



Downtown Community Planning Council San Diego
Planning a Vibrant Downtown for All

Downtown Community Plan Update Subcommittee
February 21st, 2025, 4:30 PM
Spaces - Makers Quarter
845 15th St, San Diego, CA 92101, Second Floor

You can email public comments to chair@downtownplanningsd.org: please write "PUBLIC COMMENT" in the subject line.

- I. **Call to Order**
- II. **Non-Agenda Public Comment**
- III. **Discussion and Approval of Drafted Amendments** ***Action Item***
View attached sheet
- IV. **Discussion of Future Amendments to be Drafted** ***Action Item***
- V. **Adjournment**

Section	Status	Baseline	Comments/Revisions	Recommendations
<p>3.1 LAND USE AND HOUSING</p> <p>Policies: Structure and Land Use</p> <p>3-15 Pg. 47</p>	<p>Ready for DCPC</p>	<p>Policies: Structure and Land Use</p> <p>3.1-P-1 Foster development of the Core into a compact but high- intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to pro- vide vitality during non-work hours.</p> <p>3.1-P-2 Permit a broad range of uses in the Neighborhood Mixed- Use Centers, including office uses, provided they meet overall urban design criteria for the centers. Allow smaller hotel and visitor-service establishments.</p> <p>3.1-P-3 To ensure vitality, develop concentrations of retail centers and streets as shown in Figure 3-7 with:</p> <ul style="list-style-type: none"> • Required retail, restaurants, and other similar active com- mercial uses at the ground level along designated Main Streets. • Required commercial (such as offices, live/work spaces, galleries, hotel lobbies, retail, or other business establish- ments) at the ground level along designated Commercial Streets. • Limitations on retail in other areas in accordance with the designated Land Use Classification <p>3.1-P-4 Allow a diverse range of retail establishments of any size in the Main Streets and Neighborhood Centers, provided they are integrated with the centers, maintain a pedestrian orientation and active street frontage, and discourage block consolidation or street closure.</p> <p>3.1-P-5 Encourage a maritime-supporting and diverse mix of</p>	<p>Excerpt: "discourage block consolidation or street closure."</p> <p>Comment: Should specify block closures allowed to create pedestrian promenades, corridors, or plazas, so long as blocks remain freely passable for pedestrians.</p>	<p>Policies: Structure and Land Use</p> <p>3.1-P-1 Foster development of the Core into a compact but high- intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to pro- vide vitality during non-work hours.</p> <p>3.1-P-2 Permit a broad range of uses in the Neighborhood Mixed- Use Centers, including office uses, provided they meet overall urban design criteria for the centers. Allow smaller hotel and visitor-service establishments.</p> <p>3.1-P-3 To ensure vitality, develop concentrations of retail centers and streets as shown in Figure 3-7 with:</p> <ul style="list-style-type: none"> • Required retail, restaurants, and other similar active com- mercial uses at the ground level along designated Main Streets. • Required commercial (such as offices, live/work spaces, galleries, hotel lobbies, retail, or other business establish- ments) at the ground level along designated Commercial Streets. • Limitations on retail in other areas in accordance with the designated Land Use Classification <p>3.1-P-4 Allow a diverse range of retail establishments of any size in the Main Streets and Neighborhood Centers, provided they are integrated with the</p>

		<p>uses along the waterfront; allow residential uses where not prohibited by State tidelands restrictions.</p> <p>3.1-P-6 Accommodate public and/or open space uses on the freeway lid bridging between Cortez and Uptown, and open space uses on the lid between Bayside and Sherman Heights. Public uses might include arts or civic facilities.</p>		<p>centers, maintain a pedestrian orientation and active street frontage, and discourage block consolidation or street closure <u>encourage vibrant, welcoming gathering spaces not to the exclusion of promenades, plazas, and other pedestrian-only uses.</u></p> <p>3.1-P-5 Encourage a maritime-supporting and diverse mix of uses along the waterfront; allow residential uses where not prohibited by State tidelands restrictions.</p> <p>3.1-P-6 Accommodate public and/or open space uses on the freeway lid bridging between Cortez and Uptown, and open space uses on the lid between Bayside and Sherman Heights. Public uses might include arts or civic facilities.</p>
<p>6.5 EAST VILLAGE</p> <p>6-19 Pg. 129</p>	<p>Ready for DCPC</p>	<p>East Village has evolved with a mixture of light industrial and warehousing; artists and design studios; residents in pockets of small California bungalows; and human service providers and users. The northern portions of East Village, once a part of Balboa Park, house City College and San Diego High School, anchors of an academic and institutional zone. To the south, the recent completion of the Petco Park baseball stadium has caused the growth of a vibrant residential, employment, and entertainment district complementing the successful Gaslamp Quarter to the west. Catalyzed by this success and by market pressures in downtown as a whole, new</p>	<p>Strike "the recent completion of" Petco Park</p>	<p>Strike "the recent completion of" Petco Park</p>

		projects—primarily residential-oriented—are spreading throughout East Village, making it one of the most dynamic redevelopment areas of downtown.		
6.5 EAST VILLAGE 6-19 Pg. 129	Ready for DCPC	Tying Balboa Park and the northern academic areas of the neighborhood together with the ballpark district and waterfront in the south is the Park-to-Bay Link . This project consists of streetscape improvements along Park Boulevard that will make this an appealing central thoroughfare for a large, evolving neighborhood. The trolley station along Park Boulevard has also been improved by the project.	Change " Park-to-Bay Link " to " Bay to Park Paseo. "	Change " Park-to-Bay Link " to " Bay to Park Paseo. " -Other locations: pg 76 (4-6, 4.1-P-13), pg 103 (5-23 Balboa Park), pg 129 (6-19, 6.5 East Village), pg. (), pg. 134 (6-24 Southeast), pg. 137 (6-27 Goals and Buildout: East Village), pg. 147 (6-37 Community Plan Vision), pg 148 (6-38), pg. 149 (6-39 Structure and Form), pg. 150 (6-40, image text), pg. 156 (7-6), pg. 162 (7-12 Looking Ahead), pg. 176 (8-7 Libraries), pg. 188 (10-3, 10.1-P-2), pg 222 (Index, Park-to-Bay Link)
6.5 EAST VILLAGE Subdistricts: Ballpark Vision 6-23 Pg. 133	Ready for DCPC	Ballpark is envisioned as a downtown-wide entertainment and cultural attraction as well as a residential and commercial district with supporting amenities. In addition to Petco Park, new Main Library construction is anticipated, and the Sushi Theater will fit into a residential high-rise project. The area contains a shared open space in the Park-at-the-Park , surrounded by commercial uses that form one of East Village's four Neighborhood Centers, and the central focus of energy for this sub-district. Important corridors are Market Street and Park Boulevard, providing links within downtown, to Balboa Park, and to the Bay; as well as Island and Imperial avenues and Commercial Street, which will afford pedestrian and vehicular access to	Requires an update. I don't think Sushi Theater was ever a thing. The library isn't new anymore. " In addition to Petco Park, new Main Library construction is anticipated, and the Sushi Theater will fit into a residential high-rise project. " Strike " Park-at-the-Park " and replace with " Park at the Park, now known as Gallagher Square, "	Requires an update. I don't think Sushi Theater was ever a thing. The library isn't new anymore. " In addition to Petco Park, new Main Library construction is anticipated, and the Sushi Theater will fit into a residential high-rise project. " Strike " Park-at-the-Park " and replace with " Park at the Park, now known as Gallagher Square, "

		<p>neighborhoods east of downtown.</p> <p>Compared to areas to the north and east, Ballpark will have low to mid-level intensity buildings, maintaining sun access at Petco Park, and a mid-rise character for a neighborhood that bridges between the historic Gaslamp Quarter and high rises expected north of Market Street. South and east of Petco Park, areas allowing large floorplates will offer flexibility for a variety of employment uses.</p>		
<p>6.7 LITTLE ITALY 6-33 Pg. 143</p>	<p>Ready for DCPC</p>	<p>Little Italy has rich history reflected in its traditional commercial district centered on India Street and a historic relationship to the northern waterfront. A close-knit community of Italian immigrants gave Little Italy its ethnic heritage, but the neighborhood's history as home to the tuna fishermen and their families as well as decades of working class residents reinforces Little Italy's cohesiveness. Redevelopment has yielded mixed housing types from SROs to luxury units, and many commercial services, artists and designers have made use of older buildings in the northern portions. Residential components will continue to intensify, but the varied land use character in the north and commercial corridor on India will help to maintain the special character and culture.</p> <p>Several environmental, locational, and cultural influences converge in Little Italy. Airport overflight restrictions, as well as solar access requirements, provide the</p>	<p>Replace "where existing surface parking is anticipated to be redeveloped with park lands" with "now surrounded by beautiful park space redeveloped from decades-old surface parking."</p>	<p>Replace "where existing surface parking is anticipated to be redeveloped with park lands" with "now surrounded by beautiful park space redeveloped from decades-old surface parking."</p>

		<p>neighborhood with light, and views from local streets to the water reinforce the Mediterranean atmosphere. India Street is a vibrant and successful main street. The historic Our Lady of the Rosary Church endures as a community hub. Another historic icon is the County Administration Center (CAC) on the waterfront, where existing surface parking is anticipated to be redeveloped with park lands. Little Italy has a public elementary school, reflecting its stature as an evolved neighborhood.</p>		
<p>7.1 Policies: Street System 7-6 pg. 156</p>	<p>Ready for Subcommittee Review</p>	<p>7.1-P-1 Implement the street typology shown in Figure 7-1 when carrying out streetscape improvements. 7.1-P-2 Prohibit and discourage any interruption of the street grid. 7.1-P-3 Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects. 7.1-P-4 Work with appropriate transportation agencies on freeway improvements in and near the downtown area. 7.1-P-5 Implement the proposed improvements within the Downtown San Diego Mobility Plan, with specific reductions in vehicular travel lanes on certain streets, which can then facilitate enhanced bicycle and pedestrian facilities. 7.1-P-6 Evaluate and provide specific vehicular travel lane configurations for all streets (number of travel lanes,</p>	<p>Vehicular street access is not always appropriate in new connections. Most major cities are trending toward permanent, protected pedestrian spaces in the densest neighborhoods and downtowns. Strike section: "Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects." Add "...temporary and permanent street closures..."</p>	<p>7.1-P-1 Implement the street typology shown in Figure 7-1 when carrying out streetscape improvements. 7.1-P-2 Prohibit and discourage any interruption of the street grid. 7.1-P-3 Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects. 7.1-P-4 Work with appropriate transportation agencies on freeway improvements in and near the downtown area. 7.1-P-5 Implement the proposed improvements within the Downtown San Diego Mobility Plan, with specific reductions in vehicular travel lanes on certain streets, which can then facilitate enhanced bicycle and pedestrian facilities.</p>

		<p>one-way vs. two- way circulation). 7.1-P-7 Provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding. 7.1-P-8 Encourage street designs that allow for temporary street clo- sures for public and community events.</p>		<p>7.1-P-6 Evaluate and provide specific vehicular travel lane configura- tions for all streets (number of travel lanes, one-way vs. two- way circulation). 7.1-P-7 Provide for sustainable street designs including storm water infiltration and reduction in storm water runoff as well as flooding. 7.1-P-8 Encourage street designs that allow for temporary or permanent street closures for public and community space or events.</p>
<p>10.2 FACILITIES 10-3 Pg. 188</p>	<p>Ready for Subcommittee Review</p>	<p>Rising parking costs and the perception of parking shortages negatively affect efforts to draw regional audiences, and also affect artists and arts organization staff who need to park downtown.</p>	<p>Subjective. This was written almost 2 decades ago. It's a state of mind, not a reality. People don't want to pay for parking. People seem perfectly capable of coming downtown for baseball games multiple times a week and lots of events. Performing arts appeal to an affluent crowd. Cost is not likely to be a major factor and there are no shortages in parking. Strike this section.</p> <p>"Rising parking costs and the perception of parking shortages negatively affect efforts to draw regional audiences, and also affect artists and arts organization staff who need to park downtown."</p>	<p>Rising parking costs and the perception of parking shortages negatively affect efforts to draw regional audiences, and also affect artists and arts organization staff who need to park downtown.</p>