannery or using that facility, instead of building a new one. We have an empty cannery sitting out there right now!" said Denise Ducheny.

The development of a Bay Park for the Barrio Logan area residents entered into the current race for Mayor. A race which pits Port Commissioner Maureen O'Conner against Supervisor Roger Hedgecock. O'Conner who received her position as a political payoff from the then

Mayor Peter Wilson for supporting Wilson's position on most issues, came under fire by Hedgecock who alluded that O'Conner had cared little about the unemployed in the district and had allowed the bay industries to wither away. Many view the vote by O'Conner to build a new ship repair facility as a 6 million dollar attempt to be seen as caring for bay front industrial development and for creating jobs in the area by that effort.

"The development of Bay Park has become a political football" stated Al Ducheny. "It is a well known fact that local ship repair facilities are already working at one half to one third capacity. National Steel during full production employed 6,000 workers. It now has 3,200 employees. Most of those are working on ship repairs and not new construction. Southwest Marine Inc., at full capacity employed 700 persons. It now has 200 on the payroll. Campbell Industries who use to hire 1,000 persons, now has 250. Triple A South employed 300. It now has 120 employees. Atkinson Marine Corp. who had 300 people on the work force now only has 50. American Boat & Ship Repair originally had 75 people doing repair work. It now has 50. In other words out of a total work force of 8,375 there are now only 3,870 workers employed! Add to this the 900 cannery workers laid off and the 80 workers that the Port Commission says the new facility will hire pale in insignificance. So what is the real reason for worsening an already bad

CONT. ON OTHER
SIDE

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PRENSA
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2 OF 2

situation at Bay Park?", asked Al Ducheny.

"We have a lot of questions about Bay Park", continued Ducheny. "Questions that need answers. We would like to know why the community has not been made aware of the actual details of this proposal? Why the inequitable distribution of monies by Port District officials? We want to know why the Port District is willing to spend 6 million for a new ship repair facility. Why hasn't the Port Commission done a single thing to convert the cannery into a job producing facility?" asked Ducheny.

"This is not the first time that Port Commissioners attempt to use Port funds (public monies) for development which the citizens do not approve of. In 1979, the Commissioners were willing to spend a large sum of money to change all the palm trees in Shelter Island for fig trees! That is until the community got up in arms and stopped them," pointed out Jorge Parra. "The Barrio Logan community and citizens of San Diego have a right to know how much the Port Commission spent to develop a bay access to Seaforth Marina? Or the J Street Pier in Chula Vista, or Spanish Landing or the many other bay front parks...why is the Commission so hesitant to develop a Bay Front Park for the Mexican American community of Barrio Logan?" asked Parra.

Under question is also the specific area which the Port is willing to part with. To some barrio activists, it is surprising that O'Conner and the other Commissioners are even willing to part with 2.7 acres. A short look at the initial environmental analysis of the area makes the whole project problematical. According to the Port of San Diego's own Initial Study, the area the Port District is willing to develop for a Chicano Park was found to be 'contaminated with mercury'. Fish contaminated with mercury can be deadly if consumed by humans. Though

the Port District maintains that dredging of the bay will remove the mercury, there is no environmental study or other analysis to support that contention. Fumes, odors, and chemical vapors may increase due to the expanded scale of the proposed boat repair facilities according to the study.

A cursory walk through the area will make obvious the odious...the area is a very unlikely picnic area. Increases in parking demand, a significant increase in the amounts of solid waste or litter, and an increase in the erosion of tidelands or siltation of San Diego Bay is projected by those who made the study. In the final analysis, the Port's own initial analysis indicated that the entire 5.4 acres was not adequate for the size and quantity of uses desired by the community. The response to this initial study is the proposed Amendment to the Port Master Plan which was put forth by Port Commissioner Maureen O'Connor and voted unanimously by the entire Board. In it, the park lands are reduced by one half and a new industrial pollutant, a ship repair facility is planned to be built adjacent to the proposed Bay Park. "Many feel that this new plan is being put forth because the Port Commissioner's feel that there is no organized opposition to it in the community, and the Port is under pressure to begin development of

the new 53 acre recreational park for the residents of Coronado right across from Bay Park. Without the facade that Barrio Logan residents have accepted a Bay Park, of sorts, the Port Master Plan may not be approved by the State Coastal Commission," said Ducheny.

As of press time, La Prensa's reporting staff had learned that Assemblyman Peter Chacon was holding a meeting of community members on the turn of events on the Bay Park issue. Further, La Prensa has learned that Councilman Jones has become very concerned and is conducting his own investigation. Community activists and planning organizers have a meeting scheduled for

Thursday, 6 p.m. at Padre Hidalgo Center to discuss what course of action to take at the up-coming Port Commissioners meeting this May 3rd. Councilman Uvaldo Maritnez's office has not indicated that they are concerned about the issue or indicated what happened at the \$200,000 dollar semi-secret community meeting.

Maureen O'Conner's office maintained that it is "just a proposal". Thereby down playing the edict handed down by the State Coastal Commission that "no Port District Master Plan would be approved unless a bay access park suitable to the residents of Barrio Logan be included." Ms. O'Conner and other Port Commissioners well know that millions of dollars in industrial and recreational development have been tied up.

The public hearing will be held at the San Diego Unified Port District, located directly across from the Convair Plant, 3165 Pacific Highway, at 2:00 p.m., May 3rd. Seating capacity of the hearing room is 65 people. Come early. Individuals, organizations, or other interested individuals may submit testimony, statements and evidence relative to the plan at the public hearing, or in written form prior to the hearing. Contact the District Clerk, San Diego Unified Port District, 3165 Pacific Highway, San Diego, Calif. 92112 or call 291-3900.

Bay Park A Fraud

San Diego, California 92101 (619) 231-2874 April 22, 1983

gainst Barrio Logan?

by Daniel L. Muñoz

San Diego, Calif. Apr. 22, 1983...The smell is pungent, somewhere between the odor of decaying fish and the acrid smell from the fuel tanks which line the proposed Bay Park. The dark polluted waters, lapping against rusted remnants of ancient boat slips, show no signs of life. Pollution has long ago destroyed all life forms along the rusted pilings and concrete blocks. To the north, dust swirls and rises around the moving freight cars as they drearly switch from siding to siding. Barrio Logan, like a forgotten Spinx slowly arises beyond the tracks its ancient arms spread out under the gathering shadows of the Coronado Bridge.

Bay Park a 5.4 acre industrial wasteland located between the 10th Avenue Terminal on the west and the fuel piers on the east presents a forlorn hope to the residents from Barrio Logan of someday having a Bay Front Park. Having lived their lives out in San Diego's forgotten zone, la gente del barrio pinned their hopes on the Unified Port District for the eventual bay access park. That hope, however appears to have been misplaced and is apparently doomed. What it now appears like, is that the residents of Barrio Logan will be left with nothing but a bird-eyes view across the bay of the 53 acre recreational park that the Port District is now so eagerly awaiting to build for the poor folks of Coronado.

"All the way to the Bay' has long been the rallying cry of Barrio Logan activist and supporters of the Bay Park concept. But if the hearing to be held at the Unified Port District May 3rd, 1983 on the proposed Amendment to the Port Master Plan ends in a decision for approval... 'All the way to the Bay' may end in a stench filled, polluted industrial lot which is a disgrace and an affront to the sensibilities of the residents of Barrio Logan."

"In a very tortured sense of reasoning the Port Commissioners and certain community members approved on Feb. 8, 1983 what is being called a compromise to the Crosby St. Development Apportionment. What that compromise accomplished was to reduce the size of the original park site from 5.4 acres to 2.7 acres, sandwich the small 100 foot wooden fishing pier between an enormous 700 foot concrete ship repair pier (to be built) and the tuna seiner refueling docks on the other side. The compromise places a large portion of the proposed park between the fuel storage tanks and the railroad tracks...the effective bay front will be less than 75 feet when both piers are being utilized by repair work or fueling," Denise Moreno Ducheny, Attorney at Law, with offices and residence in Barrio Logan, heatedly denounced what she and a growing number of concerned Barrio Logan resi-

idents see as a complete sell-out and subversion of what they had been fighting for since 1977.

"This proposal has apparently been drawn to effect a 'compromise' between competing interests for use of this 5.4 acre plot that fronts on the bay and Barrio Logan. To me it does not seem like a lot of compromising went on! There is a large boatyard (repair facility) and a 700 foot long (50ft. wide) concrete pier that will hold 6 large ships which are in for repairs (sandblasting, painting, fuel tank cleaning, etc) programmed to be built immediately adjacent to the proposed park.

"This pier and repair facility has never been considered in an actual environmental report. We have spoken to several of the community representatives who have been involved in the ongoing negotiations and they claim that there was never any prior mention by the Port District of their intentions to build a 700 foot concrete pier and of the 6 million dollar expenditure or how it was going to be accomplished. We consider this as not dealing in good faith."

"As an Attorney I am concerned about the equitable distribution of the funds which are being set aside for development of this site. The so call 'compromise' calls for the Unified Port District to spend over 6 million dollars of our public money to build the repair facility, the 700 foot concrete pier, with all the necessary appendages, and for dredging the bay so that the ships can use their pier. This money is to be spent by the Port Commissioners not by the private developer or the user who will use the facility. The port proposes to use this money to help private business, then lease the facility back to them. On the other hand, the Port proposes to spend approximately 1 million dollars to develop the park area. I believe that there is a real inequity there. And, it clearly demonstrates that the Port Commissioners are not concerned about the residents of Barrio Logan," she commented.

The question which La Prensa asked of residents of the area was "who approved these so-called compromises? Who participated in these discussions? Who was invited to these so call public meetings?"

"Certainly, I was not invited nor was my wife," Alvin (Al) Ducheny, informed La Prensa. Mr. Ducheny who does the investigative work for the law firm became suspicious of the negotiations with the Port Commissioners and began talking to some of the local residents who had been involved in the development of the proposal. "They flatly stated that nothing was mentioned to them of this six million dollar trade off. It was never addressed. The residents also said that they were not aware of a 700 foot concrete repair pier being built. What it appears like, is that the Commission has unilaterally made these decisions. They make the draft

(see, Bay Park, pg 6)

proposal and called it a compromise," Al Ducheny said.

"What no one is talking about, or at least the Port hopes nobody mentions again, is that there is a State Coastal Commission Mandate upon the San Diego Unified Port District which stipulates that the District cannot move ahead and develop the bay frontage lands until they have created a bay access for Barrio Logan...and that access has to be acceptable and approved by the community. It is not by coincidence that the so called compromise has surfaced at this point in time. After all, how long can the folks at the Coronado Cays wait for their new 53 acre Golf Park on the bay?," pointed out Denise Ducheny.

Al and Denise Ducheny are perhaps relative newcomers to the Bay Park issue but not to Jorge Luis Parra who has been involved in the push for Bay Park since 1977. At that time, Jorge was the spokesperson for the Logan Heights Residents Association. The Association was comprised of a large group of Barrio Logan citizens which was attempting to develop an access for the residents to the bay. Its President was Al Johnston, its Vice President, Laura Rodriguez.

"We (the organization) were very active in 1977/78 in seeing how the State Coastal Commission exercised its jurisdiction over the San Diego Unified Port District. Our main concern was the development of a Barrio Logan Bay Front Park. Don Ney at that time was the Chairman of the Port District and he adamantly refused to deal with us and opposed the idea of a park. In 1978, unable to work with local entities we took the issue to the State Coastal Commission. The result was a ruling from the Commission to the Port District that they would not certify their

Port Master Plan unless they communicated with this community in good faith and negotiated some type of bay front access. As of this morning (Tuesday April 12) the State Coastal Commission has informed me that any development for the Coronado area will be contingent on the Port District coming up with some type of park facility that would impact on Barrio Logan and that is acceptable to them. According to the State Coastal Commission they have not, as of this, date received any documentation from the San Diego Port District on any proposed 'compromised plan'," said Parra.

Jorge Parra continued on by suggesting that this so called 'compromise plan' is but a continuation of the negative view of Barrio Logan that has dominated the Port Commission since 1978.

"My information is that there were about 4 people involved in the recent meeting with the Port Commission...according to them they casually agreed to what the Port Commission proposed. Laura Rodriguez who is still active in the Bay Park proposal states that they knew nothing of the 700 foot pier or the repair facility being built. I feel it was a bad faith move on the Port District because they did not lay out the entire proposal to them," said Parra.

Investigation by La Prensa reporters revealed that in attendance at the meeting on Feb. 8, 1983 in which the compromise draft proposal was accepted were: Jose Gomez, Jess Haro, Ronald Trujillo, Laura Rodriguez, Kenneth Alameda, Assemblyman Chacon, Barbara Strayhan representing Senator Deddeh, Jim Bartel, representing Congressman Jim Bates, Raquel Beltran, representing Supervisor Leon Williams, and Councilmember Ulvado Martinez. On the motion of Commissioner Maureen O'Connor and seconded by Commissioner Creaser, the Board unanimously approved the proposal for the Crosby St. Development (Bay Park).

It was also at the Feb. 8 meeting that the Port District approved the expenditure (not to exceed \$200,000) which would be used for 'up land' development in the Barrio area. The Port Director along with the Port Attorney were directed to meet with the city staff to develop a means to accomplish this expenditure.

On April 7th a semi-secret meeting was called by Councilman Uvaldo Martinez at the Community Clinic. Danny Martinez, representing the Councilman was in attendance along with Jess Haro, from the Chicano Federation, Rachel Ortiz, from the Barrio Youth Center, Laura

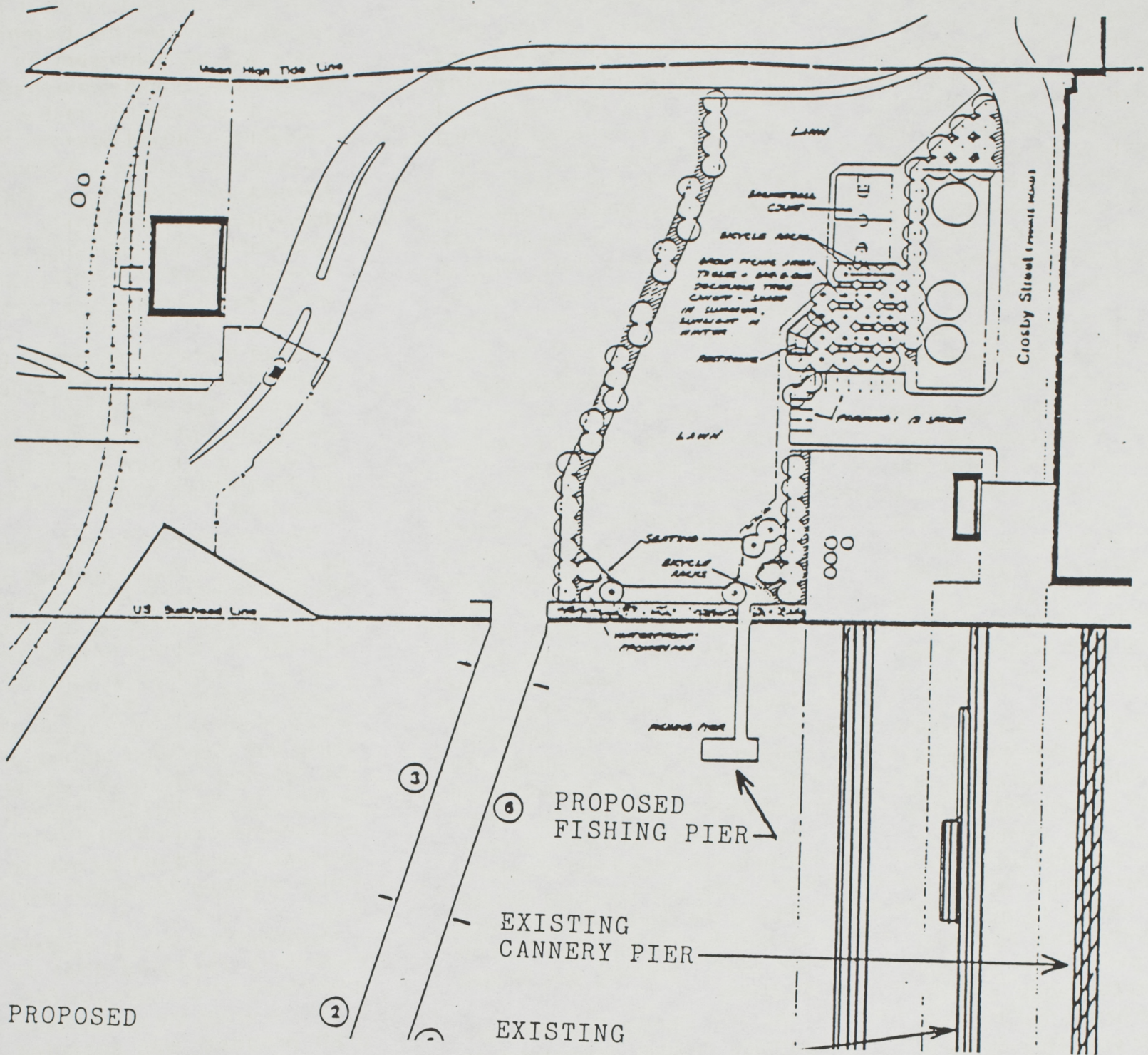
PRENSA SAN DIEGO

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Bay Park



CALIFORNIA COASTAL COMMISSION
631 Howard Street, San Francisco 94105 — (415) 543-8555

January 5, 1981

TO: STATE COMMISSIONERS AND SAN DIEGO COAST REGIONAL COASTAL COMMISSIONERS

FROM: MICHAEL FISCHER, EXECUTIVE DIRECTOR

SUBJECT: ACCEPTANCE OF PORT OF SAN DIEGO APPROVAL WITH MODIFICATIONS OF CERTIFIED PORT MASTER PLAN. (For Commission Consideration at the January 20-22, 1981 Meeting.)

I. BACKGROUND

The Board of Port Commissioners of the Port of San Diego submitted the Port Master Plan for Commission review and certification on July 18, 1980. The Commission held public hearings on the Plan on August 29 and October 14. The Commission certified the Plan, with modifications, on October 14, 1980. The San Diego Board of Port Commissioners, at their meeting of December 2, 1980, approved the Port Master Plan as certified by the Coastal Commission with two exceptions. (Exhibit 1)

II. CERTIFICATION PROCEDURES

The Commission's regulations provide:

The certification of a port master plan shall not become effective until the port governing body takes formal action adopting such plan as certified by the commission and the commission has received notice of such action, including the final EIR adopted for such action and the commission has accepted the formal action as consistent with its certification. (California Administrative Code, Title 14, Section 13632(e). Emphasis added.)

In order to find that the Board of Port Commissioners' actions were consistent with the Coastal Commission's certification, the Commission must find that the Board's rejection of the two modifications still leaves the affected parts of the Plan consistent with the Commission's actions on October 14, 1980.

III. ANALYSIS

A. Public Access/Recreation Area for Barrio Logan. When certifying the Plan, the Coastal Commission adopted the following Plan modification:

Modification 2. Tenth Avenue Marine Terminal. Planning District 4.
Public Access/Recreation Area for Barrio Logan. The 5.4 acre site on Crosby Street adjacent to the entrance of the 10th Avenue Marine Terminal shall be designated as a public access-recreation area, with the exception of 0.7 acre, which may be used by the Port for a Longshoremen's Union Hall. The use of the 0.7 acre as a Longshoremen's Union Hall shall be in accordance with the Port's Application No. F6876 to the San Diego Coast Regional Commission, January 5, 1979. If the 0.7 acre is not used for the Union Hall, it shall be added to the 4.7 acres of the parcel

designated for public access/recreation area, and the entire 5.4 acre site shall be so designated. The proposed land use designation would specifically allow for the development of a fishing pier, waterfront promenade, and other typical park furnishings designed to serve regional recreational needs. Prior to the development in the Coronado Bayfront of any commercial recreational facilities, including site preparation work necessary for such facilities, the Port, or another agency if one is available, shall develop the Crosby Street site in a manner suitable for recreational use by the public.

The Port or other agency shall develop a precise plan for the 5.4 acre Crosby Street site in consultation with the Barrio Logan Bayfront Park Committee. The site shall not be developed until the precise plan for the public access - recreation area has been submitted to and approved by the Executive Director.

The Board of Port Commissioners "expressly rejected in its entirety" Commission Modification 2. In her letter to Chairman Grote on December 3 (Exhibit 2), Board of Port Commissioners Chairman Bernice Leyton stated:

The Board continues to believe that the plan and projects imposed by the Commission as Condition 2 in Planning District 4 fail to give the high priority to port-specific uses that is required by the Coastal Act. There are other factual and legal problems which make this provision unacceptable. Because the Board attempted first to negotiate an access solution with the local community, a site plan for the 5.4 acres was never formally adopted. Once the legal issues have been resolved, the Board would unquestionably move to provide public access at Crosby Road.

The Port, in submitting the Master Plan for certification, excluded this 5.4 acre site north of the Coronado Bridge in Planning District 4 and proposed no uses for the site. The site was referred to in the plan as an "Area of Study" and was left blank on the land use maps. The Board of Port Commissioners has rejected the site plan proposed by the Coastal Commission (public access/recreation area with possible inclusion of a Longshoremen's Union Hall) and has included no site plan in the Master Plan.

In adopting Modification 2, the Commission found that the Port should not put commercial recreation developments on the Coronado tidelands across the Bay until the Crosby Street site has become a public recreation area and the Port has determined the Coronado area is not needed for industrial use, such as a boatyard.

Staff recommends that the Commission retain Coastal Development Permit authority over the 5.4 acre Crosby Street site and over commercial recreation development projects on the Coronado tidelands until such time as the Port obtains a certified amendment to the Port Master Plan that includes a land use for the Crosby Street site.

B. Least Tern Nesting Colony. The Coastal Commission adopted the following Plan modification:

Modification 4. Chula Vista Bayfront, Planning District 7. D Street Fill, Least Tern Nesting Colony and Proposed Fill Projects.

A. Project 3, the D Street Expansion Reserve, involving dredging and fill to create an additional 35 acres of land, is not a certified project.

B. Project 14, the J Street Peninsula Expansion, involving fill to create a 62 acre area, is not a certified project.

C. Marine sales and services are the permitted uses on the eastern half of the D Street Fill Area under Port jurisdiction on Sweetwater Channel. The Board of Port Commissioners shall designate in their Port Master Plan the southwestern half of their D Street Fill area for conservation use in the future in order to protect the least tern. Any change of such use in the future must be approved by the Coastal Commission or its succeeding agency. Such a conservation designation over the southwestern half of the fill area shall be a condition precedent to development on the northeastern part of the fill. The dividing line between the conservation area and the marine sales and service area shall be at the narrowest point of Port land on the Sweetwater Channel. In conjunction with the United States Army Corps of Engineers Sweetwater Channel Flood Control Project, the Port may develop a marine services berthing facility on the southern side of the Sweetwater Channel east of a line that would extend from Tidelands Avenue. Road access to the facility shall be from the north.

The Board of Port Commissioners shall erect and maintain a six foot high chainlink fence or other suitable barrier around the southwestern half of the Port's D Street Fill area that is to be used for least tern protection. The protective barrier will be erected before April 1, 1981. The Board of Port Commissioners shall reimburse the United States Fish and Wildlife Service and California Department of Fish and Game for preparing the site for least tern nesting each year. If future monitoring of least tern use of the D Street Fill area indicates that added development could be permitted on the fill without adversely affecting the least tern colony, the Port Plan may be amended to reflect the results of such new information.

The Board of Port Commissioners "expressly rejected" the proposed provision in modification 4 that "The Board of Port Commissioners shall reimburse the United States Fish and Wildlife Service and California Department of Fish and Game for preparing the site for least tern nesting each year." Port Commission Chairman Leyton stated in her letter:

The Board finds unacceptable Condition 4 in Planning District 7, which requires the Port to reimburse the United States Fish and Wildlife Service and the California Department of Fish and Game for preparing part of the "D" Street fill annually for least tern nesting. This condition is an open-ended invitation for those agencies to encumber our State of California's trust monies without limit. The requirement directly conflicts with the role of the Board, set by State law, as administrator of those trust funds under specific rules and limits. The Port of San Diego certainly agrees with the spirit of the condition and has a duty to comply with statutes providing for the preservation of rare and endangered species. We state without hesitation that the Port will cooperate with the Fish and Game and Fish and Wildlife authorities to establish the responsibilities of each agency in such an effort, including the payment of Port funds for specifically identified tasks. This position would achieve the same goal that appears to be sought by the language of the condition, yet it avoids the legal issues of trust fund expenditure, and it does not leave the Port exposed to interagency dispute about the definition of legitimate, reimbursable projects.

Staff has discussed the question of reimbursement for tern nesting site preparation with both the U.S. Fish and Wildlife Service and California Department of Fish and Game. Both agencies see no problem with dropping that particular sentence in Modification 4, with the understanding that the agencies will be allowed to prepare the site each year. The intention of the modification is the preservation of the least term nesting sites. That intention remains intact even with the deletion of the reimbursement clause. Therefore staff recommends that the Commission find that Modification 4, as amended by the Board of Port Commissioners, is consistent with Modification 4 as certified by the Coastal Commission.

IV. STAFF RECOMMENDATION

Staff recommends that the Commission adopt the following resolution:

The Coastal Commission makes the following findings in regard to the formal action on the San Diego Port Master Plan by the San Diego Board of Port Commissioners on December 2, 1980:

The Board's general approval of the Port Master Plan as certified by the California Coastal Commission is consistent with the Commission's certification. With regard to the Board's exceptions, the Commission finds:

Board of Port Commissioners Exception 1 - Planning District 4. Pending the submission and certification of a Port Master Plan amendment that includes a land use plan for the 5.4 acre Crosby Street site, that section of Planning District 4 and commercial recreation development projects on the Coronado tidelands in Planning District 6 shall not be certified by the Commission and developments in those areas require a permit from the State Coastal Commission.

Board of Port Commissioners Exception 2 - Planning District 7. The Commission finds that the deletion of the sentence "The Board of Port Commissioners shall reimburse the United States Fish and Wildlife Service and California Department of Fish and Game for preparing the site for least tern nesting each year" still leaves Modification 4 consistent with Coastal Commission certification of the San Diego Port Master Plan.

Under the Coastal Act the Board of Commissioners of the Port of San Diego is now authorized to grant coastal development permits for developments consistent with the certified Port of San Diego Port Master Plan. The Commission thanks the Board and the Port staff for their hard work and cooperation in arriving at this point. The Commission notes that all four ports governed by the special Chapter 8 of the Coastal Act on commercial ports now have certified port master plans and are granting coastal development permits.

LA TIMES

7/29/83

Park Decision Meets Praise, Dismay

Latino Leaders Split Over Coastal Commission Ruling

By SCOTT HARRIS, *Times Staff Writer*

It was a victory for the people, Barrio Logan activist Al Duchery proclaimed Thursday. He also declared the decision "a defeat of the type of back-room politics that the port commission and Councilman Uvaldo Martinez and Assemblyman Peter Chacon (D-San Diego) tried to force down the throats of the Barrio Logan community."

Duchery, chairman of a group called Harborview Community Council, was talking about the California Coastal Commission's overwhelming rejection Wednesday of the San Diego Unified Port District's plan to develop a bayside park and shipyard side-by-side on 5.4 acres in Barrio Logan. The commission, in a 10-2 vote, suggested that the port district was being unfair and greedy. Why not use all 5.4 acres for a park, the commissioners reasoned.

The panel also held up a long-sought, 300-room hotel project in Coronado in an effort to force San Diego port commissioners to capitulate on the Barrio Logan park site.

But, although Duchery and some other activists applauded the Coastal Commission's action, many other leaders of San Diego's Latino community contend the decision may wind up as a defeat for the people—an ill-advised decision that may put the coveted land in limbo for years.

Several community leaders who had agreed to the compromise after lengthy negotiations with port officials say they are worried that the

commission's decision jeopardizes the hopes Barrio Logan residents spoke of in the early 1970s—to extend Chicano Park "all the way to the bay."

Underlying the highly emotional, highly symbolic controversy is a dispute between factions within Barrio Logan—those who believe half a park is better than none, and those, like Duchery, who believe community leaders such as Chacon settled for "a rip-off." Both sides claim to represent the feelings of the whole community.

"We had that park until yester-

*'We had that park
until yesterday morning.
Today we have nothing.'*

day morning," said Hal Scott, an aide to Chacon. "Today we have nothing, and I think they (Duchery's group) will be held responsible by the community."

"I am disappointed and appalled at the same time . . . for an appointed body to undermine an extensive negotiation," Councilman Martinez said. "However reluctantly we accepted the compromise, I think it was reflective of the community's perspective."

"We were hoping to use that as a foothold," said activist Jose Gomez,

who chaired the Bayfront Chicano Park Negotiating Committee. "We hope this isn't a major setback."

Resisting 'Blackmail'

And San Diego port officials indicated they would resist what they perceive as an effort by the Coastal Commission to, in one official's phrase, "blackmail" them into devoting the 5.4-acre site to recreation only.

Port Commissioner William Rick said "the possibility" of suing the Coastal Commission "may be discussed" in executive session Tuesday.

"I'm not sure that would stand a court test," Port Commissioner Louis Wolfsheimer, an attorney, said of the coastal panel's hold on the Coronado project. "It certainly would seem to be arbitrary action."

But port officials indicated they are weary of the Barrio Logan issue.

"That land has been sitting there (in dispute) for 10, 12 years . . . So it could go on another 10 or 12 years," Wolfsheimer said. "And who's the loser? The community."

The Chicano Park controversy dates back 13 years, starting when Barrio Logan residents staged a nine-day sit-in on land beneath the base of the Coronado Bridge. The sit-in ended when the state agreed to dedicate the area as parkland.

But community leaders persisted. Adopting the slogan "All the Way to the Bay," they began to lobby the

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PARK: Decision Praised

Continued from First Page

port district for bayfront property. The site, surrounded by heavy industry, was one of the few remaining deep-water spots on the bay, however, and port officials said they wanted to use it for an income-producing shipyard.

Barrio Logan residents got a major boost when the Coastal Commission in 1980 rejected the port's plans to develop the property as a shipyard. Coastal commissioners agreed that the port should provide Barrio Logan with a waterfront park, suggesting that a shipyard could go elsewhere—perhaps on the Coronado property earmarked for a hotel. Both sites had been left unplanned, and that was why coastal commissioners felt it appropriate to reject both Wednesday, according to a Coastal Commission staff member.

The Coastal Commission's 1980 action prompted new negotiations between Barrio Logan leaders, including Chacon and Gomez, and port officials. In February of this year, port commissioners approved the 50-50 compromise on the land, with the port district also agreeing to provide the City of San Diego with \$200,000 to be used for social services in Barrio Logan. Martinez's office was to work out the details of the transfer and expenditure of the funds.

"Nobody was fully happy," Scott recalled. "The nature of compromise is that nobody is fully satisfied—but progress gets made."

Scott and Gomez portray Duch-

ery and the Harborview Community Council as neophyte activists—"agitators," in Scott's phrase—who don't understand the history of the controversy. Regardless, Duchery's group was successful in attracting the attention of the community and, apparently, the Coastal Commission.

'Deal Was a Rip-Off'

"What the Coastal Commission said yesterday is what we've been saying all along—that this little deal was a rip-off, and certain people went along with it like Chacon and Uvaldo Martinez," Duchery said.

According to Duchery, Chacon "got to take the bows" for the compromise and Martinez would accrue political support by divvying up the \$200,000 among community agencies.

Chacon could not be reached for comment. His aide, Scott, said he would not "dignify" Duchery's charges with a response.

"I don't even know them," Martinez said of the Harborview group. "I wasn't part of the negotiations."

Duchery acknowledged that the decision Wednesday was only a "partial victory . . . because we still don't have a park."

Jose Gomez, who is said to have spent literally hundreds of hours working on the park negotiations, said he would be surprised, but very pleased, if the port commission complies with the Coastal Commission's recommendation.

"I hope that's what happens," Gomez said. "I really do."

Until then, the Bayside Chicano Park Negotiating Committee will consider new strategy, perhaps even trying to persuade the Coastal Commission to reconsider its action.

"We're not about to give up," Gomez said. "We're going all the way on this."

S. D. UNION
7/29/83

Port officials miffed by park rejection

By Lori Weisberg
Staff Writer

While some Barrio Logan residents were rejoicing yesterday over the state Coastal Commission's rejection of a port district plan to develop a small bayfront park alongside a shipyard, port officials reacted with outrage to the decision.

At issue was a compromise plan, hammered out after years of negotiation with the Barrio Logan community, to divide a 5.4-acre piece of port district property at the foot of Crosby Street between a park and \$6 million ship-repair yard.

Although the plan had won the support of some community representatives as well as elected officials representing the area, a dissident group of barrio residents rose up in protest in recent months over the proposal.

The group argued that to build a shipyard next to a park would be foolhardy and would repel rather than attract people.

The Coastal Commission, meeting Wednesday in Los Angeles, agreed with the plan's opponents, arguing that the port district had shortchanged the residents of Barrio Logan. In rejecting the park plan, the commission also turned down a plan to develop commercial and recreational uses on the Coronado Tidelands. The commission had linked the two port district areas together as a way of inducing the port to work out an acceptable plan for the barrio community.

Port Commissioner Louis Wolfsheimer, saying he has worked the last 4½ years on putting together a compromise plan, said he questions

whether there is a majority of port commissioners willing to create a five-acre park. The commission has argued that the site is located near one of the last deep-water berthing areas under port control. He suggested that the commission may want to go into closed session to consider what legal remedies may be available.

"I didn't know a responsible government body can be swayed by 20 or 30 dissidents who don't represent the community," Wolfsheimer said, referring to the group headed by resident Al Ducheny which fought the park plan. "I've finished my negotiations. I spent 4-1¼ years on this and I would not spend another five minutes of my time."

"If there are younger, more naive commissioners who want to pursue it, fine."

Commissioner William Rick as well said he is no longer willing to participate in negotiations.

"I've spent my time trying to get the park," he said. "Now somebody else can try."

As for the commission's decision, Rick added, "It sure frustrated a lot of effort by a lot of people over a lot of years. Congratulations, Coastal Commission, on your brilliant execution of good government."

The net effect of the commission's action, port commissioners said, may be that the 5.4-acre site will sit empty for quite a while.

Ducheny, who called a press conference yesterday to announce the "victory of residents of Barrio

Logan," said that if Wolfsheimer or any other commissioner is unwilling to negotiate, "we want him replaced with someone more sensitive to the community."

Ducheny said his group, which calls itself the Harborview Community Council, will now work toward forming an alliance with Coronado to negotiate a plan to provide both the barrio and the city with recreational areas. He said he also recognizes that his group faces the task of uniting the community, which has been divided over the park proposal.

City Councilman Uvaldo Martinez, who represents the Barrio Logan area and had supported the compromise plan, said he was "appalled" by the commission's action. He added, though, that he believes it is up to the community at this point to work out its differences with the port.


"I just can't believe an appointed body like the Coastal Commission would take an action that would undermine 10 years of negotiations between the community and the port district," Martinez said.

Jose Gomez, spokesman for the community's negotiating committee which worked out the park agreement, said yesterday that although the commission's action represents a setback for the community, he has not lost heart and will continue to work on getting a park for the barrio.

"We're full steam ahead," he said. "We'll just draw up a new plan and give it another shot."

The San Diego Union

Thursday Morning, July 28, 1983

 A Copley Newspaper

Park, shipyard plan scuttled here

By Lori Weisberg
Staff Writer

The state Coastal Commission, siding with a group of protesting Barrio Logan residents, yesterday turned down a long-debated port district plan to develop a small bay-front park and ship repair yard at the foot of Crosby Street.

In turning down the plan to equally split a 5.4-acre site between a community park and \$6 million shipyard, the commission said the compromise proposal simply did not go far

enough in meeting the needs of Barrio Logan residents.

Residents have fought to obtain the park for more than a decade. Although the plan was worked out in negotiations with representatives of Barrio Logan, another barrio community group has attacked the proposal, saying that to build a park next to a shipyard would doom it from the start.

In addition to rejecting the park and shipyard plan, the commission voted down a plan to develop the

Coronado tidelands as a commercial and recreational area.

More than two years ago the commission told the San Diego Unified Port District that it could not develop the 53-acre tidelands area near the San Diego-Coronado bridge until agreement was reached on providing for public recreation uses on the Crosby Street site.

Although the commissioners yesterday had no problems with the tidelands proposal — which also has been debated for years — they

agreed that if they approved plans for the Coronado area, the port district would have little inducement to work out an acceptable plan for the barrio.

"It is rather ironic that the park area you now propose is the size of the (2.5-acre) parking lot you're providing on the nice side of the tracks in Coronado," Commissioner Marshall Grossman said, referring to the port's plans for the tidelands. "I don't

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Park: State panel scuttles proposal for Barrio area

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think it's a question of racism. I think it's a question of who's got the clout, who's got the power, who's got influence in the community."

Grossman had wanted the commission to direct the port to devote the entire 5.4-acre site as a bay-front park. But because of a law that port districts throughout the state succeeded in getting passed last year, the commission does not have the power to modify a port district master plan.

Instead, Grossman suggested that the Barrio Logan community appeal to the city of Coronado to use its political "muscle" in urging the port to offer a more reasonable park plan.

Although yesterday's action was a partial victory for those barrio residents who had fought the compromise plan that had been approved in May by the port commission, it means the community is still without its long-sought park.

Port Commissioner Louis Wolfsheimer said he was very disappointed at the state panel's action, in view of the strong support "almost every politician that represents the barrio" had given the compromise.

"Many years ago there was no sympathy for giving one inch of that land for a park and I think that the port has come further than half way," he said. "Perhaps instead of having a park immediately — which the port was ready to build — the land will sit vacant for another 10 years until somebody else comes up with a compromise."

Wolfsheimer said that "almost every major politician" that represents the barrio was involved in the negotiations that led to the compromise.

As for the state panel's rejection of the Coronado tidelands proposal, Wolfsheimer said he doubted whether the legislation that created the Coastal Commission was designed to permit "a city to be held hostage by a vocal minority in another city."

Al Ducheny, representing the park plan's opponents, said after the hearing that his group will go back to the port as well as to Coronado to push for a better plan.

"I'm very happy about (the decision) because I think building a shipyard next to our little park would have spelled disaster," said Ducheny, chairman of the Harborview Community Council. "Of course, we have no victory until we have our park."

Publisher Dan Muñoz, who has attacked the plan regularly for several months in La Prensa, his weekly newspaper, said he will keep up the pressure to get the park.

"The (state Coastal) Commission saw that it was business as usual at the port," Muñoz said. "The fight for a park will get moving faster now that the port realizes it can't manipulate community leaders with their patronizing compromise."

The proposal, offered by the port after more than three years of negotiations with the Barrio Logan community, called for a 2.7-acre park and a 100-foot fishing pier to be developed alongside a sizable ship-repair facility. That facility would include a 700-foot pier for boat repairs.

The site already is surrounded by a heavily industrial area bounded by the 10th Avenue Marine Terminal, the Santa Fe Railway's train yards and the now-closed Bumble Bee tuna cannery.

Proponents of the park have, in effect, said that while they would like to have all 5.4 acres as a park, half of a park is better than none.

Jose Gomez, spokesman for the Bayfront-Chicano Park Negotiating Committee, described the arguments of the opponents as an "all-or-nothing proposition which is irresponsible in this barrio."

The plan for the tidelands, located north of the San Diego-Coronado bridge approach, proposed four ball fields, a picnic area and a park, along with a commercial complex further north containing a restaurant, a small shopping area and a hotel of up to 300 rooms.

Coronado city officials said they will be happy to work with the barrio residents, but at least one City Council member does not hold out much hope for agreement with the port.

"We don't have the muscle to force the port to do something they don't want to do," said Coronado Councilwoman Lois Ewen, a former Coastal Commission member. "I think the port will just sit on it."

(Also contributing to this story were staff writers Arthur Golden and Jesús Rangel.)

"We would like a park similar to those found in La Jolla, Mission Bay and elsewhere," he told the state commission. "Yet unless they have a formula for relocating the surrounding industry, we need to concentrate on mitigating the different types of land uses."

Fred Trull, planning director for the port, said the entire matter will go back to the port commissioners for their consideration.

"Some (port commissioners) feel strongly that they've gone too far already and some want to give (the barrio) the entire 5.4 acres," he said. "Technically what they got is nothing."

Coronado as well was left with nothing, and also will have to work with the port district again to get its plans back before the Coastal Commission.

COASTAL: Panel Calls Port District Barrio Park Offer a Slap in Face

Continued from First Page

rio side of the bay and said the staff's logic "would allow for construction of a steel mill next to Balboa Park so that visitors might view a 'busy industrial city.'"

A spokesman for the Chicano Park committee that negotiated the agreement with the port district expressed disappointment after the vote. Jose Gomez said the compromise had represented "a foothold" upon which the community expected to be able to build in the future by pressuring the port for other bayfront lands as they might become available.

Would Have Been Anchor

"This (the 2.7-acre park) would have been our anchor," Gomez said. "Now we'll have to go back and start over again."

An angry Trull of the port district said immediately after the meeting that port commissioners "will just sit on the thing" when asked if there would be future negotiations. "They already have the feeling that they went awfully far (in agreeing to any use of the site for a park)."

Indeed, the port district only reluctantly entered into negotia-

tions with the Chicano Park committee in 1980 after having fought attempts in the state Legislature to mandate a full 5.4-acre park and after several port commissioners had called a park at the site "the worst possible location."

Because of the district's historical reluctance to satisfy barrio residents, the commission decided to continue the link between approval of a full park and development of the Coronado tidelands.

Coronado Mayor C. Patrick Callahan, who sits as a coastal commissioner, argued in vain for approval of the tidelands master plan, saying it was unfair to penalize Coronado for shortcomings of the port district across the bay. But Grossman said that only by holding Coronado hostage could the commission hope "that Coronado will use its muscle with the port to assure a decent (barrio) development. If not held hostage, then the port would leave the barrio land vacant to rot until it thought it could come back and get a better deal from the commission."

Muddy the Waters

Callahan said after the meeting that he believes his city can put pressure successfully on the port

district to try to resolve the problem more to the coastal commission's liking. Callahan would not go into specifics, but another San Diego official in attendance at Wednesday's meeting in Los Angeles said that Coronado could threaten to muddy the waters over the proposed Embarcadero convention center. Coronado and other South Bay city members of the district are apprehensive that the convention center project will drain revenues otherwise available for projects in their city. The San Diego City Council has approved the port offer for the center, but will seek voter approval in November in San Diego, and perhaps throughout the South Bay, for the plan.

In other action affecting San Diego County Wednesday, the commission rejected a request by landowners south of Palomar Airport in Carlsbad that they be allowed to develop parts of their properties now designated as agricultural preserves. Several owners told the commission that farming is increasingly uneconomic in the area because the high-cost, high-price crops grown there, such as tomatoes and strawberries, face stiff competition from other growing areas in

Northern California and Mexico.

Commissioners by a 7-5 vote turned down proposals by the owners for mixed uses on the land, saying that approval would lead to development pressures on other

agricultural lands throughout the state. The commission did approve a plan by its staff for a more limited mixed-use, which the owners have already rejected as not providing them enough land to sell at profit.

LA TIMES
7/28/83

TEZZY Award of the Week: To Congressman Jim Bates for now switching his support. Bates now opposing the construction of ship repair facility and the 700 foot pier on the proposed Bay Park. Now agrees with local Chicano leaders that SRF is not compatible with a park for children.

LA PRENSA
7/22/83 →

2 OF 2

1 OF 2

SAN DIEGO COUNTY

Coast Panel Rejects Plan for Barrio Park

Port District's Offer of Tiny Area Called Slap in the Face of Center City Residents

By DAVID SMOLLAR, *Times Staff Writer*

MARINA DEL REY—The California Coastal Commission on Wednesday overwhelmingly rejected a compromise plan for a combination bayfront park and shipyard on 5.4 acres in Barrio Logan, with members saying the offer by the Unified Port District was a slap at center city residents who are without political clout.

The 10-2 vote against the proposal negated almost three years of arduous negotiations between a committee of waterfront area residents and port commissioners, and left the highly symbolic issue in limbo. The coastal commission in October, 1980 had designated the prime bayfront property for public recreation, rejecting port district desires for industrial uses.

Wednesday's vote also put into limbo long-held hopes by the City of Coronado to develop 53 acres of port-owned tidelands to the north of the Coronado bridge with parks, playgrounds and a 300-room hotel to boost the city's tax revenues.

Although the commission had no policy problems with the port's Coronado master plan, it decided in essence to hold the plan hostage to resolution of the Barrio Logan problem, fearing that separate approval for Coronado would result in port district improvement of the tidelands but inaction on the barrio side.

"It's ironic that the park you're now planning to provide (the barrio) is the size of the parking lot you're planning for the nice side in Coronado," an angry commission member, Marshall Grossman, told port district planning director Frederick Trull. Several members chastised the port for insensitivity to the

need for recreational amenities in the barrio, a predominantly lower- and lower-middle class Chicano community hard by the port's main ship terminal and other heavy marine-related industrial uses south of the Embarcadero area.

Slap in the Face

"The San Diego Unified Port District has \$95 million ready for a convention center (planned next to Seaport Village) so it's not lacking for money to put a nice park (on the waterfront," San Diego-area member George W. Shipp III said. "The barrio people want a park like those in Mission Beach or La Jolla, not some dump."

The commission embraced the argument of barrio residents organized against the compromise, who said a 2.7-acre park next to a new 2.7-acre shipyard was a slap in the face both to commissioners who had asked for a full-size park and to residents who have lobbied on and off since 1970 for more parks throughout Southeast San Diego.

Staff analysts from the commission's San Diego office had recommended approval of the compromise, saying it largely met the needs of access to the bayfront demanded by barrio activists. The staff said the new shipyard, in addition to meeting needs for repair facilities in the area, also would afford visitors to the park an opportunity "to view the actual workings of a busy industrial port."

Barrio opponents of the combination plan showed several slides of industrial wastes strewn throughout port-owned land along the bar-

Please see COASTAL, Page 4

HARBORVIEW COMMUNITY COUNCIL

2175 LOGAN AVE., SAN DIEGO, CALIFORNIA 92113 (619) 239-1388

July 15, 1983

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AL DUCHENY

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Michael L. Fischer, Executive Director
William Travis, Deputy Director
Thomas Crandall, San Diego District Director
California Coastal Commission
6154 Mission Gorge Rd., Ste. 220
San Diego, CA 92120

Re: Staff Recommendation on the
Port of San Diego Master Plan
Amendment No. 2
(for consideration at Commission meeting
July 26 - 29, 1983)

Dear Messrs Fisher, Travis and Crandall:

We are in receipt of the draft of your above-mentioned recommendation and are seriously concerned over its failure to address many issues raised by the Port District proposal for development of the 5.4 acre site at the foot of Crosby Street. Not only does this report ignore many issues, it makes many unsubstantiated statements misstating the facts regarding this proposed project.

Initially, as an organization of community residents and business people, we must take issue with your assertion that "most community leaders" agreed upon a development of this site which included a full-scale ship repair yard on the site adjacent to the park, or that any "community leader" ever indicated that 2.7 acres was in fact sufficient to meet the access needs of this community. Your report fails to identify any of these "community leaders" or to cite letters or minutes of meetings to support your claim that such a proposal was indeed acceptable to this community.

On the other hand, there is no mention of the continuing desire of this community for coastal access opportunities and additional park facilities. In fact, at the public hearings held on this proposal in May, 1983, many residents from the community spoke in opposition to the proposed amendment as it relates to the Crosby St. development. Not one Community voice was heard in favor of the Crosby St. development in any of those public hearings. Additionally, Petitions in opposition to the amendment were submitted to the Port District and to this Commission as well (more Petitions are forthcoming) stating the serious community opposition to the ludicrous proposal to build a ship yard next to our park.

Your report further asserts that "Since the time of the Commission's Jan. 5, 1981 action on this 5.4 site, the staff of the Port District has met on numerous occasions with representatives of the Barrio community and its various community interests". We challenge you to produce documentation of these meetings. The fact is that in the 2 years prior to the vote of the Port District on this proposal there have been no public community meetings at which this proposal or any proposals were discussed. Other than some closed meetings with some selected individuals the Port Commission has not discussed this matter with the affected communities and even with these selected individuals the proposal to develop a \$ 6,000,000.00 ship repair facility was never discussed. What we feel has happened here is that the report has relied on the Port District's self-serving version of this matter.

We are disappointed that you have failed to present the full picture to your Commissioners. There is no mention in your report of the \$200,000.00 the Port District proposed to spend on "upland" development of recreational facilities in Barrio Logan as part of the proposal. As you well know there is some question as to the legality of such an expenditure of public funds held in trust for Port development.

Additionally, it is clear that this expenditure was designed to appease various government-funded agencies and local politicians who were given the authority to disburse and spend such funds. Plans for expenditure of this \$200,000.00 were discussed at a secret meeting from which the public was excluded. This meeting was held prior to the Port District's Public Hearings on this amendment, and to date, there has been no public explanation of how this \$200,000.00 will be spent. We urge you to investigate this aspect of the proposal thoroughly prior to any Coastal Commission vote on this matter.

The essence of the Port's proposal is to construct a large ship repair yard which will discourage public use of the proposed park. This will, in turn, provide the excuse they seek to completely close public access for this community again..

As your report notes, this community lies in a 5 mile stretch of water front without any public access points. You would be aware, if you examined this area and the access points discussed, that neither of these points can safely be reached by foot. Furthermore these points have very limited recreational facilities.

It is clear that your report was drafted hastily and without significant investigation of the issues presented by

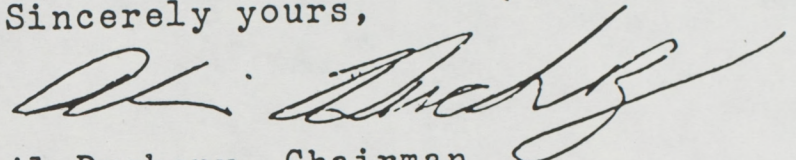
this proposal. You have failed to consider the social and environmental problems associated with the proposed development of the Crosby Street site.

Your Commissioners are left without sufficient information on which to make an intelligent decision on the amendment. That the Port's proposal has not been subjected to serious scrutiny is exemplified by your incredible statement that the construction of a six million dollar ship yard next to a 2.7 acre bayfront park will "provide a unique opportunity for the coastal visitor to view the actual workings of a busy industrial port." This twisted logic would allow for construction of a steel mill next to Balboa Park so that visitors might view a "busy industrial city."

We are sure that a proposal such as the one the San Diego Port District has made would not have even been considered had the site been located in an affluent neighborhood instead of a primarily Chicano & Black community. The obvious racist bias of the Port District proposal must be challenged.

Therefore, it is essential that you more thoroughly analyze this proposal, and again, as in 1981, recommend against certification of a plan which calls for construction of a ship yard on the only site where our community can feasibly obtain Bay front access.

Sincerely yours,



Al Ducheny, Chairman
Harborview Community Council

cc: Melvin Nutter
Mayor Roger Hedgecock
Sierra Club
La Prensa San Diego

Barrio plan rejection criticized

Panel's decision called blackmail

By Frank Stone
Tribune Staff Writer

The state Coastal Commission's rejection of a proposed bayfront park and shipyard in Barrio Logan, as well as a development plan for Coronado's tidelands, today was termed "blackmail" by a port commissioner, while an opponent to the barrio plan said he was happy with the decision.

The commission, meeting yesterday in Marina del Rey, voted 10-2 to reject the Barrio Logan and Coronado tidelands development plans that had been submitted to it by the Port District as amendments to the port's master plan.

Port Commissioner Phil Creaser said, "tying the Barrio Logan plan to the Coronado proposal is virtually blackmail" by the Coastal Commission.

The center of the dispute was the Port District's proposal to develop 5.4 acres at the foot of Crosby Street — 2.7 acres as a bayfront park, and 2.7 acres for a \$6 million shipyard that would have included a 700-foot pier.

The plan had been submitted to the commission as a compromise after years of negotiations between port officials and the Chicano Park Negotiating Committee. However, it had drawn strong opposition from residents of the area.

The port's Coronado proposal was to develop 53 acres near the San Diego-Coronado Bay Bridge into a 20-acre park, a parking lot, a hotel, restaurants, shops and a marina.

"The feeling of the majority of the Coastal Commission was that there was a greater need for additional bayfront park development in the Southeast area than there was for additional industrial development, such as a shipyard," said Tom Crandall, district director for the Coastal Commission.

"In effect, the commission tied that (the Barrio Logan) proposal to the Coronado tidelands plan because it felt both areas should be looked at at the same time."

Crandall said the Coastal Commission's only options were to accept or reject the Port District's proposals as amendments to the master plan, leaving it to the parties involved to come up with plans acceptable to the commission.

He said the Port District has the option of submitting another plan, and that "the (coastal) commission strongly suggested that the entire 5.4 acres in Barrio Logan be developed
Please see BARRIO, B-3

★Barrio

Continued From B-1

as a park."

"The commission felt that unless the two areas (Barrio Logan and Coronado) were tied together, the Port Commission would do nothing about the barrio and go ahead with the Coronado Development," Crandall said.

"On the one hand, this is not a victory because we don't have our park yet," said Alvin Ducheny, chairman of the Harborview Community Council, "but on the other hand, I think they defeated the kind of backroom deals we've had to put up with by the Port Commission."

"We're happy with the decision, because the (Coastal) commission made it very clear that this commu-

nity needs a viable park for bay access. The Coast Commission was very emphatic that the Port Commission's presentation was a very poor show."

Said Creaser: "They could have at least approved the Coronado part of the plan. We're very disappointed in the outcome."

Port Director Don Nay said, "we really didn't think a park was really appropriate down there (in Barrio Logan)."

"We we made a compromise, one that has been discussed for years," Nay said. "We thought everybody had agreed to it. This was an unplanned area, and they (the Coastal Commission) told us to plan it."

SAN DIEGO
EVENING
TRIBUNE
7/28/83

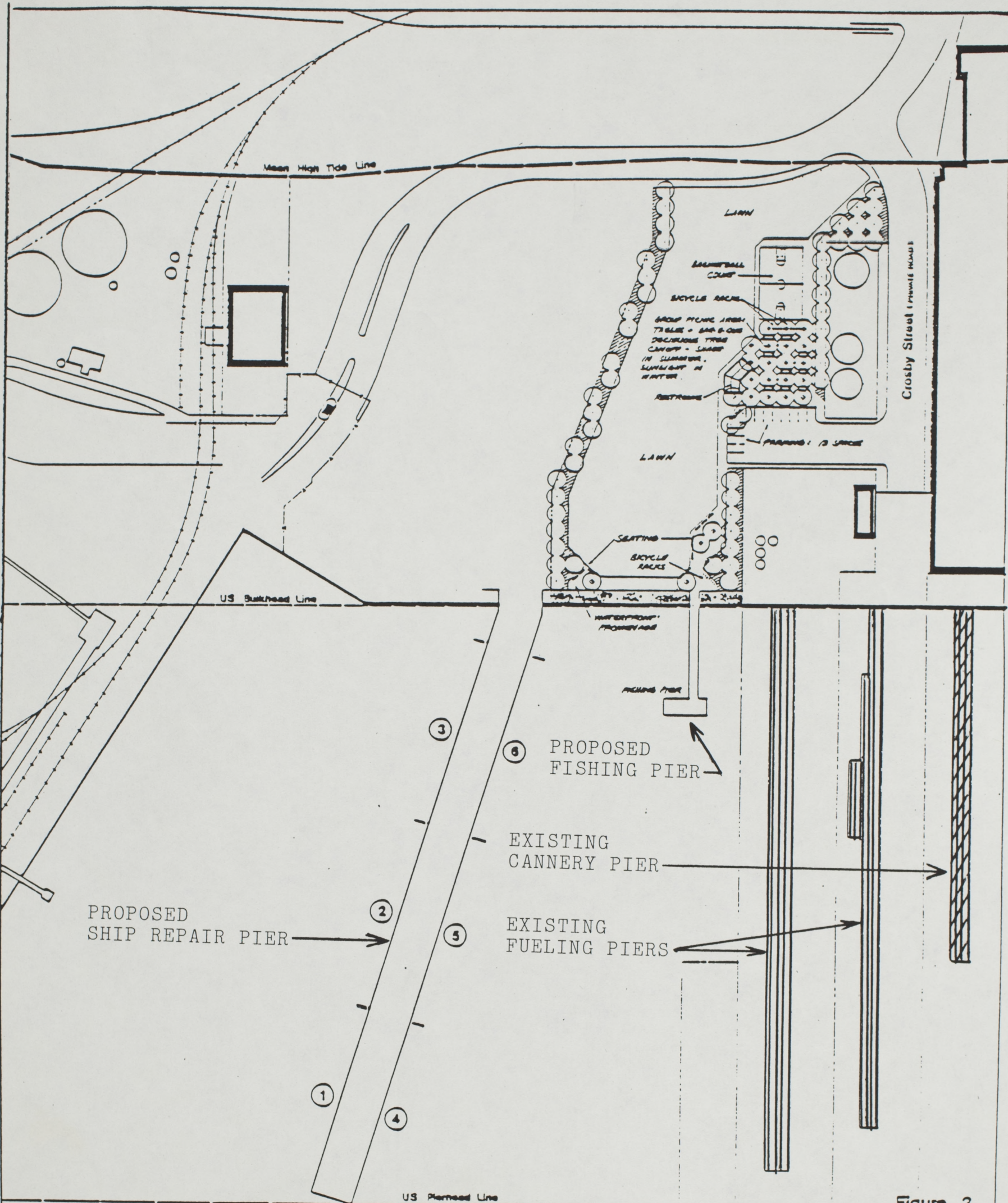
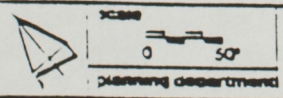


Figure 3



Planning District 4
TENTH AVENUE
MARINE TERMINAL

Crosby Street Community Park
and Marine Industrial Site

DATE	1/15/54
SCALE	1" = 50'
PROJECT	PLANNING DISTRICT 4
DATE	1/15/54
SCALE	1" = 50'
PROJECT	PLANNING DISTRICT 4



Estimated costs to Port of San Diego draft project entitled
CROSBY STREET AREA LAND USE PLAN.

PARK FACILITY:

<u>Item</u>	<u>Cost Estimates</u>
Park Development	\$ 710,000.00
Fishing Pier	<u>150,000.00</u>
TOTAL	\$ 860,000.00

BOAT REPAIR FACILITY:

<u>Item</u>	<u>Cost Estimates</u>
Boat Repair Pier	\$ 3,869,000.00
Dredging	901,000.00
Building and Site Development	<u>1,352,000.00</u>
TOTAL	\$ 6,122,000.00

* Above information from Initial Study of CROSBY STREET AREA LAND USE PLAN by Port of San Diego Environmental Management Department. Accepted by the Environmental Review Committee of the San Diego Unified Port District on March 9, 1983.

SAN DIEGO UNIFIED PORT DISTRICT
3165 Pacific Highway
San Diego, California 92112

NEGATIVE DECLARATION

UPD #80220-117

The San Diego Unified Port District has prepared an Initial Study after review of the Environmental Assessment of the project described herein. A copy of the study is attached or may be obtained from the Clerk of said District.

Project Title:

"CROSBY STREET AREA LAND USE PLAN, Tenth Avenue Marine Terminal Waterfront land area west of Crosby Street and Crosby Road, San Diego.

Description of Project:

The proposed project is a plan amendment to the Port District Master Plan for the land use of the so-called "5.4 acre Crosby Street site". It includes land/water use designations as well as site-specific project implementation, and which carries out Coastal Commission conditions of Port Master Plan Certification. The proposal involves about 5.4 acres of land and about 6.7 acres of water fronting on San Diego Bay in the City of San Diego, north of the San Diego-Coronado Bay Bridge. The land use plan proposes division of the project's land area into two equal-area parcels to include public recreational uses and marine-related industrial uses.

The proposed public recreational use would include a 2.7 acre community park including a comfort station, basketball court, picnic tables, pedestrian walkways, benches, 12 public parking spaces and a public fishing pier (about 100 feet long). Dredging and construction of shoreline improvements would be required for the public fishing pier.

A boat repair yard is proposed for the second 2.7 acre parcel. Improvements would include a concrete pile-supported pier about 700 feet long by about 50 feet wide, extending from the existing shoreline to the Pierhead Line. The pier would include truck crane loading capability and a fendering system, fresh water supply, security lighting and a minimum connecting bulkhead along the shoreline. Dredging is proposed to -30 feet MLLW for the pier. Dredging activities would be combined for the boat repair yard pier and for the public fishing pier proposed for the adjacent community park. The boat repair yard would also include yard buildings (about 20,000 square feet), construction equipment, other ancillary items incidental to boatyard operations, and on-site parking for about 65 cars.

DRAFT
FOR REVIEW ONLY

Finding:

The overall project will have no substantially adverse effects related to land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance, nor will the project otherwise have a substantial adverse impact on the environment.

Reasons:

The members of the Environmental Review Committee of the Port District studied and considered the various aspects of potential environmental impacts applicable to the project, which were described in an Initial Study prepared in accordance with Unified Port District Resolution No. 80-220. At the meeting of the Committee on March 9, 1983, the project was discussed and its potential environmental impact evaluated.

The proposed land use plan and implementation of the community park and boat repair yard project would meet conditions imposed by the California Coastal Commission for Port Master Plan certification.

A committee composed of community representatives, legislative leaders, and members of the Board of Port Commissioners, met and developed the proposed plan. Alternatives which were considered by the committee included: 1) use of the entire site as a park, 2) use of the entire site for a boat repair yard, or 3) use of the majority of the site for a boatyard with a public bay access way provided along one edge of the site. Even the entire site would not be adequate for the size of all the many park uses desired by the community, and the full use of the site as a boat service yard would not permit public access to the bay. A limited public access walkway, initially proposed in the Port Master Plan, was rejected by community representatives. The 5.4 acre land area has, therefore, been split half and half between the two proposed uses as a compromise.

Several features of the proposed project would include inherent mitigation measures as design characteristics, including: aesthetic aspects; public safety; vehicle traffic circulation and parking; potential adverse effects on marine resources as a result of proposed dredging and spoils disposal; and construction of improvements including shoreline rehabilitation and the fishing and berthing piers.

The location of a public park and recreational facility in close proximity to an existing marine industrial area, including railroad switching yard, truck routes and an existing marine terminal (Tenth Avenue Marine Terminal) may result in the potential for traffic safety hazards to park users. This inherent land use incompatibility has been pointed out by Port representatives throughout the entire process of arriving at the proposed project. City and Coastal Commission planners, the legislative leaders who participated, as well as community group representatives and individuals are aware of the potential hazards, but apparently feel that a waterfront park of appropriate design will sufficiently mitigate the land use incompatibility.

It is anticipated that proposed landscaping barriers and other containment improvements to the proposed park area, including the on-site location of the proposed basketball courts and parking lot areas, would act as buffers between the recreational play area uses of the park and adjacent marine industrial uses. These would also decrease hazards, particularly those which might be associated with children at play and adjacent marine-related vehicle traffic. In addition, specific mitigation measures would include: 1) enclosure by perimeter fencing of the boat repair yard, and 2) a study of the area by a qualified traffic consultant, with emphasis on public safety, including the access routes to the park. Any recommendations would be included for consideration in the design of project development, prior to adoption of the final ND. In the event that adequate recommendations are unavailable or infeasible to mitigate possible public safety effects to an insignificant level, the issue would be brought to the Board of Port Commissioners for consideration and direction.

Total vehicle traffic associated with development of both parcels would combine to produce about 490 additional daily motor vehicle round trips. Traffic studies conducted in 1979 for the Port District's Master Plan EIR indicated that Crosby Street had an ADT of about 4,200 nearest the cross street south of Harbor Drive. It should be noted that the adjacent tuna cannery which is presently closed, was in full operation at that time and that some 500 daily vehicle trips were associated with that facility. The addition of about 490 vehicle trips into the local circulation system would not be anticipated to have significant environmental effects on vehicle traffic circulation or congestion since Crosby Street has adequate existing capacity. The boat repair yard would employ between 80 and 110 persons, which would require on-site parking for between 40 and 55 vehicles. The proposed community park would be visited on an average daily basis by about 860 persons which would generate about 430 vehicle trips per day. Maximum parking demand as a result of utilization of the community park area is anticipated to be 20-25 vehicles at any one time. Community representatives expect primarily walk-in park users.

The general public, in particular the adjacent Barrio-Logan community, would benefit considerably from the new recreational uses and opportunities provided by the proposed community park. The landscaping improvements of the proposed park would result in a more esthetically pleasing appearance of the entire waterfront area from Crosby Street and Crosby Road. The proposed park would provide public parking spaces on site for 12 vehicles. It is therefore not anticipated that the minimal potential shortfall of parking supply (about 8-12 spaces) would be sufficient to constitute a significant environmental effect as a result of implementation of the park portion of the project.

The future lessee of the boat repair yard would benefit from the proposed development of the boat repair yard site, and new revenues from possessory interest taxes would also accrue to the City of San Diego and local government as would additional lease revenues from the industrial development site lease to the Port District. The development of the boat repair yard would result in an improvement to the appearance of the entire site, including clearing of rubble and debris along the existing shoreline. Further, it would provide for a new employment center for a

80-110 jobs

type of work force which may well come largely from the nearby community, thereby minimizing transportation expenses for workers and possible traffic and air quality effects of employee vehicles. It is anticipated that since a maximum of about 55 vehicles would be expected to park on site in the proposed boatyard facility, and that since the facility would include parking for 65 cars in the yard, no significant effects on available parking would result.

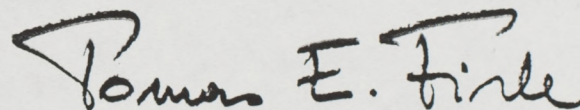
A visual landscape barrier would be provided within the community park between the proposed park and the boatyard to control noise, dust, and visual intrusion of operations and activities from either side. A visual barrier on the north and east sides of the proposed boatyard would screen yard equipment and activities from public view. Although fencing is not proposed, which would block views into the community park from Crosby Road, perimeter security fencing surrounding the entire boat repair yard site would be required. Further, landscape planting outside the barrier of the proposed boatyard would be coordinated with the landscaping proposed for the adjacent community park area.

Pier development and associated dredging, which would include an estimated 95,500 cubic yards of bay bottom, would result in temporary increases in background turbidity levels. In addition, earlier investigations of the bay bottom sediment in the project water area and subsequent bioassay analyses have resulted in the findings that the adjacent bay bottom contains mercury in the sediments. Mitigation of the potential adverse environmental effects that could be associated with the removal and disposal of these contaminated sediments would be accomplished during the standard review procedures under the Army Corps of Engineers permit which may include conditions requiring special monitoring of ocean disposal sites or, in the alternative, special care measures of disposal. Mitigation of this potential environmental effect would be incorporated entirely, and in an enforceable manner, in the Corps of Engineers permit. Any such special condition placed on the Corps permit is hereby also incorporated as enforceable mitigation under CEQA.

As the proposed land/water use for this site was initiated on direction by the California Coastal Commission, approval and certification must allow for the actual implementation of development of both parcels, i.e., the community park with fishing pier, and the boatyard with berthing pier, with adequate deepwater and shoreline protection. Inability to obtain dredging permits for either parcel shall void the conclusions of the Initial Study and, therefore, this mitigated Negative Declaration.

San Diego, California: March 15, 1983

TEF/MVN/1k



TOMAS E. FIRLE, Chairman
Environmental Review Committee



Port of San Diego

and Lindbergh Field Air Terminal

(619) 291-3900 • P.O. Box 488, San Diego, California 92112

NOTICE OF PUBLIC HEARING SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN AMENDMENT

A draft amendment to the San Diego Unified Port District Master Plan has been prepared for a 5.4 acre area of Port land located along the Bay shoreline between Crosby Street and Crosby Road in San Diego, California. The plan provides consistency with the California Coastal Act; provides public access to the water in a public park supported by recreational features of a multiple use basketball court, picnic facilities, benches, turf area, public restrooms, on-site automobile parking, and public fishing pier; and provides for the development of marine-oriented industrial activity including a 700 foot long ship repair pier, work areas, industrial buildings, and on-site automobile parking.

The amendment will be considered for adoption with or without modifications by the Board of Port Commissioners at a public hearing in the Commission chambers, 3165 Pacific Highway, San Diego, California. The hearing is at 2:00 p.m. on May 3, 1983. Additional hearing dates, if required, will be announced at the public hearing.

The public, interested organizations, and government agencies are encouraged to submit testimony, statements and evidence relative to the plan at the public hearing, or in written form prior to the hearing to the attention of the District Clerk, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California 92112. Copies of the draft plan are available for public review at main public libraries of the cities of San Diego, National City, Chula Vista, Imperial Beach and Coronado, as well as the Port Administration Building. Additional information on the plan can be obtained by contacting the Port Planning Department, telephone (619) 291-3900.

FREDERICK H. TRULL
Planning Director
March 16, 1983

SAN DIEGO UNIFIED PORT DISTRICT
PORT MASTER PLAN AMENDMENT

Crosby Street Area Land Use Plan, Tenth Avenue Marine Terminal
Waterfront Land West of Crosby Street and Crosby Road, San Diego, CA


BACKGROUND: This is an amendment to the San Diego Unified Port District Master Plan as adopted by the Board of Port Commissioners' Resolution 80-74 on March 18, 1980, amended by Resolution 80-343 on December 2, 1980, and certified by the California Coastal Commission on October 14, 1980, with findings of certification consistency on January 21, 1981. This amendment provides a land use plan for the 5.4 acre Crosby Street site to complete a portion of the Master Plan not certified by the Coastal Commission.

The following attachments indicate the specific amendments proposed for the Master Plan document.

Paragraph two, under the heading BELT STREET INDUSTRIAL, on page 97 is changed to read:

The Land Use Plan recommends the continued operation of the existing marine industries since these are developed and well established. The need for an expansion area for these dynamic water dependent uses is essential and consideration should be given to expansion into the upland areas. Renovation and redevelopment of the existing facilities is expected to continue over the long term. The underdeveloped and underutilized 5.4 acre site located adjacent to Crosby Street and the entrance to the Tenth Avenue Marine Terminal is proposed to be divided into equal portions and developed for marine-oriented industrial use and public park. The industrial use will involve a ship repair facility with yard buildings, construction equipment, other ancillary items incidental to ship repair, on site parking, and a 700 foot long working pier. A park is proposed to provide a public access point to the bay in an area of heavy marine industries. The park will offer active and passive recreation opportunities in a landscaped setting including restrooms, a picnic grove, court game and lawn areas. A public pier is proposed for fishing and observing the adjacent marine activities. Dredging to a maximum depth of 30 feet is proposed for the piers.


Those items underlined are changed in Table 12, "Precise Plan Land and Water Use Allocation," on page 92:

TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4				TOTAL ACRES	% OF TOTAL
LAND	WATER				
	<u>INDUSTRIAL</u>			<u>346.8</u>	<u>93</u>
Marine Terminal	58.7	Terminal Berthing	15.3		
Marine Related	<u>174.9</u>	Specialized Berthing	<u>97.9</u>		
	<u>PUBLIC RECREATION</u>			<u>3.4</u>	<u>1</u>
<u>Park</u>	<u>2.7</u>	<u>Open Bay</u>	<u>0.7</u>		
	PUBLIC FACILITIES			20.4	6
Harbor Services	2.3				
Streets	18.1				
TOTAL LAND	256.7	TOTAL WATER	113.9		
		TOTAL LAND AND WATER		370.6	100
TABLE 12					
scale	PRECISE PLAN		Date 12/79		
	LAND AND WATER USE ALLOCATION		Dm Chk		
			Name		
planning department			No		

The following items are to be added to Table 13, "Project List, on page 98.

TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4		SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
7.	BOAT REPAIR PIER: Construct pier; dredge	43	P	N	1984-85
8.	CROSBY ROAD COMMUNITY PARK: Remove existing structures; construct public park	43	P	N	1984-85
9.	PUBLIC FISHING PIER: Construct pier; dredge	43	P	N	1984-85

P - Port District
 T - Tenant
 N - No
 Y - Yes

scale planning department	TABLE 13 PROJECT LIST	Date: 1/18/85 Drawn: [Signature] Check: [Signature] Date: [Signature]	
------------------------------	--------------------------	--	---

The Precise Plan Diagram will be changed by removing "Area Under Study" and illustrating uses as diagrammed below.

