



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

Downtown Community Plan Update Subcommittee
April 12th, 2024, 4:30 PM
San Diego County Bicycle Coalition
300 15th St, San Diego, CA 92101

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 Amendments** ***Action Item***
View attached sheet
- IV. **Adjournment**

Section	Baseline	Comments/Revisions 1	Comments/Revisions 2	Recommendations
<p>1.1 Guiding Principles Box 1-1 Community Plan: Guiding Principles</p> <p>1-3 Pg. 11</p>	<ul style="list-style-type: none"> A distinctive world-class downtown, reflecting San Diego's unique setting. San Diego has evolved into a desirable place to live, work, shop, learn, and play. The Community Plan builds upon downtown's magnificent waterfront setting and its location as a transportation hub, and promotes outdoor and creative lifestyles. The center of the region. Downtown is envisioned as the physical and symbolic heart of metropolitan San Diego. It will be the regional administrative, commercial, and cultural center, and downtown's urban form will be an integral aspect of San Diego's identity. Intense yet always livable, with substantial and diverse downtown population. An intense downtown is central to not only fostering vibrancy, but also to curtailing regional sprawl—a key tenet of San Diego's City of Villages strategy—and minimizing growth pressures in mature neighborhoods. Increased residential population will contribute to downtown's vitality, improve economic success, and allow people to live close to work, transit, and culture. A nucleus of economic activity. The Plan bolsters downtown's position as the regional economic and employment center by ensuring availability of employment land, and development of regional destinations. The creation of jobs easily accessed via transit, bicycle, or on foot will also further regional mobility goals. A collection of unique, diverse neighborhoods with a full complement of uses. The organizing concept of the Community Plan is walkable neighborhoods with a mix of uses and easy access to open space, shops, services, amenities, and cultural attractions that create opportunities for true urban living. A celebration of San Diego's climate and waterfront location. The Plan fosters vital public spaces and active street-life. Building massing has been orchestrated to ensure that sunlight reaches parks and Neighborhood Centers. Open spaces are located to enable residents to live within an easy walk of a park, and streets are designed for pedestrian comfort, walking, and lingering. A place connected to its context and to San Diego Bay. The Plan seeks to connect downtown's neighborhoods to the waterfront with new streets and view corridors, re-establish Balboa Park's relationship to downtown, and integrate downtown with the surrounding neighborhoods. It also fosters better linkages within downtown. A memorable, diverse, and complex place. The need for a diverse downtown is reinforced by its relatively large size—about 1,500 acres. Neighborhoods with their own unique characters and scales, distinctive streetscapes, and a tapestry of uses and experiences will ensure that downtown is memorable and explorable. All of downtown will be alive with arts and culture. 	<p>Excerpt: "An intense downtown is central to not only fostering vibrancy, but also to curtailing regional sprawl—a key tenet of San Diego's City of Villages strategy—and minimizing growth pressures in mature neighborhoods."</p> <p>Replace with: "...through both organic and managed growth in our dynamic neighborhoods."</p> <p>Excerpt: "A nucleus of economic activity. The Plan bolsters downtown's position as the regional economic and employment center by ensuring availability of employment land, and development of regional destinations. The creation of jobs easily accessed via transit, bicycle, or on foot will also further regional mobility goals."</p> <p>Comment: Needs rewriting to focus on development of dense, desirable, dynamic downtown neighborhoods that are themselves hopping job centers as well as mixed income population centers that serve as nearby prime labor pools for larger downtown firms and the transit/mobility serving downtowners as well as TOD neighborhoods like UTC, Clairemont, Chula, San Ysidro, and all the rest.</p> <p>Excerpt: "Neighborhoods with their own unique characters and scales, distinctive streetscapes, and a tapestry of places and experiences will ensure that downtown is memorable and explorable."</p> <p>Comment: Should add language to open the way for pedestrian-only plazas and promenades as defined neighborhood centers.</p>	<p>Excerpt: "and allow people to live close to work"</p> <p>Comment: Need to verify this: It seems that most downtown residents commute out of the city to jobs in mid-county.</p> <p>Excerpt: "A collection of unique, diverse neighborhoods with a full complement of uses. The organizing concept of the Community Plan is walkable neighborhoods with a mix of uses and easy access to open space, shops, services, amenities, and cultural attractions that create opportunities for true urban living."</p> <p>Comment: "Walkable" is a vague term. Throw some 6' sidewalks in and the neighborhood is "walkable." Box checked. Needs to be defined or replaced with a term that reframes the neighborhood as a human scaled construct bound by a fabric of multi-modal streets.</p> <p>Add new section: "Clean and safe neighborhoods that ensure the morale, welfare and dignity for all. The guiding principles of this plan depend on cleanliness and physical security of public spaces. This plan seeks to create a network of well maintained and actively managed public facilities and activated places that support the downtown population and visitors and ensure public hygiene and dignity."</p>	<ul style="list-style-type: none"> A distinctive world-class downtown, reflecting San Diego's unique setting. San Diego has evolved into a desirable place to live, work, shop, learn, and play. The Community Plan builds upon downtown's magnificent waterfront setting and its location as a transportation hub, and promotes outdoor and creative lifestyles. The center of the region. Downtown is envisioned as the physical and symbolic heart of metropolitan San Diego. It will be the regional administrative, commercial, and cultural center, and downtown's urban form will be an integral aspect of San Diego's identity. Intense yet always livable, with substantial and diverse downtown population. An intense downtown is central to not only fostering vibrancy, but also to curtailing regional sprawl—a key tenet of San Diego's City of Villages strategy—and minimizing growth pressures in mature neighborhoods through both organic and managed growth in our dynamic neighborhoods. Increased residential population will contribute to downtown's vitality, improve economic success, and allow people to live close to work, transit, and culture. A nucleus of economic activity. The Plan bolsters downtown's position as the regional economic and employment center by ensuring availability of employment land, and development of regional destinations. The creation of jobs easily accessed via transit, bicycle, or on foot will also further regional mobility goals. Expanding affordable and middle-class housing opportunities in downtown will also greatly contribute to the city's employment base and expand the local consumer market while reducing the stress on our street grid and commute burden. A collection of unique, diverse neighborhoods with a full complement of uses. The organizing concept of the Community Plan is walkable neighborhoods with a mix of uses and easy access to open space, shops, services, amenities, and cultural attractions that create opportunities for true urban living with all life necessities within easy walking distance of most residents. A celebration of San Diego's climate and waterfront location. The Plan fosters vital public spaces and active street-life. Building massing has been orchestrated to ensure that sunlight reaches parks and Neighborhood Centers. Open spaces are located to enable residents to live within an easy walk of a park, and streets are designed for pedestrian comfort, walking, and lingering. A place connected to its context and to San Diego Bay. The Plan seeks to connect downtown's neighborhoods to the waterfront with new streets and view corridors, re-establish Balboa Park's relationship to downtown, and integrate downtown with the surrounding neighborhoods. It also fosters better linkages within downtown. A memorable, diverse, and complex place. The need for a diverse downtown is reinforced by its relatively large size—about 1,500 acres. Neighborhoods with their own unique characters and scales, distinctive streetscapes, walkable cores, and a tapestry of places and experiences will ensure that downtown is memorable and explorable to visitors and exciting and welcoming to residents. All of downtown will be alive with arts and culture. Clean and safe neighborhoods that ensure the morale, welfare and dignity for all. The guiding principles of this plan depend on cleanliness and physical security of public spaces. This plan seeks to create a network of well maintained and actively managed public facilities and activated places that support the downtown population and visitors and ensure public hygiene and dignity.
<p>3 LAND USE AND HOUSING</p> <p>3-1 pg. 33</p>	<p>Downtown San Diego is poised to emerge as a major North American downtown, with access to all forms of transportation, magnificent waterfront setting, and the planned rich complement of uses, significant development intensities, and population and employment increases.</p> <p>The Community Plan envisions downtown as a multi-use regional center, with strong employment and residential components. Downtown will be structured with an intense core that is pre-dominantly employment-oriented and supports residential uses within a tapestry of neighborhoods, each anchored with one or more mixed-use centers, parks and open spaces, and a variety of amenities to support urban, walking lifestyles. The neighborhoods will be connected to the western waterfront, which will become downtown's front porch. Building intensities will be modulated to support urban design and livability goals highlighted in Chapter 5: Urban Design, including letting sunlight into parks and streets, and building height and bulk scaled down step-ping toward the northern waterfront. Geologic faults provide a unique pattern of siting opportunities for new parks and open spaces.</p> <p>This vision builds upon downtown's dramatic transformation underway. While downtown has long been a center of federal, State, county, and local government, and has had an office core for decades, these uses have grown little in the last 15 years. Spurred by the development of Horton Plaza and the Convention Center, the early 1990s saw downtown become a dining and entertainment, retail, meeting, and visitor destination. With the majority of new residential development in the city currently occurring in downtown—an astounding feat for the seventh largest city in the country—downtown is in the midst of a residential renaissance. The ballpark, major waterfront improvements, new courthouses, and cruise ships and visitors are adding to downtown's diversity and its attractiveness as a destination. These changes are also providing downtown with a diversity of people, and vitality during non-work hours. The increasing residential population needs a complement of uses—parks, schools, neighborhood shopping and services—to ensure livability. The success of destination and visitor-oriented uses necessitates demand for hotels, transportation and other infrastructure improvements, as well as parking. The synergies between various uses will draw new workers and residents; support an increasing array of museums, theaters, and arts; and enable sharing of infrastructure and resources.</p> <p>Achieving the vision for downtown requires continued redevelopment with an array of uses; ensuring balanced neighborhood development; expansion of arts and culture; improved connections; more "people places"; and better integration of downtown with the waterfront, Balboa Park, and surrounding communities. This chapter of the Community Plan focuses on strategies to:</p> <ul style="list-style-type: none"> Ensure an overall balance of uses that furthers downtown's role as the premier regional population, commercial, civic, cultural, and visitor center; Foster a diverse mix of uses in each neighborhood to support urban lifestyles; Achieve building intensities that ensure efficient use of available land; Attain an overall employment level of approximately 165,000 quality jobs to reflect downtown's role as the premier employment center in the region; Target a residential buildout population of approximately 90,000 people of diverse incomes to create vitality, a market for a broad array of supporting stores and services, and opportunities for living close to jobs and transit; and Enhance livability through arrangement of land uses and development intensities, including development of a system of neighborhoods sized for walking. 	<p>Excerpt: "Downtown will be structured with an intense core that is pre-dominantly employment-oriented and supports residential uses within a tapestry of neighborhoods, each anchored with one or more mixed-use centers, parks and open spaces, and a variety of amenities to support urban, walking lifestyles."</p> <p>Comment: We should consider reframing this. Pre-dominantly employment, but supports residential use... Would we describe any other major, world-class city that way? Absolutely not. The lack of focus on human habitation is has allowed the hollowing out of town and reduced its resilience in downturns. It needs to be both in equal measure. As for the mixed-use centers, that's the norm now. We should be more specific and say neighborhoods should be anchored by unique, vibrant, pedestrian-oriented commercial corridors.</p> <p>Excerpt, add "daycare" to: "The increasing residential population needs a complement of uses—parks, child daycares, schools, neighborhood shopping and services—to ensure livability."</p> <p>Comment: Affordable daycare is a huge demand nationally. Downtown doesn't really have anywhere. That could be a big draw too. As for neighborhood shopping, back to the unique neighborhood commercial corridors.</p> <p>Excerpt: "The success of destination and visitor-oriented uses necessitates demand for hotels, transportation and other infrastructure improve..."</p> <p>Comment: I don't think Airbnb even existed when this was last updated. In any case, we should note the role of short-term rentals and the housing supply and like...figure out the appropriate language to balance the perspective, but obviously without encouraging either housing scarcity or property speculation.</p> <p>Excerpt, strike: as-well-as-parking</p> <p>Comment: Parking should be de-prioritized or re-imagined as managed parking along the outskirts of popular districts instead of bringing gridlock and traffic into the heart of commercial and pedestrian districts.</p>	<p>Excerpt: "including development of a system of neighborhood sized for walking."</p> <p>Comment: Add the design standard for this.</p>	<p>Downtown San Diego is poised to emerge as a major North American downtown, with access to all forms of transportation, magnificent waterfront setting, and the planned rich complement of uses, significant development intensities, and population and employment increases.</p> <p>The Community Plan envisions downtown as a multi-use regional center, with strong employment and residential components. Downtown will be structured with an intense core that is pre-dominantly employment-oriented and supports residential uses within a tapestry of neighborhoods, each anchored with one or more mixed-use centers, parks and open spaces, and a variety of amenities to support urban, walking lifestyles. The neighborhoods will be connected to the western waterfront, which will become downtown's front porch. Building intensities will be modulated to support urban design and livability goals highlighted in Chapter 5: Urban Design, including letting sunlight into parks and streets, and building height and bulk scaled down step-ping toward the northern waterfront. Geologic faults provide a unique pattern of siting opportunities for new parks and open spaces.</p> <p>This vision builds upon downtown's dramatic transformation underway. While downtown has long been a center of federal, State, county, and local government, and has had an office core for decades, these uses have grown little in the last 15 years. Spurred by the development of Horton Plaza and the Convention Center, the early 1990s saw downtown become a dining and entertainment, retail, meeting, and visitor destination. With the majority of new residential development in the city currently occurring in downtown—an astounding feat for the seventh largest city in the country—downtown is in the midst of a residential renaissance. The ballpark, major waterfront improvements, new courthouses, and cruise ships and visitors are adding to downtown's diversity and its attractiveness as a destination. These changes are also providing downtown with a diversity of people, and vitality during non-work hours. The increasing residential population needs a complement of uses—parks, affordable child daycares, top-notch public schools, neighborhood shopping and services—to ensure livability. The success of destination and visitor-oriented uses necessitates demand for hotels, transportation and other infrastructure improvements, while ensuring residents and pedestrians are safe from visiting and commuting drivers and neighborhood streetscapes are not cluttered by moving or parked vehicles, as well as parking. The synergies between various uses will draw new workers and residents; support an increasing array of museums, theaters, and arts; and enable sharing of infrastructure and resources.</p> <p>Achieving the vision for downtown requires continued redevelopment with an array of uses; ensuring balanced neighborhood development; expansion of arts and culture; improved connections; more "people places"; and better integration of downtown with the waterfront, Balboa Park, and surrounding communities. This chapter of the Community Plan focuses on strategies to:</p> <ul style="list-style-type: none"> Ensure an overall balance of uses that furthers downtown's role as the premier regional population, commercial, civic, cultural, and visitor center; Foster a diverse mix of uses in each neighborhood to support urban lifestyles; Achieve building intensities that ensure efficient use of available land; Attain an overall employment level of approximately 165,000 quality jobs to reflect downtown's role as the premier employment center in the region; Target a residential buildout population of approximately 90,000 people of diverse incomes to create vitality, a market for a broad array of supporting stores and services, and opportunities for living close to jobs and transit; and Enhance livability through arrangement of land uses and development intensities, including development of a system of neighborhoods sized for walking.
<p>3.1 Structure and Land Use Ballpark/Mixed Use</p> <p>3-7 Pg. 39</p>	<p>Mixed uses in the Ballpark District will accommodate major sporting facilities and visitor attractions. The classification contains a broad array of other uses, including eating and drinking establishments, hotels, offices, research and development facilities, cultural and residential uses, live/work use, and parking.</p>	<p>Excerpt: "and residential uses, live/work use, and parking."</p> <p>Comment: Strike "parking" or specify multi-level parking with commercial wraps, "mixed-use multi-level parking structures." Serious consideration should be given to de-prioritizing parking in heavy pedestrian areas like Ballpark, where parking induces frequent gridlock and depresses area growth while also increasing vehicle speeds during non-event hours, making the area dangerous for pedestrians and recreational activities like jogging, biking, skating, and skateboarding.</p>	<p>Mixed uses in the Ballpark District will accommodate high-density residential and public recreational facilities such as skate parks, ball fields, tennis and basketball courts, public pools, jogging trails, and fitness equipment, as well as major sporting facilities and visitor attractions. The classification contains a broad array of other uses, including eating and drinking establishments, hotels, offices, research and development facilities, cultural and residential uses, and live/work use, and parking. Parking facilities should be maintained below ground or with robust commercial wraps and remain well outside of core neighborhood streets to avoid pulling traffic through the neighborhood and into pedestrian-heavy zones. Pedestrian corridors and transit service should conduct visitors and residents from parking structures to major activity zones. Major events such as concerts, ball games, and conventions should be served by dedicated transit from parking structures located outside of core zones.</p>	<p>Mixed uses in the Ballpark District will accommodate high-density residential and public recreational facilities such as skate parks, ball fields, tennis and basketball courts, public pools, jogging trails, and fitness equipment, as well as major sporting facilities and visitor attractions. The classification contains a broad array of other uses, including eating and drinking establishments, hotels, offices, research and development facilities, cultural and residential uses, and live/work use, and parking. Parking facilities should be maintained below ground or with robust commercial wraps and remain well outside of core neighborhood streets to avoid pulling traffic through the neighborhood and into pedestrian-heavy zones. Pedestrian corridors and transit service should conduct visitors and residents from parking structures to major activity zones. Major events such as concerts, ball games, and conventions should be served by dedicated transit from parking structures located outside of core zones.</p>

<p>3.1 Structure and Land Use Core Pg. 39</p>	<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>Excerpt: "Retail, cultural, educational, civic and governmental, and entertainment uses are also permitted." Add: "governmental, open or green spaces, and entertainment uses are also permitted." Comment: Most downtown districts/neighborhoods have a serious lack of open, inviting leisure spaces where we can actually enjoy our city. This can include green/pedestrian-only corridors to open spaces outside of Core, like Embarcadero or Balboa, but they should be honest, pleasant pedestrian conduits, not sidewalk-afterthoughts alongside speeding cars or trolleys.</p>	<p>This classification is primarily intended to encourage, support, and enhance the Core as a high-intensity office and employment center with residential opportunities. 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, green or open leisure space, and entertainment uses are also encouraged. All development is required to be pedestrian-oriented, which limits vehicle clutter and parking, reduces vehicle speed and throughput, and increases the space devoted to outside leisure, walking, and sidewalk-level commerce.</p>
<p>3.1 Structure and Land Use Neighborhood Mixed-Use Center Pg. 44</p>	<p>This classification is intended to ensure development of distinctive centers around plazas or "main streets" that provide a focus to the neighborhoods. It supports mixed-use (residential/non-residential) projects that contain active ground floor uses. A broad array of compatible uses, including retail, restaurants and cafes, residential, office, cultural, educational, and indoor recreation are permitted, with active ground floor uses. Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish highly pedestrian-oriented development</p>	<p>Excerpt: "Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish highly pedestrian-oriented development" Add: "standards seek to establish pedestrian-only and highly pedestrian-oriented development"</p>	<p>This classification is intended to ensure development of distinctive centers around plazas or "main streets" that provide a focus to the neighborhoods. It supports mixed-use (residential/non-residential) projects that contain active ground floor uses. A broad array of compatible uses, including retail, restaurants, pubs, and cafes, residential, office, cultural, educational, and indoor recreation are permitted, with active ground-floor floor uses. Building volume restrictions apply to allow sunlight to reach streets and public spaces. Design standards seek to establish pedestrian-only and highly pedestrian-oriented development, including carless residential and commercial structures, pedestrian-only plazas and promenades, and low-speed streets with mitigation designs such as reduced lane number and width, cobblestones, speed tables, bulb-outs, and chicanes.</p>
<p>3.1 Structure and Land Use Park/Open Space Pg. 44</p>	<p>Public parks and open spaces. Below ground parking facilities and small cafes are also permitted, subject to performance standards</p>	<p>Excerpt: "Below ground parking facilities" Comment: Would like to be realistic on this one. New parking facilities should not make up a significant portion of a park project's cost, as in the East Village project which has taken so long in part because of the cost and complexity of including the garage. Excerpt: "small cafes are also permitted." Comment: Would like to add in something about not needing to make up for parking if a lot is reclaimed as green or recreational space. Separately, would like to add something about generally allowing new vendors in designated sites in parks, subject to approval. For example, the site at the opening of the Balboa bridge by the dog park would be a beautiful spot for a cafe OR a small bar. So maybe just open the definition up a little more than "cafe."</p>	<p>Public parks and open spaces. Below ground parking facilities, and small cafes, and food and beverage concessions, are also permitted to cost and performance standards. Time, costs, and traffic burdens related to new parking facilities should not significantly delay delivery of new park space or outweigh the value of the park space delivery without parking facilities. For example, if a 1-acre park can be delivered in 2 years for \$10M, the project should not wait 3 additional years to secure funding for an \$15M parking garage on top of the original \$10M. Further, new parking should not significantly contribute to vehicle clutter, grid stress, or pedestrian safety and access.</p>
<p>3.1 Structure and Land Use Residential Emphasis Pg. 44</p>	<p>The Residential Emphasis areas will accommodate primarily residential development. Small-scale businesses, offices, and services, and ground-floor commercial uses (such as cafes and dry cleaners) are also allowed, provided they do not exceed 20 percent of the overall building area</p>	<p>Excerpt: "provided they do not exceed 20 percent of the overall building area" Add: "20 percent of the overall building area above the ground floor of multi-story buildings." Comment: I want to add this stipulation because I'm specifically thinking about traditional businesses where you might have a dry cleaner on the ground floor and a residence or two in the next 2 stories of a small 3 story building. This 20% rule kind of guarantees you won't be able to create those classic neighborhood corner shops in a residential zone.</p>	<p>The Residential Emphasis areas will accommodate primarily residential development. Small-scale businesses, offices, and services, and ground-floor commercial uses (such as cafes and dry cleaners) are also allowed, provided they do not exceed 20 percent of the overall building area above the ground floor in multi-story buildings. Ground floors should support walkable neighborhood amenities such as multi-shop retail spaces, medical clinics, and grocers, occupying the ground level of 2-5-story work-live spaces and multi-story residential.</p>
<p>3.1 Structure and Land Use Waterfront/Marine Pg. 44</p>	<p>This classification permits a range of maritime-related uses, including ocean-related industry, major tourist and local visitor attractions, trade, office, eating and drinking establishments, retail, parking, museum and cultural facilities, and hotels. Land within this classification is predominantly in the Port District's jurisdiction.</p>	<p>Excerpt: "parking" Comment: Underground parking or multi-levels with robust commercial wraps should be specified.</p>	<p>This classification permits a range of maritime-related uses, including ocean-related industry, major tourist and local visitor attractions, trade, office, eating and drinking establishments, retail, parking, museum and cultural facilities, and hotels. Land within this classification is predominantly in the Port District's jurisdiction. Necessary parking should be confined to underground or multi-level parking with robust commercial wraps and remain outside of core pedestrian zones to reduce, should friction and traffic burdens. Pedestrian corridors should link parking facilities to activity zones and dedicated transit should serve events.</p>
<p>3.1.4 Affordable Housing Family Housing Pg. 6</p>	<p>Family Housing – The majority of downtown's affordable housing units, over 90%, are studio or one-bedroom units. Some observers say that downtown should have larger affordable units to provide options for families with children. Rising land and development costs often make it economically infeasible to develop family housing projects, even as market-rate projects, in downtown. In addition, goals for downtown affordable housing production must take into account policies to maximize downtown density and growth. The City Council has directed CCDC to adopt policies to boost average housing density in new housing being developed to maximize downtown residential growth. With few exceptions, affordable family housing projects are developed utilizing low-rise, wood frame construction (Type II or V), which produce less expensive units but are limited to about five stories in height. High-rise construction requires the use of steel and/or concrete (Type I) construction, which increases the cost per unit. Downtown may not reach targets for residential population if a large number of low-density, affordable family housing projects are developed on the shrinking supply of land available for redevelopment</p>	<p>Excerpt: "Some observers say that Downtown should have larger affordable units to provide options for families with children. Rising land and development costs often make it economically infeasible to develop family housing projects, even as market-rate projects, in downtown." Edit: "Some observers say that Downtown should have larger affordable units to provide options for families with children, even though rising land and development costs often make it economically challenging/infeasible to develop affordable family housing projects, even as market-rate projects, in downtown."</p>	<p>Family Housing – The majority of downtown's affordable housing units, over 90%, are studio or one-bedroom units. Some observers say that downtown should have a larger significant stock of affordable and middle-class units to provide options for families with children and individuals working in downtown, particularly those in middle-income jobs who commute into town from affordable neighborhoods well outside of downtown. Rising high land and development costs often make it economically infeasible challenging to develop family housing projects, even as market-rate projects, in downtown, driving the need to develop incentives for market developers as well as supporting non-market solutions. In addition, goals for downtown affordable housing production must take into account policies to maximize downtown density and growth. The City Council has directed CCDC to adopt policies to boost average housing density in new housing being developed to maximize downtown residential growth. With few exceptions, affordable family housing projects are developed utilizing low-rise, wood frame construction (Type II or V), which produce less expensive units but are limited to about five stories in height. High-rise construction requires the use of steel and/or concrete (Type I) construction, which increases the cost per unit. Downtown may not reach targets for residential population if a large number of low-density, affordable family housing projects are developed on the shrinking supply of land available for redevelopment</p>
<p>3.5 Neighborhoods and Centers Gaslamp Quarter/Horton Plaza 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>	<p>Edit: This area experienced the first successful wave of downtown redevelopment in the 1980s and continues to grow and change today as the business, tourism, and residential mixes of the neighborhood have changed, and will experience the fewest changes under this Community Plan. It contains the historic Horton Plaza shopping center, now reimagined as mixed-use retail and life sciences center, and the historic Gaslamp Quarter mixed-use entertainment district, protected by its designation on the National Register of Historic Places.</p>	<p>This area experienced the first successful wave of downtown redevelopment in the 1980s and continues to grow and change today as the business, tourism, and residential mixes of the neighborhood have changed, and will experience the fewest changes under this Community Plan. It contains the historic Horton Plaza shopping center, now reimagined as a mixed-use retail and life sciences 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>
<p>3.5 Neighborhoods and Centers Little Italy Pg. 69</p>	<p>The historic, waterfront Italian neighborhood—dating back to the early 1900s fishing industry—still retains strong ethnic ties, as expressed in the cafes, restaurants, and shops lining India Street. Little Italy has experienced strong mid-rise residential development in recent years. Future development will be similar in scale and height, due to restrictions associated with airport operations and sun access protection goals. The Community Plan accommodates the mix of light industry, artists' studios, and services in northern Little Italy, which contribute to neighborhood synergies.</p>	<p>Edit: The walkable, historic, waterfront Italian neighborhood—dating back to the early 1900s fishing industry—still retains strong historical ethnic ties, as expressed in the series of cafes, restaurants, and shops lining India Street. Little Italy has experienced strong mid- and high-rise residential development in recent years.</p>	<p>The historic, walkable, waterfront Italian neighborhood—dating back to the early 1900s fishing industry—still retains strong ethnic historical and cultural ties, as expressed in the series of cafes, restaurants, and shops lining India Street. Little Italy has experienced strong mid- and high-rise residential development in recent years. Future development will be similar in scale and height, due to restrictions associated with airport operations and sun access protection goals. The Community Plan accommodates the mix of light industry, artists' studios, and services in northern Little Italy, which contribute to neighborhood synergies.</p>
<p>3.5 Neighborhoods and Centers Goals: Neighborhoods and Centers Pg. 69</p>	<p>3.5-G-1 Develop a system of neighborhoods sized for walking, with parks and concentrations of retail, restaurants, cultural activities, ties, 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</p>	<p>Comment: Pedestrian and transit links between centers should be included here.</p>	<p>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.</p>
<p>3.6 LARGE FACILITIES Pg. 70</p>	<p>Through the years of downtown's redevelopment, several major facilities have improved the overall appeal of downtown and boosted visitor rates. Horton Plaza, the San Diego Convention Center (Phase I and II), and Petco Park fall within this category of projects that have contributed to redevelopment success. While the economic benefits of these projects have been documented, they have come at the cost of major and long-term disruptions in the urban fabric. Impacts have included blockage of water views, interruption of the street grid and connections between neighborhoods, and massive structures that depart from pre-valuing building forms in other parts of downtown. Now that downtown's redevelopment is moving into a new phase, where some neighborhoods are nearing completion and others are poised for imminent transformation, the potential effects of any additional large facilities require careful consideration. While downtown's success is proving to be a magnet for new, large single uses, there may be a limit to how many such facilities can be accommodated downtown without additional negative community design and transportation impacts. This section establishes policies directed towards large facilities, defined as projects with footprints exceeding one block.</p>	<p>Edit: "Horton Plaza, the San Diego Convention Center (Phase I and II), and Petco Park fall within this category of projects that have contributed to downtown redevelopment success. While the economic benefits of these projects have been documented, they have come at the cost of major and long-term disruptions in the urban fabric. Impacts have included blockage of water views, interruption of the street grid and connections between neighborhoods, and massive structures that depart from pre-valuing building forms in other parts of downtown. As now that downtown's redevelopment progresses is moving into a new phase, where some neighborhoods are nearing completion while others continue to be poised for imminent transformation and growth. The potential effects of any additional large facilities require careful consideration."</p>	<p>Through the years of downtown's redevelopment, several major facilities have improved the overall appeal of downtown and boosted visitor rates. Horton Plaza, the San Diego Convention Center (Phase I and II), and Petco Park fall within this category of projects that have contributed to downtown redevelopment success. While the economic benefits of these projects have been documented, they have come at the cost of major and long-term disruptions in the urban fabric. Impacts have included blockage of water views, interruption of the street grid and connections between neighborhoods, and massive structures that depart from pre-valuing building forms in other parts of downtown. As now that downtown's redevelopment progresses, is moving into a new phase, where some neighborhoods are nearing completion while others continue to be poised for imminent transformation and growth. The potential effects of any additional large facilities require careful consideration. While downtown's success is proving to be a magnet for new, large single uses, there may be a limit to how many such facilities can be accommodated downtown without additional negative community design and transportation impacts. This section establishes policies directed towards large facilities, defined as projects with footprints exceeding one block.</p>

6.2 COLUMBIA 6-7 Pg. 117	<p>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.</p> <p>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.</p> <p>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).</p>	Remove "and parking lots."		<p>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.</p> <p>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.</p> <p>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).</p>
6.4 Gaslamp Images 6-18 Pg. 128	<p>Periodic street closures for special events (top) and high pedestrian activity (middle) require continued safety improvements, but assuring vehicle access through Gaslamp is essential to retailers (above).</p>	<p>Need to update picture with new Promenade. Replace "but assuring 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."</p>		<p>Periodic street closures for special events (top) and high pedestrian activity (middle) require continued safety improvements, but assuring 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).</p>
6.5 East Village Southeast Vision 6-24 Pg. 134	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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."</p>		<p>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.</p> <p>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.</p> <p>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.</p>
6.8 CONVENTION CENTER 6-37 Pg. 147	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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...</p> <p>"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."</p>		<p>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 90,000 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.</p> <p>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.</p> <p>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.</p>
7.1 Street Typologies Box 7-1 Street Typologies 7-4 Pg. 163	<p>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.</p>	<p>Excerpt: 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.</p> <p>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.</p>		<p>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 arteries such as Broadway between Kettner Boulevard 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.</p>