



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

**Downtown Community Plan Update Subcommittee**  
**March 20, 2025, 4:00 PM**  
**Spaces - Makers Quarter**  
**845 15th St, San Diego, CA 92101, Second Floor**

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**
- 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>Ch. 8 Public Facilities and Amenities</p> <p>8.1 Educational Facilities</p> <p>8-2 Pg. 171</p>	<p>Ready for Subcommit tee Review</p>	<p>“There is great potential for expanding the presence of higher learning establishments in downtown, through additional schools with special focuses (business, arts, communications, or real estate) or satellites of some of the major universities in the region. Schools and universities located in the milieu of commerce, government, and culture provide opportunities for mutually beneficial relationships, involving field training for students and the infusion of new ideas and approaches for the downtown community. Students could also have the opportunity to live within walking distance of their respective institutions.”</p>	<p>Language added to support East Village Residents Association's designation for East Village Education Corridor. Also included vision for research hospital and research museum linking Downtown to Balboa and UTC/Sorrento Valley.</p>	<p>Students could also have the opportunity to live within walking distance of their respective institutions. The City and neighborhood groups should actively pursue development of higher-education institutions to expand these types of positive feedback dynamics made possible by such sector clusters.</p> <p>Establishing an academic corridor in Downtown will act as a catalyst for existing institutions and improve the area’s reputation as a center for academic opportunity and excellence that will inspire families to actively choose Downtown rather than leave when their children reach school age.</p> <p>East Village’s Park Boulevard from the 5 to Harbor Drive has been identified by the East Village Residents Group as an ideal zone for this type of corridor, called the East Village Education Corridor. The corridor possesses ample space for further development and already holds most of Downtown’s large and small academic assets situated among varying intensities of residential development, making it the natural choice to nurture an education cluster. The Corridor should anchor the academic, regional, and commercial tie between East Village and the wider area by attracting new development in the areas of research and academics</p>

			<p>with an eye toward building bridges and ladders connecting students and trainees to higher-education, and fulfilling careers and occupations. As noted elsewhere in this plan, it has been a vision decades in the making to bring a hospital or medical center to East Village. The East Village Education Corridor represents an opportunity to expand on that vision by leveraging the region's nationally-ranked universities and research institutions, including UC San Diego, San Diego State University, and Scripps Research, to bring a medical research hospital to Downtown as a flagship academic institution that meets the medical needs of our growing Downtown neighborhoods and invigorates the nearby schools and academic organizations. A new concentration of academic activity will encourage new businesses catering to families, students, and researchers, reinforcing the Corridor's draw as a robust, amenitized destination for education and academic pursuit. City and neighborhood groups should also pursue a Smithsonian-league research museum showcasing the region's emergence as an international Life Sciences hub. This institution will catalyze neighboring academic assets within the emerging EVEC cluster and also forge academic and professional pathways between students enrolled in the various academic institutions</p>
--	--	--	--

				along Park Boulevard with partner organizations in Balboa as well as partners and patrons in UTC, Sorrento Valley, and beyond.
Ch. 13 Health and Safety  13.6 Harmful Exhaust and Particulate Matter  13-8 Pg. 215	Ready for Subcommittee Review	New Section		<p>Urban environments experience significant air pollution from various sources of exhaust and particulate matter. These pollutants pose serious health risks, particularly for vulnerable populations such as children, the elderly, and those with pre-existing respiratory conditions. Even in the general population, prolonged exposure to particulate matter has been strongly linked to higher instances of cardiovascular disease, strokes, hypertension, and other adverse health effects.</p> <p>Common sources of harmful emissions include gasoline and diesel-powered vehicles and machinery, backup generators, and even wood-fired and commercial kitchens. While construction is recognized and regulated as a common public health hazard in Downtown, additional measures are required to limit the noxious gases and particulate matter generated by these other sources. Vehicles dump exhaust from fuel and generate excessive particulate matter from brake and tire wear during cycles of rapid acceleration and hard deceleration between red lights. Efforts should be made to calm traffic and facilitate the smooth, safe flow that minimizes both stops and speeding.</p> <p>Large industrial generators and</p>

			<p>smoke from kitchens are common sources of particulate matter and noxious fumes that tend to be closer to residences as these sources are often woven into the fabric of neighborhoods, sometimes directly adjacent to residential windows or intake vents for air-conditioning. Backup generators are often necessary in large residential or commercial buildings. These units can require frequent maintenance runs, inundating nearby residences with noxious fumes, but still meet code. Commercial kitchens and neighborhood restaurants can also generate significant levels of smoke and exhaust during their sometimes long or late hours of operation, causing great consternation - and health hazards - within the growing mixed-use residential neighborhoods of Downtown.</p> <p>The City should devise new emissions standards and performance requirements for industrial and commercial emissions to eliminate or significantly reduce these sources of urban emissions and particulate matter, including, but not limited to a mandate for best available technology retrofits and adoption of non-emitting alternatives. Failure to comply with emissions standards and requirements should be met with revocation of permit and civil penalties.</p> <p>Goals:</p>
--	--	--	--

				<p>13.6-G-1 Reduce exposure to harmful airborne pollutants from vehicles, industrial machinery, fuel combustion, and commercial cooking.</p> <p>13.6-G-2 Implement strategies to improve air quality and mitigate sources of particulate matter in downtown.</p> <p>13.6-G-3 Optimize traffic flow to reduce idling and braking intensity while reducing vehicular speeds to minimize non-exhaust particulate emissions.</p> <p>Policies:</p> <p>13.6-P-1 Encourage the transition to cleaner vehicle technologies, including electric and hydrogen-powered public and private transit options, and enhance support for pedestrian and cycling infrastructure to reduce vehicle dependency.</p> <p>13.6-P-2 Implement stricter regulations on diesel backup generators, including limits on non-emergency operation and incentives for transitioning to cleaner energy sources such as battery storage and renewable energy backup systems.</p> <p>13.6-P-3 Establish best practices and air filtration requirements for commercial kitchens, restaurants, and open-air cooking operations to minimize grease and smoke emissions in high-density areas.</p> <p>13.6-P-4 Require dust control measures and low-emission construction equipment for development projects to mitigate air pollution from construction</p>
--	--	--	--	---

				<p>activities.</p> <p>13.6-P-5 Promote the expansion of urban green spaces and tree planting initiatives to act as natural air filters, reducing the impact of airborne particulates in residential and commercial areas.</p>
<p>10.2 FACILITIES</p> <p>10-3 Pg. 188</p>	<p>Ready for Subcommittee Review</p>	<p><del>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.</del></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><del>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.</del></p>
<p>11.3 ECONOMIC DEVELOPMENT STRATEGY</p> <p>Policies: Economic Development Strategy</p>	<p>Ready for Subcommittee Review</p>	<p>11.3-P-4 Emphasize shared parking and merchant-serving parking approaches, including:</p> <ul style="list-style-type: none"> <li>• Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day;</li> <li>• <del>Consider providing parking under all new parks, minimizing ramp impacts to urban design,</del></li> </ul>	<p>This should be stricken as it can add decades to park projects or make them altogether infeasible, depriving current and future residents of much-needed public amenities downtown. As an example, the parking structure for Village Green added \$35M to the cost while space for cafes or other</p>	<p>11.3-P-4 Emphasize shared parking and merchant-serving parking approaches, including:</p> <ul style="list-style-type: none"> <li>• Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day;</li> <li>• <del>Consider providing parking</del></li> </ul>

		<p><del>where not limited by geologic or other constraints; and</del></p> <ul style="list-style-type: none"><li>• Maximize short-term, on-street parking through restriping streets and minimal “red-curbs” where appropriate.</li></ul>	<p>vendors was removed, depriving the neighborhood of amenities.</p>	<p><del>under all new parks, minimizing ramp impacts to urban design; where not limited by geologic or other constraints; and</del></p> <ul style="list-style-type: none"><li>• Maximize short-term, on-street parking through restriping streets and minimal “red-curbs” where appropriate.</li></ul>