



Downtown Community Planning Council San Diego

*Planning a Vibrant Downtown for All*

**Downtown Community Planning Council (DCPC) Meeting Agenda**

**May 15, 2024, 5:30 PM**

**City Hall 12th Floor Committee Room**

**202 C Street, San Diego, CA, 92101**

[ZOOM Online Link](#)

[Twitter](#) | [Instagram](#) | [TikTok](#)

You can email public comments to [chair@downtownplanningsd.org](mailto:chair@downtownplanningsd.org); please write "PUBLIC COMMENT" in the subject line.

**I. Call to Order & Roll Call**

**II. Consent Agenda**

**Action Item**

A. [April Minutes & Annual Report](#)

pp. 3 - 23

B. [Administrative Policies Update](#)

pp. 24 - 25

C. [Announcement of Vacancies](#)

p. 26

D. [Letter of Support for SB 1098 \(Blakespear\) on LOSSAN Rail Corridor](#)

p. 27

**III. Non-Agenda Public Comment**

*Public comment will be limited to 1-minute per person if there are many speakers present. Maximum of 8 non-agenda public comment speakers at this time; additional speakers can speak at the end.*

**IV. Community Reports** *The DCPC may vote to write a letter of support for items B and C.*

A. Representatives from Elected Officials and Agencies

B. 17th & Commercial 100% Affordable Housing Project

C. [Pedicab Noise Ordinance Proposed by Council District 3](#)

p. 28

**V. Discretionary Approvals**

**Action Item**

A. [Horton Plaza Lot Consolidation](#)

p. 29

B. [1011 Union Comprehensive Sign Plan](#)

p. 30

**VI. Subcommittee Reports**

A. [New Assignments](#)

**Action Item**

1. Subcommittee Appointments

2. Community Planners Committee Alternate

3. Downtown Parking Management Group Alternate

B. [Downtown Community Plan Update](#)

1. Review recommendations

**Action Item** p. 31

2. East Village Subdistricting

C. Public Spaces

1. Balboa Park Committee report - Chris Eddy
2. Downtown Parking Management Group report - Manny Rodriguez

**VII. Pulled Items from the Consent Agenda**

*Items pulled from the Consent Agenda (Item II) will be discussed at this time.*

**VIII. Remainder Non-Agenda Public Comments**

*The remaining non-agenda public commenters (Item III) will speak at this time.*

**IX. Adjournment**

*Next meeting on June 19th, 2024, 5:30 PM, at City Hall's 12th Floor Committee Room.*

## April Minutes & Annual Report

---

### **Board of Directors Meeting Minutes**

**April 17, 2024, 5:30 PM**

**12th Floor Committee Room, City Hall, 202 C Street, San Diego, CA, 92101**

#### **I. Call to Order 5:39 pm**

- A. Roll Call completed.
- B. In attendance (11): Rodriguez, Bargmann (joined following Item IV.), Link, Barr, Eddy, Helmer, Hewitt, E. Schwarz, J.P. Schwarz, Villarina, Werve.  
Absent (5) George, Gu, Lauer, Saldana, Winslow

#### **II. Consent Agenda:**

Motion to approve. Villarina 1<sup>st</sup>, JP 2<sup>nd</sup>. Approved 8-0-3 (present Newly seated members Barr, Hewitt, E.Schwartz marked as abstentions).

#### **III. Non-Agenda Public Comment** None

#### **IV. April 2023 – April 2024 Annual Report**

- A. Hewitt recommended adding increasing Developer commitments. None other
- B. Werve motioned approval, JP 2<sup>nd</sup>. Unanimous 10-0-0 approval

#### **V. Annual Selection of DCPC Chair, Vice Chair, Secretary Positions**

- A. Chair called for nominations of 2024-25 Chair. Link nominated Rodriguez, JP 2<sup>nd</sup>. Competing nominations requested. None received. Call for a hand vote. Unanimously elected
- B. Newly elected Chair (Rodriguez) called for nominations of 2024-25 V.Chair. Rodriguez nominated Bargmann, Werve 2<sup>nd</sup>. Competing nominations requested. None received. Call for a hand vote. Unanimously elected
- C. Rodriguez called for nominations of 2024-25 Secretary. Rodriguez nominated Link, JP 2<sup>nd</sup>. Competing nominations requested. None received. Call for a hand vote. Unanimously elected

#### **VI. Community Reports (Representatives from Elected Officials and Agencies)**

- A. Emily Bonner (Councilmember Whitburn)
  - 1. Confirmed schedule for CD3 S Whitburn LUH Meeting on Thursday
  - 2. Identified budget clarification meetings on May 1<sup>st</sup> and 8<sup>th</sup>

3. Identified May 23<sup>rd</sup> as council meeting to review budget changes

B. William Rodriguez-Kennedy (Rep. Scott Peters)

1. MTS budget supplement provided (Stations)
2. IBWC budget tripled to \$156M re Tijuana pollution
3. \$39M approved for shelter services
4. Joint Services including Veteran Resources returned
5. Re member questions – still working on a \$300M pollution objective and anticipates resolution. Also confirmed that rail Quiet Zone has been reinstated

C. Robson Winter (Asm, Boerner)

1. In process AB2666 re excess profits above prior year approved ROI
2. AB2683 Public Advocate on rate increases
3. AB 1999 re Electricity Rates
4. IRT member question NEM 3 changes – Committed to look for upcoming meetings and report
5. Re AB1999 committed to clarify “Default” vice “Mandatory” attention

D. Clayton Fowler (Downtown San Diego Partnership)

1. Next Clean & Safe walk about 4/23 at 1143 6<sup>th</sup>. Community encouraged to attend
2. Clean & Safe received 2281 requests to assist. 64% resolved in 1 hour, 81% resolved by Safety Ambassador
3. Unsheltered downtown at 809, down 29% since FEB, DOWN 53% since 2023. No record of numbers outside downtown
4. 123 individuals have been connected with housing in the month.
5. Events – Earth Day 4/27 1130-1430 C Street between 4<sup>th</sup> and 5<sup>th</sup>.
6. Invitation to join Vintage Golf Tournament, Coronado, 6/21/2024
7. IRT member concerns K & 6<sup>th</sup>, Broadway & 17<sup>th</sup> – reply recommended report on Clean & Safe App

E. None Other

**VII. Discretionary Approvals**

A. Horton Plaza Signage Plan (presenter Graphic Solutions)

1. Objective is retail at ground level, High Tech upper floors
2. Sign program recommended to establish purpose and consistency
3. Discretionary approval required for variances
  - a. Variants: monument signs, occupant identification
  - b. Bldg 100 – above 65' (2), projecting signs, in Public ROW

- c. Bldg 200 – above 65', Directory sign on 1<sup>st</sup> Ave
  - d. Bldg 400, 500 – above 65'
  - e. Bldg 600 – above 65' and Projection signs
4. Public comment. Gary Smith (as private citizen). Concern G & 1<sup>st</sup> projection sign is less than 57' from Renaissance condos.
  5. Member question (Bargmann) – what are limitations on projecting signs. Reply – “not intended to be intense, not flashing, would respond to neighborhood nuisance complaints”.
  6. Member question (Eddy) “sign goes with architecture, projecting signage is per code over sidewalk”. “Developers will not be garrish. Could be more than one sign based on size of tenant (sf)”
  7. Member share question (Link, Werve, JP Schwartz) “development would respond to intensity concerns, cumulative impact”
  8. Motion to approve Placement and Type/ Intensity Link 1<sup>st</sup>, Eddy 2<sup>nd</sup>. Passed 10-1. Hewitt opposed.
- B. 444 W. Beech Street Sewer Vacation (presenter Kimley Horn)
1. Purpose is to maintain Operating Easement, owner confirmed there are no active lines
  2. IRT member(Bargmann) question re why give property to developer? Reply – there is no benefit to the city. All existing bldgs have sewer laterals to public sewer, vacation is superfluous.
  3. IRT MEMBER (Eddy) future high rise would study capacities
  5. Rodriguez motioned approval, Link 2<sup>nd</sup>. Passed 10-1. Bargmann no.
- C. Omni Hotel Exterior Patio (6<sup>th</sup> & L) Omni presentation re Patio Extension & Lobby Bar
1. Adds SF to prior Restaurant space intended for events, public, guests
  2. Events 4-10 pm Sunday-Thu, 11pm weekends
  3. Potentially open for brunch
  4. Ethos and Inspiration as Padres focus, amenity project, resident focused, visual people watch tie to GASLAMP, soften the corner.
  5. Public Gary Smith, DRG – notes compliance with GASLAMP ordinances, adequacy of sidewalk space remaining
  6. Member (Eddy). Project is remote to GASLAMP, and requested whether access to skybridge would be restricted. Reply – access to skybridge depends on guest count, case by case
  7. Member (Bargmann). What wall perimeter. Reply – to stop unintentional guest access only to two bars. Discretionary approval required re addition of space only Would fully comply with liquor license and hours

8. Rodriguez motioned approval, JP Schwartz 2<sup>nd</sup>. Passed (11-0)

D. 1624 Columbia Addition architect Wendal Wright

1. Addition of 3<sup>rd</sup> floor. Restricted access 3<sup>rd</sup> to 2<sup>nd</sup> floor. Window façade.
2. 1992 prior construction. 2 residential apts Vice restaurant and storage, provides emergency egress, keeps driveway, no need for changes in landscaping, gates. No access to rooftop except maintenance, no sound projection intended
3. Public concern, Gary Smith, DRG - concern with lack of DWGS. DCPC Chair reply – copy righted design planning directed to not release. Commented that LUA reviewed and was “happy with it”
4. Member concern (Eddy). Eliminated stairs on North. Reply “not required for load”, mechanical equipment not exposed”
5. Member concern (Hewitt) response – updates and site plans to be submitted to the city”. Member - would like to postpone to next month
6. Voted to approve conditional on updated plans reflecting what was stated today. Bargmann 1st motion. Hewitt no. Eddy no.

E. Creative Crosswalks. DSDP CLAYTON, JOEL, ERNESTO

1. Recognized as BID District, creating outdoors, downtown
2. Feb 20 City Engineer, World Design Capital focus
3. Material is thermoplastic, 5 year biodegradable
4. Public Gary Smith, DRG. Looks neat, causes drivers to slow down, concerned with plastic biodegradable but recognized the same as others downtown. Recognized that Cortez CHARG approved.
5. Member concern (Eddy) is there reserve to maintain, clean up reply maintained by Clean & Safe.
6. Member concern (Hewitt) requested clarification of the approval process. Reply – DCPC feedback required prior to consideration by Development Svcs.
7. EDDY Motion for approval, Villarin 2<sup>nd</sup>. Passed unanimously 11-0.

VIII. **Land Development Code (LDC) Update**

- A. Member recommendation (Bargmann) – concern with steel and glass boxes. Encourages FAR bonuses for street level detail
- B. Member concern (Rodriguez) – GASLAMP Bldg should conform to Victorian style 4-5 stories. Member discussion (Eddy) - Victorian not encouraged so as to differentiate from contributing historical resources.
- C. Member (Hewitt) – C & Park – make it more pedestrian friendly. JP Schwartz confirmed C Street was discussed at BID.

## IX. Subcommittee Reports

### A. Downtown Community Plan Update –Rodriguez

#### 1. Original above and proposed below. Both unanimously approved.

3.1 Structure and Land Use Core 3-7 Pg. 39	<p>This classification is primarily intended to encourage, support, and enhance the Core as a high-intensity office and employment center. Areas with this designation include Civic/Core and most of Columbia. The Community Plan supports the Core's role as a center of regional importance and as a primary hub for business, communications, office, and hotels, with fewer restrictions on building bulk and tower separation than in other districts. The Core accommodates mixed-use (office combined with hotel, residential, and other uses) projects as important components of the area's vitality. Retail, cultural, educational, civic and governmental, and entertainment uses are also permitted. All development is required to be pedestrian-oriented.</p> <p>This classification is primarily intended to encourage, support, and enhance the Core as a high-intensity office and employment center <u>with residential opportunities</u>. Areas with this designation include Civic/Core and most of Columbia. The Community Plan supports the Core's role as a center of regional importance and as a primary hub for business, communications, office, and hotels, with fewer restrictions on building bulk and tower separation than in other districts. The Core accommodates mixed-use (office combined with hotel, residential, and other uses) projects as important components of the area's vitality. Retail, cultural, educational, civic and governmental, <u>green or open leisure space</u>, and entertainment uses are also encouraged. All development is required to be pedestrian-oriented, <u>which limits vehicle clutter and parking, reduces vehicle speed and throughput, and increases the space devoted to outside leisure, walking, and sidewalk-level commerce.</u></p> <p>3.5 Neighborhoods and Centers Gaslamp Quarter/Horton Plaza 3-33 Pg. 68</p> <p>This area experienced the first successful wave of downtown redevelopment, and will experience the fewest changes under this Community Plan. It contains the Horton Plaza shopping center and the historic Gaslamp Quarter mixed-use entertainment district, protected by its designation on the National Register of Historic Places. In addition, the Federal Building lies in Gaslamp/Horton.</p>
---	---

### B. Public Spaces

#### 1. Balboa Park Committee Report –Eddy

- a. BOTANICAL Bldg to be complete 2024, min Environments in surrounding gardens to remain in process
- b. Noted recognition of WDC cross border recognition in Europe
- c. New Rose Garden Pergola is being installed.
- d. Member concern (JP Schwartz) who approved event traffic.  
Reply – committee does not provide police or traffic control.

#### 2. Downtown Parking Management Group Report – Rodriguez

- a. DCPC Chair confirmed that DCPC seat has been secured
- b. Committee voted 5-4 confirmed not to fund FRED.
- c. The City Council will have final say.
- d. PUBLIC Gary Smith recommended consider \$2 fare as in PB

## X. Pulled Items from Consent Agenda (none)

## XI. Remainder Non-Agenda Public Comments

- A. Mark Stevens expressed concern with unavailability of plan details, inability to review site plans, action (lack of plans) is ridiculous.

## XII. Adjournment –8:29 pm



Downtown Community Planning Council San Diego

*Planning a Vibrant Downtown for All*

# April 2023 - April 2024 Annual Administrative Report

Chair: Manny Rodriguez

Vice Chair: Chloé Lauer

Secretary: Bob Link



# Executive Summary

---

In the April 2023 - April 2024 administrative year, the Downtown Community Planning Council (DCPC) has become a more involved entity in the planning and development of Downtown San Diego. Elected officials and local agencies have been more attentive to the needs of the Downtown community as a result of the DCPC's involvement. Furthermore, the DCPC itself has been expanding its scope of work and range of communications.

In this report you can find ways in which the April 2023 - April 2024 Chair has improved the administration of the DCPC.

The sections of this report are as follows:

## **Reinstated Core Duties of the DCPC**

- Securing Funding for Infrastructure Priorities
- Organizing Subcommittees that Meet and Accomplish Work
- Filling Vacancies
- Creating the Annual Report

## **Advanced the Governance of the DCPC**

- Representation on the Downtown Parking Management Group (DPMG)
- Creation of Administrative Policies
- Weighing in on Public Policies
- Professionalization & Centralization of Communications
- Oversight with Park & Rec
- Improving Planned Infrastructure Projects
- Improved Public Participation

## **Improved Meeting Administration**

## **Recommendations for Items to Address in the April 2024 - April 2025 Administrative Term**

- Finance Tracking and Management
- Organize Online Backend Filing
- Create More Policies Delineating the Responsibilities of Members
- Following up on Developer Commitments

## **Information Required by the City**

## Reinstated Core Duties of the DCPC

---

### Securing Funding for Infrastructure Priorities

The Chair has restarted the practice of identifying community infrastructure needs, having the DCPC prioritize them, and working with our elected officials to ensure they are funded in the upcoming fiscal year budget.

The DCPC's top three priorities (and several others) made it into the District 3 Councilmember's fiscal year 2025 budget memo. The Chair will work with community partners to have as many priorities as possible included in the Mayor's final fiscal year 2025 budget.

*Below: The following DCPC budget priority was first on the list in this section of the Councilmember's budget memo.*

#### ***Continue Existing Capital Improvement Project Priorities***

##### **Traffic Signals at 15th & F, 15th & Broadway, and 15th & Market / B22111**

This project is currently in the design phase and only partially funded. The scope of work encompasses the installation of a complete new traffic signal at the intersections of 15th Street and Broadway, 15th Street and F Street, and 15th Street and Market Street. These locations include the installation of traffic signal poles, vehicle and pedestrian indications, audible pedestrian signals, ADA curb ramps, pedestrian countdown timers, ADA pedestrian push buttons, and Emergency Vehicle Pre-Emption Equipment (EVPE).

*Below: A DCPC budget priority in the Mayor's draft FY25 budget.*

<b>Vision Zero Project Type/Grouping</b>	<b>Project ID</b>	<b>FY 2025 Proposed Budget<sup>1</sup></b>
<b>Traffic Signals -- Citywide</b>	<b>AIL00004</b>	<b>\$ 3,708,101</b>
31st & Market St School Traffic Signal	B15014	400,000
47th Street and Solola Avenue Traffic Signal	B20141	488,100
Aquarius Camino Ruiz Traffic Signal	B19057	52,001
Beyer Bl @ Smythe Abe Traffic Signal	B14015	900,000
Center City Traffic Signals-15th Street	<b>B22111</b>	<b>1,000,000</b>
Center City Traffic Signals-17th Street	B22112	580,000
Mississippi St @ El Cajon Blvd Traffic Signal	B20140	288,000

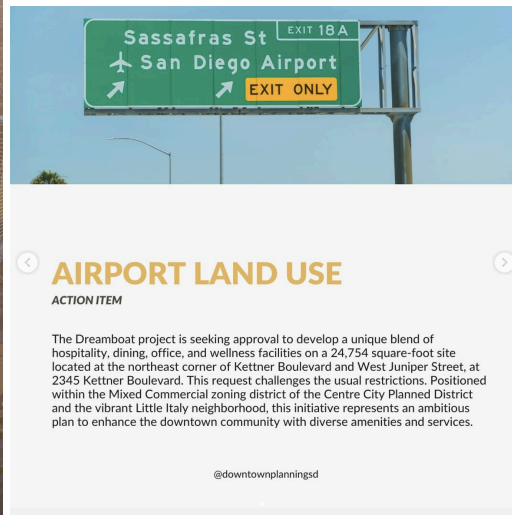
## Organizing Subcommittees that Meet and Accomplish Work

The Chair has activated subcommittees, worked with the board to appoint people to them, and assisted the appointees in carrying out their responsibilities.

### Communications - Gabrielle Werve

1. Created a brand guide
2. Created a work plan for content.
3. Created a communications retention policy.
4. Fixed and updated the DCPC's non-City website.

*Below: Social media content created by the subcommittee.*



## Design Review - Brendan Bargmann

The subcommittee met three times and provided valuable feedback to developers.

*Below: A meeting of the subcommittee.*



## Owners, Developers, and Entrepreneurs - Edward Kaen

1. The subcommittee met once to raise issues impacting business owners and developers.

*Below: A meeting of the subcommittee with Michael Trimble (Executive Director of the Gaslamp Quarter Association) and 5th Avenue Business Owners.*



## Filling Vacancies

The Chair has engaged with the community at large to fill vacancies on the board.

## Creating the Annual Report

The Chair has reinstated the City-mandated procedure of creating an annual report.

## Advanced the Governance of the DCPC

---

### Representation on the Downtown Parking Management Group

The Chair has obtained a seat for the DCPC on the board of the Downtown Parking Management Group, which manages parking supply and curb policies in Downtown.

### Creation of Administrative Policies

The Chair has created administrative policies that members and the DCPC as a whole can reference to inform their conduct. These include the Member Responsibilities and Teleconferencing Policies.

### Weighing in on Public Policies

The Chair has engaged the DCPC on public policies concerning homelessness and pedestrian safety by endorsing/writing letters of support for such policies.

*Below: The Chair (in red flannel) representing the DCPC at the opening of the 20th & B safe sleeping site, an initiative that the DCPC endorsed. The Chair delivered a speech at this event.*



### Professionalization & Centralization of Communications

Rather than use the private email addresses of members (as was done before), the Chair has created [chair@downtownplanningsd.org](mailto:chair@downtownplanningsd.org) account to appear more professional and centralize

communications. This account will be passed down to future Chairs, who will be able to read previous correspondence and access the files used by previous chairs in the Google Drive.

## Oversight with Park & Rec

The Chair has secured an invitation by Park & Rec for quarterly Faultline Park site visits to assess the management of the park.

## Improving Planned Infrastructure Projects

The Chair has engaged with City engineers working on planned infrastructure projects around Downtown to ensure they include (when possible) features for pedestrian safety such as curb extensions/bulb-outs and leading pedestrian intervals.

## Improved Public Participation

The amount of public comments (in-person, virtual, and written) has increased over the course of the administrative year, as has public attendance (in-person and virtual) in the meetings. DCPC member attendance has also increased.

## Improved Meeting Administration

---

The Chair has:

- Instituted a consent agenda, saving valuable time by more quickly approving items that do not require extensive discussions.
- Worked to provide a teleconferencing option by arriving an hour early to each meeting to set up the technology and equipment needed.
- Managed the receiving of public comment (in-person, virtual, and submitted comments) and ensured the DCPC members are receiving submitted comments in advance of meetings.
- Increased participation from the public by working with communications subcommittee to advertise meetings and keeping Downtown community organizations informed.
- Brought more representatives from elected officials to the meetings.
- Created slide decks for the meetings so that instead of having board members and folks viewing virtually stare at an agenda, they can follow along with slides containing simple wording and relevant images.

*Below: An example slide that the audience and online viewers see.*

## Land Development Code Update

*Brian Schoenfisch, Development Services Department*



## Recommendations for Items to Address in the April 2024 - April 2025 Administrative Term

---

### Finance Tracking and Management

- The DCPC is eligible for a \$500 annual stipend from the City to cover costs.
- Currently, costs are not centrally tracked, and several members are paying for items out of pocket without reimbursement.

**The Chair recommends tracking all the financial expenditures on a sheet hosted by the [chair@downtownplanningsd.org](mailto:chair@downtownplanningsd.org) Google Drive. The Chair also recommends exploring centralizing all expenses on one account as opposed to multiple individuals.**

### Organize Online Backend Filing

- Agendas and communications materials are scattered throughout several Google Drives, including several which belong to private individuals.
- It is important for the Chair with access to the [chair@downtownplanningsd.org](mailto:chair@downtownplanningsd.org) Google Drive to have all the relevant files in one place.
- Many materials are not organized into folders or sortable by date.

**The Chair recommends migrating all materials into the [chair@downtownplanningsd.org](mailto:chair@downtownplanningsd.org) Google Drive and organizing them in folders.**

### Create More Policies Delineating Responsibilities of the DCPC

- The Chair has created policies that describe responsibilities and best practices for a few aspects of several administrative roles, many of which were learned via trial and error.
- These policies are hosted on DCPC's non-City website and can be easily referenced by members and the public.

**The Chair recommends continuing to create more policies to clearly define the responsibilities of administrative roles, as well as the DCPC as a whole. These policies will be around longer than an individual Chair and allow the DCPC to check what they should be doing (e.g., prioritizing infrastructure).**

## Following Up on Developer Commitments

- The DCPC has obtained promises from Developers for the approval of their discretionary projects.

**The Chair recommends following up with those developers to track the status of those promises and work with the developers to realize them.**

## Information Required by the City

---

### Voting Members

- Manny Rodriguez
  - Officer Positions:
    - Chair, Downtown Community Planning Council
    - Chair, Downtown Community Plan Update Subcommittee
    - Chair, Public Spaces Subcommittee
    - Downtown Parking Management Group Representative
    - Community Planners Committee Representative
  - Seat: At Large Community Organization Representative
- Chloé Lauer
  - Officer Positions:
    - Vice Chair, Downtown Community Planning Council
  - Seat: At Large Community Organization Representative
- Bob Link
  - Officer Positions:
    - Secretary
    - Community Planners Committee Alternate
  - Seat: Resident
- Gabrielle Werve
  - Officer Positions:
    - Chair, Communications Subcommittee
  - Seat: At Large Resident
- Brendan Bargmann
  - Officer Positions:
    - Chair, Design Review Subcommittee
    - Chair, Elections Subcommittee
  - Seat: Marina Resident

- Jean Paul Schwarz
  - Officer Positions:
    - Co-Chair, Elections Subcommittee
    - Co-Chair, Owners, Developers, and Entrepreneurs Subcommittee
    - Downtown Parking Management Group Alternate
  - Seat: Cortez Business
- Tyler Winslow
  - Officer Positions:
    - Co-Chair, Downtown Community Plan Update Subcommittee
  - Seat: Little Italy Business
- Chris Eddy
  - Officer Positions:
    - Balboa Park Committee Representative
  - Seat: At Large Community Organization
- Gregory Helmer
  - Seat: Columbia Resident
- Yichao Gu
  - Seat: Horton/Gaslamp & Core Resident
- Joshua George
  - Seat: Horton/Gaslamp & Core Business
- Moriah Saldana:
  - Seat: At Large Resident
- Michael Villarina
  - Seat: East Village North Business
- Gary Hewitt
  - Seat: East Village South Resident
- Greg Barr
  - Seat: Little Italy Resident
- Elizabeth Schwarz
  - Seat: Cortez Resident

## Active Subcommittees

- Design Review
  - Members:
    - Brendan Bargmann (Chair)
    - Chloé Lauer
    - Jean Paul Schwarz
    - Chris Eddy
    - Tyler Winslow
    - Vanessa Randolph Wilcox
    - Michael Villarina

- Rammy Cortez
  - Meetings:
    - May 23, 2023
    - June 8, 2023
    - August 8, 2023
- Owners, Developers, and Entrepreneurs
  - Members:
    - Edward Kaen (Chair)
    - Jean Paul Schwarz (Co-Chair)
    - Chris Eddy
    - Michael Villarina
    - Leo Divinsky
    - Carlos Wellman
  - Meetings:
    - March 4, 2024
- Downtown Community Plan Update
  - Members:
    - Manny Rodriguez (Chair)
    - Tyler Winslow (Co-Chair)
    - Chloé Lauer
    - Jean Paul Schwarz
    - Ryan Baham
    - David Blumberg
  - Meetings:
    - April 12, 2024
- Communications
  - Members:
    - Gabrielle Werve (Chair)
    - Greg Helmer
    - Manny Rodriguez
  - Meetings:
    - January 11, 2024
- Public Spaces
  - Members:
    - Manny Rodriguez (Chair)
    - Chloé Lauer
    - Moriah Saldaña
    - Mary Soriano

- Meetings:
  - February 26, 2024 (canceled)
- Elections
  - Members:
    - Brendam Bargmann (Chair)
    - Jean Paul Schwarz (Co-Chair)
  - Meetings:
    - N/A

## 2023 - 2024 Administrative Year Basic Questions

- Regular Meetings:
  - 12
- Subcommittee Meetings:
  - 8
- Amendments to Bylaws Approved by City Attorney
  - No
- Members on Planning Group:
  - 16
- Vacant Seats
  - 3
- Challenges with Retaining Members
  - Several members stepped down due to other important responsibilities.
- When Were Elections Held
  - March 19, 2024, 4PM - 6PM at Adore Coffee House (550 Cedar St., Suite 101)
  - March 19, 2024, 2:30PM - 5PM at Cafe Italia (1704 India St)
  - March 20, 2024, 5PM - 6PM at 202 W C St, 12th floor Committee Room
- How Many Individuals Voted
  - 78 registered voters
  - 39 ballots cast
- Issues with Elections
  - N/a

- Complaints with Planning Group Members
  - Complaints raised about a husband and wife serving on the board. It is not forbidden by the bylaws and it has occurred before.
- Community Plan Updates
  - No
- Community Plan Amendments
  - Downtown Community Planning Council voted 10-2 to remove the addition of a 4th travel lane to Grape Street from the Downtown Community Plan (which includes the Downtown Mobility Plan).
- Rezones
  - No
- Infrastructure Priorities
  - Yes
- Special Projects
  - No
- Discretionary Projects Reviewed
  - PRJ-1060654: 815 5th Avenue CUP
    - Approved 9-0-1
  - PRJ-1064951: 805 W Cedar Street SDP/CDP
    - Approved 9-0-0
  - PRJ-1076060: 1111 Kettner Boulevard TM
    - Approved 9-0-0
  - PRJ-1078254: 639 Kettner Boulevard CDP
    - Approved 6-3-0
  - PRJ-1051280: 534 5th Avenue CUP
    - Approved 9-0-0
  - PRJ-1059458: 555 W Beech Street CUP
    - Approved 8-1-0
  - PRJ-1056049: 345 4th Avenue SDP
    - Approved 10-0-0
  - PRJ-1077833: 1169 8th Avenue TM
    - Approved 9-0-0
  - PRJ-1095451: 2215 Kettner Boulevard NUP
    - Approved 9-0-0
  - PRJ-1089181: 2228 Kettner Boulevard NUP
    - Approved 12-0-0

- PRJ-1103087: 659 Ninth Avenue NUP
  - Approved 12-0-0
- PRJ-1102575: 1606 Market Street PDP/NUP
  - Denied 7-4-0
- PRJ-1107392: 2345 Kettner Boulevard Overrule Hearing Request
  - Approved 13-0-0
- PRJ-1102259: 449 Broadway CUP
  - Approved 13-0-0
- PRJ-1103219: : 550 J Street NUP
  - Approved 13-0-0
- PRJ-1109526: 201 West A Street CUP
  - Approved 12-0-1
- PRJ-1081391: Grape Street Widening by Airport Authority
  - Denied 10-0-2
- Collaborations with Community Organizations
  - Joined the Little Italy Association in opposing the Airport Authority's plan to add a 4th lane of traffic to Grape Street.
  - Determined a budget for the Downtown Community Parking District in the DPMG.
  - Downtown Residents Group volunteered for an election site.
  - Owners, Developers, and Entrepreneurs Subcommittee meeting with the Executive Director of the Gaslamp Quarter Association.

## Administrative Policies Updates

---

*The following edits in red and green are proposed. New responsibilities were added.*

### A. Chairperson (Chair)

*[Delete the Existing Section 2]*

#### 2. Forms

##### a. Offline Reviewer Forms

- i. Upon receiving an Offline Reviewer Form from the City, the Chair should promptly contact the project applicants listed on the Ownership Disclosure Form. The purpose of this contact is to request their presence at a DCPC meeting, where they will present their permit application. This outreach should occur no later than seven days after the Chair has received the Offline Reviewer Forms.

##### b. IB 620 Forms

- i. The Chair should submit the "Information Bulletin 620 Community Planning Committee Distribution Form" (IB 620 Form) to the City via the designated portal, no later than 30 days following an approve or deny decision taken by the DCPC on a permit or project.
- ii. The Chair should ensure that a copy of the IB 620 Form, along with any pertinent documentation, is forwarded to the appropriate DSD personnel involved with the project (e.g., the staffer who shared the Offline Reviewer Form to the Chairperson) as well as to the project's key stakeholders (e.g., owner, consultant, or presenter).

- c. The Chair should include the Vice Chair & Secretary in communications relating to forms to ensure accountability.

#### 3. Assignments

- a. The Chair should attend, or designate an alternate approved by the DCPC, to represent the DCPC at the Community Planners Committee meetings.
- b. The Chair should attend, or designate an alternate approved by the DCPC, to represent the DCPC at the Downtown Parking Management Group meetings.
- c. The Chair should ensure that the appointment of new Subcommittee members and alternate positions are agendaized no later than the first meeting subsequent to the seating of new members following an election.

### B. Vice Chair

#### 1. Audit



- a. The Vice Chair should track expenditures incurred by DCPC administrators in the execution of DCPC operations.
- b. The Vice Chair should draft an invoice for the reimbursement of these expenses using the template provided by the City. This draft invoice should then be presented to the DCPC for final approval prior to the end of each fiscal year.

## Announcement of Vacancies

---

Vacancies on the Downtown Community Planning Council:

- East Village South Business
- Columbia Business
- Marina Business

## SB 1098 (Blakespear)

---

**Bill Summary:**

Senate Bill 1098, introduced by Blakespear, focuses on enhancing the management and performance of the LOSSAN Rail Corridor, a key passenger and freight rail line stretching from San Diego to San Luis Obispo. This legislation mandates the California Secretary of Transportation to provide strategic oversight, including guidance and coordination among various stakeholders to improve the rail service. Additionally, the bill requires detailed reports to be submitted to the Legislature by January 1, 2026, and every two years thereafter, outlining the progress and management strategies of the corridor. It also calls for regional planning organizations within the corridor's counties to offer their recommendations on rail service improvements by the same deadline. This bill underscores the special importance of the LOSSAN Rail Corridor, acknowledging its specific needs and the requirement for state reimbursement to local agencies for costs incurred due to state mandates.

**Legislative Digest and Bill Text:**

<https://legiscan.com/CA/text/SB1098/id/2927281>

# Pedicab Noise Ordinance

---



**CITY OF SAN DIEGO**  
**COUNCILMEMBER STEPHEN WHITBURN**  
THIRD DISTRICT

**PRESS RELEASE**

FOR IMMEDIATE RELEASE

Friday, February 16, 2024

**Contact:** Max Walther, Director of Communications

[mwalther@saniego.gov](mailto:mwalther@saniego.gov)

## **Councilmember Stephen Whitburn Calls for Ban on Excessive Noise from Pedicabs**

San Diego City Councilmember Stephen Whitburn today announced his plan to ban amplified music from pedicabs in response to numerous complaints that they are producing excessive noise.

"My office has received many complaints from residents that the noise from pedicabs is intolerable," said Whitburn, who represents Council District 3 which includes Downtown where the pedicabs are concentrated. "We've also heard from businesses that the excessively loud music is disruptive. Even tourists staying at hotels have complained they couldn't sleep because pedicabs were blaring loud music into the wee hours of the morning."

"I will introduce an ordinance this spring to tighten existing regulations on pedicabs," Whitburn said. "In addition to banning amplified music from pedicabs, the ordinance will also clamp down on price gouging and prioritize passenger safety. Many passengers have complained to us that they were charged much more than they were led to believe their ride would cost."

At a Friday news conference, Whitburn was joined by Marco Li Mandri, Chief Executive Administrator of the Little Italy Association and Michael Trimble, Executive Director of the Gaslamp Quarter Association.

"I want to thank the Little Italy Association of San Diego, the Gaslamp Quarter Association, and San Diego County Lodging Association for their support and partnership in bringing this issue to the forefront on behalf of residents, visitors, and businesses in the downtown area," Whitburn said.

"The Little Italy Association has increasingly become concerned about certain pedicab operators that are taking liberties to blast music throughout the community and especially around the Piazza della Famiglia, in our neighborhood," said Marco Li Mandri, Chief Executive Administrator of the Little Italy Association of San Diego. "We fully support Councilmember Whitburn's efforts to regulate pedicabs, which provide a valuable mobility service, to ban unregulated boom boxes and loud music."

"We must empower our law enforcement agencies with the tools they need to enforce the ordinances limiting sound levels on Pedit Cabs," said Michael Trimble, Executive Director, Gaslamp Quarter Association. "If these operators violate the established rules, they should face the same consequences as our brick-and-mortar businesses. It is time to level the playing field and ensure that everyone abides by the same standards."

"While we recognize the benefit of providing additional transportation options for San Diego residents and visitors, our members in the lodging and hospitality industry have fielded numerous complaints concerning the unregulated operation of pedicabs," said Fred Tayco, Executive Director of the San Diego County Lodging Association. "We believe that this proposal can be a win-win for everybody involved. If handled properly, this proposal will preserve a convenient and entertaining alternative form of transportation for visitors enjoying all that San Diego has to offer."

Councilmember Whitburn is currently inviting public input on his proposed ordinance.

He plans to introduce it this spring at a meeting of the city council's Active Transportation and Infrastructure Committee, which he chairs.

###

## Horton Plaza Lot Consolidation

---

**Project Number:**

PRJ-1108957

**Address:**

100 Horton Plaza

**Project Information:**

Tentative Map for the consolidation of ten existing adjoining lots into a 445,063-square-foot single lot. The property is located at 100 Horton Plaza approximately bounded by Broadway, G Street, First Avenue, and Fourth Avenue in the Horton/Gaslamp neighborhood of the Downtown Community Plan area and within the Employment/Residential Mixed-Use land use district of the Centre City Planning District, Transit Priority Area Overlay, and Council District 3.

## 1011 Union Comprehensive Sign Plan

---

**Project Number:**

PRJ-1104738

**Address:**

1011 Union St., San Diego, CA 92101

**Project Information:**

A Neighborhood Use Permit (Process 2) for a Comprehensive Sign Plan, including high-rise signage, for West, a 37-story mixed-use development, located on the 54,647-square-foot full-block site bounded by West C, Broadway, Union, and Front Streets at 1011 Union Street within the Public/Civic zoning district of the Centre City Planned District and Civic/Core neighborhood of the Downtown Community Plan area (Council District 3).

# Downtown Community Plan Update

Section	Baseline	Comments/Revisions	Recommendations
7.1 Street Typologies Box 7-1 Street Typologies 7-4 Pg. 163	Transitways. Transitways identify segments where public transit takes priority over other modes either through transit dedicated corridors, such as the Green Line corridor; a wider dedicated right-of-way, such as C Street west of Park Boulevard or Park Boulevard south of Broadway; or transit prioritized signalization, such as Broadway. Vehicular traffic, bicycles and pedestrians may also be accommodated on these roadways. Additionally, the pedestrian environment requires increased attention along Transitways, especially near transit stops, to improve user safety and encourage ridership.	Excerpt: <b>Transitways identify segments where public transit takes priority over other modes either through transit dedicated corridors, such as the Green Line corridor; a wider dedicated right-of-way, such as C Street west of Park Boulevard or Park Boulevard south of Broadway; or transit prioritized signalization, such as Broadway.</b>  Comment: The stated "transit prioritized signalization" is not actually happening on Broadway. This section should also mention bus lanes. Transit signal priority and bus lanes are well-proven methods used in major cities around the world to make transit efficient. Not every street needs a bus lane, but Broadway with its 13 bus routes (many of them Rapid routes) and wide right-of-way is an ideal candidate for bus lanes. It must also be stated that emergency vehicles can use these bus lanes, which will help them improve response times and not get stuck in traffic.	Transitways. Transitways identify segments where public transit takes priority over other modes either through transit dedicated corridors, such as the Green Line corridor; a wider dedicated right-of-way, such as C Street west of Park Boulevard or Park Boulevard south of Broadway; or transit signal priority and bus lanes, which should be implemented in crucial corridors such as Broadway between Harbor Drive and Park Boulevard. Vehicular traffic, bicycles and pedestrians may also be accommodated on these roadways. Emergency vehicles will be able to use bus lanes to improve response times. Additionally, the pedestrian environment requires increased attention along Transitways, especially near transit stops, to improve user safety and encourage ridership.
6.8 CONVENTION CENTER 6-37 Pg. 147	The Convention Center district lies in southeast downtown, at the edge of the San Diego Bay. The San Diego Convention Center facilities are visually dominant, but the district also contains storage areas and rail maintenance facilities. The district is characterized by large sites and many buildings with very large footprints which form physical, visual, and psychological barriers to the Bay. It is designed for automobile, rail, and truck traffic, not for pedestrians. Virtually all of the existing uses are here for the long-term, with the only redevelopment opportunity in the industrial area.  The San Diego Convention Center is considering a Phase III expansion, involving construction of significant new exhibition and meeting space. Various sites have been explored. Policies established in Chapter 3: Land Use and Housing establish the parameters for large facilities (greater in size than a single block), to ensure consistent neighborhood fabric and grain, protection of designated views, maintenance and enhancement of the street grid, and potential limits on above-ground commercial uses to avoid diminishing the viability of the Neighborhood Centers.  Except for portions of the railyards and a very small area at the south-eastern edge, development in this district is regulated by the Port of San Diego; coordination between various agencies will be essential to ensure that views and access to the water are maintained.	This excerpt can probably be cleaned up. It's pretty deterministic. Convention Center shouldn't explicitly exclude pedestrians as an aspiration. The industrial areas making up the terminals and railyards, fine, but not the rest of the convention center...  "It is designed for automobile, rail, and truck traffic, not for pedestrians. Virtually all of the existing uses are here for the long-term, with the only redevelopment opportunity in the industrial area."	The Convention Center district lies in southeast downtown, at the edge of the San Diego Bay. The San Diego Convention Center facilities are visually dominant, but the district also contains storage areas and rail maintenance facilities. The district is characterized by large sites and many buildings with very large footprints which form physical, visual, and psychological barriers to the Bay. It was originally designed for automobile, rail, and truck traffic, not for pedestrians. Virtually all of the existing uses are here for the long-term, with the only redevelopment opportunity in the industrial area... however, advances in construction scale and methods and urban demand have overcome these design legacies throughout the world. It is well illustrated by New York's 28-acre Hudson Yards project. Built atop one of the City's most active rail yards while providing up to 50,000 new residential units and millions of square feet of commercial space and 15 acres of open green space. By way of comparison, MTS' railyard footprint in the district is roughly 20 acres sitting alongside the burgeoning East Village and Ballpark districts.  The San Diego Convention Center is considering a Phase III expansion, involving construction of significant new exhibition and meeting space. Various sites have been explored. Policies established in Chapter 3: Land Use and Housing establish the parameters for large facilities (greater in size than a single block), to ensure consistent neighborhood fabric and grain, protection of designated views, maintenance and enhancement of the street grid, and potential limits on above-ground commercial uses to avoid diminishing the viability of the Neighborhood Centers.  Except for portions of the railyards and a very small area at the south-eastern edge, development in this district is regulated by the Port of San Diego; coordination between various agencies will be essential to ensure that views and access to the water are maintained.
6.5 East Village Southeast Vision 6-24 Pg. 134	Zoning will allow a mix of residential, office, retail, and convention center growth, while retaining light industrial uses and support infrastructure such as auto repair shops. New uses will exist in close proximity to existing ones in mixed commercial zones, creating a diverse urban environment, with residential uses throughout.  The sub-district's energy will focus on Rose Park and the surrounding Neighborhood Center, potentially complemented by adjacent convention center activities. A linear park will connect to the East Village Green, and Fifteenth Street will become an important corridor. Market and J streets are strong connecting spines in the east-west direction. These, together with a freeway lid and surface streets to the south, will provide access to adjacent eastern neighborhoods.  In general, building intensity will be in the low to middle range for downtown, and much higher than it is at present. Lower-intensity buildings with larger floorplates will occur in the southern mixed commercial. A fine-grained area, requiring articulation at the ground level and encouraging smaller development parcels, is designated in the central portion of Southeast, as shown in Figure 3-6. The neighborhood's tallest towers will line the north of Rose Park, while lower buildings to the south and west will allow sun access throughout the day.	Need to consider whether auto repair shops are still an appropriate land use of East Village's Southeast neighborhood given their typical surface parking requirement and very low-intensity land use.  To reflect historical accuracy, change "The neighborhood's tallest towers will line the north of Rose Park" to "The neighborhood's tallest towers will line the east of Fault Line Park."	Zoning will allow a mix of residential, office, retail, and convention center growth, while retaining light industrial uses and support infrastructure such as auto repair shops, fabrication shops and small-scale parts manufacturers. New uses will exist in close proximity to existing ones in mixed commercial zones, creating a diverse urban environment, with residential uses throughout.  The sub-district's energy will focus on Rose Park and the surrounding Neighborhood Center, potentially complemented by adjacent convention center activities. A linear park will connect to the East Village Green, and Fifteenth Street will become an important corridor. Market and J streets are strong connecting spines in the east-west direction. These, together with a freeway lid and surface streets to the south, will provide access to adjacent eastern neighborhoods.  In general, building intensity will be in the low to middle range for downtown, and much higher than it is at present. Lower-intensity buildings with larger floorplates will occur in the southern mixed commercial. A fine-grained area, requiring articulation at the ground level and encouraging smaller development parcels, is designated in the central portion of Southeast, as shown in Figure 3-6. The neighborhood's tallest towers will line the north of Rose Park, while lower buildings to the south and west will allow sun access throughout the day.
6.2 COLUMBIA 6-7 Pg. 117	Situated on the western edge of downtown, Columbia's distinguishing characteristic is its waterfront orientation. In 1887 a Victorian-style railroad depot was built between Broadway and California, and in 1913, the area west of Pacific Highway was filled. Construction of Broadway Pier followed. The current Santa Fe Depot replaced the original station in 1915 and municipal warehouses began to fill in the area at the foot of Broadway. By the 1930s, recreational uses were added, including Lane Field—home to the original San Diego Padres of the Pacific Coast League.  Today, Columbia has evolved into a diverse neighborhood comprising office buildings, hotels, retail uses, residential development, and museums. Already home to some of San Diego's tallest buildings—including One America Plaza, Emerald Plaza, and the First National Bank Center, plus a number of emerging residential towers—Columbia has a high-rise concentration near Civic/Core's in intensity. Additionally, Columbia's office sector not only functions in tandem with Civic/Core, but also represents the most recent office development within downtown. Waterfront uses include the Broadway Pier, the busy and expanding Cruise Ship Terminal, ferry landing, and hotels and parking lots along Harbor Drive. The Santa Fe Depot remains an important transportation hub as a terminal for northbound Amtrak and Coaster trains, and a major transfer point for transit buses and the San Diego Trolley.  Much of the waterfront is under the purview of the Port, which has land use authority on tideland properties, and has worked collaboratively with other agencies to develop the North Embarcadero Visionary Plan (NEVP).	Remove "and parking lots."	Situated on the western edge of downtown, Columbia's distinguishing characteristic is its waterfront orientation. In 1887 a Victorian-style railroad depot was built between Broadway and California, and in 1913, the area west of Pacific Highway was filled. Construction of Broadway Pier followed. The current Santa Fe Depot replaced the original station in 1915 and municipal warehouses began to fill in the area at the foot of Broadway. By the 1930s, recreational uses were added, including Lane Field—home to the original San Diego Padres of the Pacific Coast League.  Today, Columbia has evolved into a diverse neighborhood comprising office buildings, hotels, retail uses, residential development, and museums. Already home to some of San Diego's tallest buildings—including One America Plaza, Emerald Plaza, and the First National Bank Center, plus a number of emerging residential towers—Columbia has a high-rise concentration near Civic/Core's in intensity. Additionally, Columbia's office sector not only functions in tandem with Civic/Core, but also represents the most recent office development within downtown. Waterfront uses include the Broadway Pier, the busy and expanding Cruise Ship Terminal, ferry landing, and hotels and parking lots along Harbor Drive. The Santa Fe Depot remains an important transportation hub as a terminal for northbound Amtrak and Coaster trains, and a major transfer point for transit buses and the San Diego Trolley.  Much of the waterfront is under the purview of the Port, which has land use authority on tideland properties, and has worked collaboratively with other agencies to develop the North Embarcadero Visionary Plan (NEVP).
6.4 Gaslamp Images 6-18 Pg. 128	Periodic street closures for special events (top) and high pedestrian activity (middle) require continued safety improvements, but ensuring vehicle access through Gaslamp is essential to retailers (above).	Need to update picture with new Promenade. Replace "but ensuring vehicle access through Gaslamp is essential to retailers," with "while special attention should be given to the preservation and development of the pedestrian-focused Gaslamp Promenade along 5th."	Periodic street closures for special events (top) and high pedestrian activity (middle) require continued safety improvements, but ensuring vehicle access through Gaslamp is essential to retailers while special attention should be given to the preservation and development of the pedestrian-focused Gaslamp Promenade along 5th (above).
3.5 Neighborhoods and Centers Goals: Neighborhoods and Centers 3-37 Pg. 69	3.5-G-1 Develop a system of neighborhoods sized for walking, with parks and concentrations of retail, restaurants, cultural activities, and neighborhood services in mix with residential and other commercial uses. 3.5-G-2 Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them. 3.5-G-3 Diversify existing single-use districts	Comment: Pedestrian and transit links between centers should be included here.	3.5-G-1 Develop a system of neighborhoods sized for walking, with parks and concentrations of retail, restaurants, cultural activities, and neighborhood services in mix with residential and other commercial uses. 3.5-G-2 Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them. 3.5-G-3 Diversify existing single-use districts. 3.5-G-4 Link neighborhood cores with pedestrian corridors and express-transit service. 3.5-G-5 Reduce driver speeds and vehicle street stress and clutter in neighborhood cores.