



Downtown Community Planning Council San Diego
2024 - 2025 Annual Report

Prepared by Manny Rodriguez

Executive Summary

In the 2024 - 2025 administrative year, the Downtown Community Planning Council (DCPC) has reinforced its role as a leading advisory body in Downtown San Diego, advancing transparent governance, responsible land use, and accountability in public space matters.

This report details the administrative improvements and policy initiatives advanced by the DCPC in the 2024 - 2025 year, structured as follows:

1. Advancing Good Governance

- a. Strengthening Meeting Agendas and Public Engagement
- b. Increasing Transparency and Oversight of the Downtown Parking District
- c. Monitoring the San Diego County Regional Airport Authority
- d. Oversight of Fault Line Park

2. Information Required by the City

Through these initiatives, DCPC has strengthened its role as a vital link between Downtown's residents, businesses, and City leadership, ensuring that the community's interests remain at the forefront of San Diego's planning and development decisions.



Pictured: A meeting of the Downtown Community Planning Council with the Police Department at the speaker desk.

Advancing Good Governance

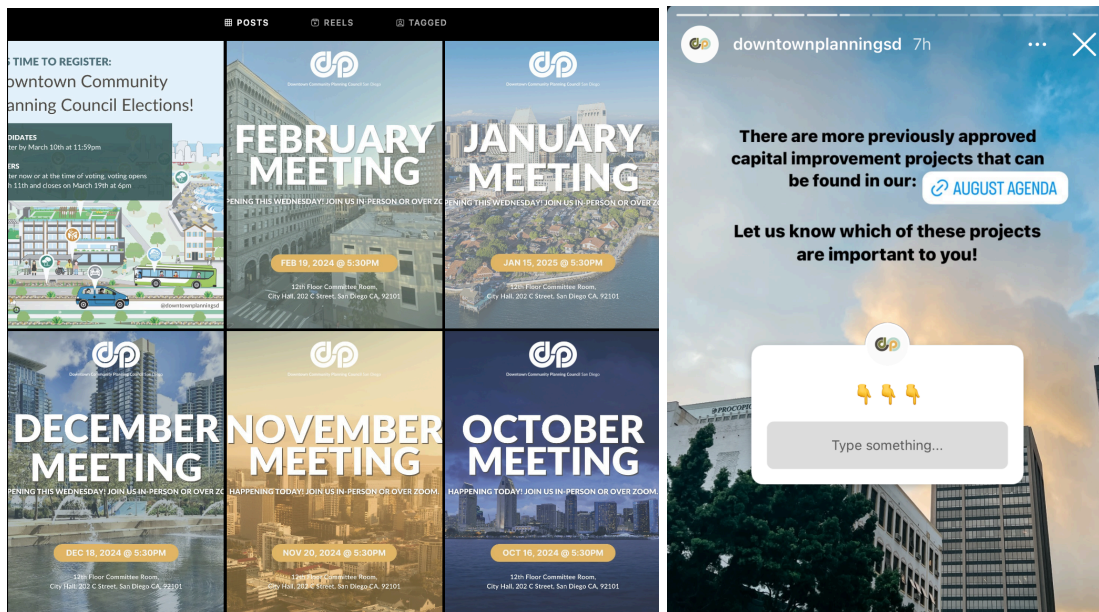
Strengthening Meeting Agendas and Public Engagement

Over the past year, the Chair has prioritized accessibility and transparency in its governance processes, beginning with enhanced meeting agendas. Each agenda item has been accompanied by a clear, concise summary, ensuring the public can easily understand the items being discussed.

Additionally, consent agendas have been utilized to include informative items that, while not requiring full discussion, provide valuable context for members and observers. These additions have fostered a greater understanding of community developments.

Recognizing the importance of digital engagement, DCPC appointed Gabrielle Werve as Communications Chair to professionalize and expand the organization's online presence. Under her leadership, DCPC launched a dedicated social media strategy, transforming what was previously an inactive platform into a growing community resource. Over the past year, DCPC content reached 687 unique users, generated 115 interactions, and gained 62 new followers, marking a significant increase in visibility and engagement.

The 2024 Communications Committee Report is attached to this report as Exhibit A.



Above: Images of the Downtown Community Planning Council's Instagram presence.

Increasing Transparency & Oversight of the Downtown Parking District

One of the most significant governance reforms led by the DCPC this year was addressing how a little-known group had been making key decisions on the allocation of millions of public dollars within the Downtown Parking District without sufficient public engagement or oversight. By bringing attention to this issue and initiating a formal DCPC vote on a set of transparency recommendations, the Chair ensured that these funds would be managed with greater accountability and public participation. This effort reinforced DCPC's role as a steward of good governance, transparency, and responsible fiscal oversight in Downtown San Diego.

Persistent advocacy efforts led the City to mandate the group to comply with the Brown Act, ensuring that all future decisions regarding these funds are made in a public and transparent manner. Furthermore DCPC leadership was integrated into the Downtown Parking Management Group (DPMG), with Manny being appointed as Secretary, resulting in more accessible, well-structured, and transparent agendas & minutes that provide the public with accessible information about how the group is operating.

The DPMG agendas have been included in the agenda packets for the DCPC, and the Chair has been updating the DCPC and public every month on the DPMG's activities as well as the broader issues concerning the Downtown Parking District.

The City is now pursuing an update to the Council Policy governing Parking Districts (100-18), which was one of the recommendations made by the DCPC. It has also instructed the DPMG to create a nonprofit corporation to manage the Parking District. These efforts are ongoing.

Meeting Agenda of the

Downtown Parking Management Group

Downtown Community Parking District (DCPD) Advisory Group
Thursday, October 10, 2024, 11:30 AM
Civic Center Plaza 4th Floor Conference Room
1200 3rd Avenue, San Diego, CA 92101



I. Call to Order & Roll Call

II. Consent Agenda

- A. Appointment of Downtown San Diego Partnership Successor
- B. Approval of August 8, 2024 Meeting Minutes
- C. Approval of June 13, 2024 Meeting Minutes
- D. Chairperson's Report
- E. Deferred Business & Future Meeting Items

Action Item

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III. Non-Agenda Public Comment

IV. City of San Diego Sustainability & Mobility (SuMo) Updates / Ahmad Erikat

- A. FRED Service Quarterly
- B. FY25 FRED Revenue Share
- C. FY25 Garage Bond Maturity
- D. AB 413 Update
- E. Status of Purchase Orders and Disbursements

p. 12

V. Curb & Parking Conversion Requests / Claudia Brizuela

- A. Island between 14th and 15th: Request for two 30-minute spaces
- B. 425 Market Street: Convert curb on south side from red to yellow

Action Item

p. 13
p. 14

Sustainability & Mobility (SuMo) Updates

Ahmad Erikat, Sustainability & Mobility Interim Parking Districts Program Manager

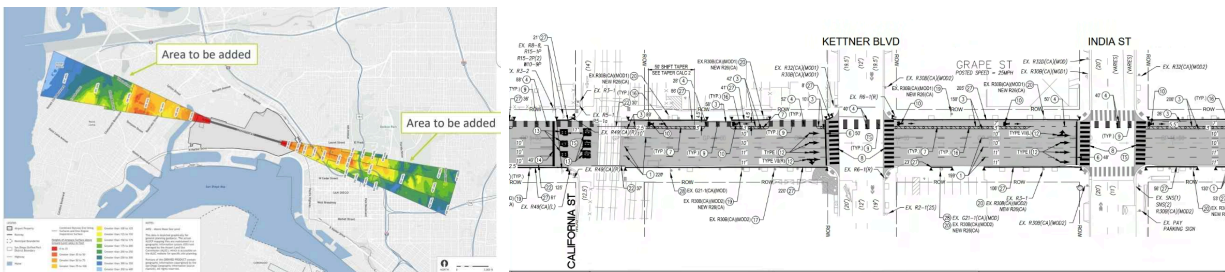
Informational Item: SuMo will provide updates on the following topics:

- FRED Service Quarterly
 - An evaluation of the service being provided by Circuit's Fun Rides Everywhere Downtown (FRED) shuttle.
- FY25 FRED Revenue Share
 - The City of San Diego committed to the DCPD to share the revenue of FRED with the DPCD. The DCPD allocated \$600,000 to the FRED service for FY25.
- FY25 Garage Bond Maturity
 - The status on the maturity on the Downtown parking garage bonds, for which the DCPD has set aside \$1,200,000 to cover.
- AB 413 Update
 - AB 413 is a state law that will improve pedestrian safety by "daylighting" intersections, which is the disallowing of parking near intersections so that pedestrians are better visible to drivers and vice versa. This however, will affect hundreds of parking spaces in Downtown. Many will have to be removed or altered in some way. SuMo has taken this opportunity to also add in more motorcycle parking spaces.
 - SuMo is responsible for overseeing how parking spaces with meters comply with this law, the Transportation Department is responsible for other parking spaces.
 - The following link provides a map of affected parking meters:
<https://www.dropbox.com/scl/fi/hpcthp61gmud05o5l927z/AB413-Impact-Summary-on-Parking-Meters-Downtown.pdf?rlkey=5zv6vqswetw3aryp15oiauz4&st=bv4d2gm&dl=0>
- Status of Purchase Orders and Disbursements
 - The City owes hundreds of thousands of dollars for expenses dating back to May.

Above: Excerpts of a Downtown Parking Management Group agenda that was created by the Chair. Before the Chair, minutes & agendas were scant and they lacked supplemental information for the public.

Monitoring the San Diego County Regional Airport Authority

The DCPC appointed an Airport Authority Liaison, Ethan Paul, to serve on the Airport Noise Advisory Committee (ANAC). Furthermore, this liaison monitors and reports on land use matters related to the San Diego County Regional Airport Authority, allowing the DCPC to remain informed on key developments that impact Downtown residents and businesses.



Pictured above: The Airport Authority's proposed height limit reductions for Little Italy (left) and excerpts of their plans to add a fourth traffic lane to Grape Street through Little Italy (right).

Oversight of Fault Line Park

The Chair coordinated with Parks & Recreation staff, Pinnacle staff, and the East Village Association to begin dialogues on the concerns regarding Fault Line Park. The Chair regularly reported findings and worked with DCPC's Public Spaces Committee Chair, Gary Hewitt, to submit formal recommendations to the City to improve governance structures for future public-private partnerships. These efforts have reinforced the importance of clear accountability in land-use agreements, protecting public spaces from mismanagement and neglect.



Information Required by the City

Voting Members

1. Manny Rodriguez
 - Officer Positions:
 - Executive Chair, Downtown Community Planning Council
 - Downtown Parking Management Group Representative
 - Community Planners Committee Representative
 - Seat: At Large Community Organization Representative
2. Brendan Bargmann
 - Officer Positions:
 - Executive Vice Chair, Downtown Community Planning Council
 - Chair, Design Review Committee
 - Seat: Marina Resident
3. Bob Link
 - Officer Positions:
 - Executive Secretary
 - Chair, 2025 Elections Committee
 - Community Planners Committee Alternate
 - Seat: East Village North Resident
4. Gabrielle Werve
 - Officer Positions:
 - Chair, Communications Subcommittee
 - Seat: At Large Resident
5. Gary Hewitt
 - Officer Positions:
 - Chair, Public Spaces Committee
 - Seat: East Village South Resident
6. Jean Paul Schwarz
 - Officer Positions:
 - Co-Chair, Owners, Developers, and Entrepreneurs Subcommittee

- Downtown Parking Management Group Alternate
 - Seat: Cortez Business
- 7. Elisabeth Schwarz
 - Seat: Cortez Resident
- 8. Tyler Winslow
 - Seat: Little Italy Business
- 9. Chris Eddy
 - Officer Positions:
 - Balboa Park Committee Representative
 - Seat: At Large Community Organization
- 10. Gregory Helmer
 - Seat: Columbia Resident
- 11. Yichao Gu
 - Seat: Horton/Gaslamp & Core Resident
- 12. Moira Tan
 - Seat: At Large Resident
- 13. Kevin So
 - Seat: At Large Community Organization
- 14. Greg Barr
 - Seat: Little Italy Resident
- 15. Joshua George (vacated January 2024)
 - Seat: Horton/Gaslamp & Core Business
- 16. Michael Villarina (vacated September 2024)
 - Seat: East Village North Business

Appointed Members (non-voting)

1. Ethan Paul - Airport Liaison
2. Ryan Baham - Downtown Community Plan Update Subcommittee Chair

Active Committee/Subcommittees

- Design Review
 - Members:
 - Brendan Bargmann (Chair)
 - Jean Paul Schwarz
 - Chris Eddy
 - Tyler Winslow
 - Meetings:
 - June 10, 2024
 - March 13, 2025
- Downtown Community Plan Update
 - Members:
 - Ryan Baham (Chair)
 - Manny Rodriguez
 - Jean Paul Schwarz
 - David Blumberg
 - Meetings:
 - April 12, 2024
 - February 21, 2025
- Communications
 - Members:
 - Gabrielle Werve (Chair)
 - Greg Helmer
 - Manny Rodriguez
 - Meetings:
 - December 9, 2024
- Public Spaces
 - Members:
 - Gary Hewitt (Chair)
 - Manny Rodriguez
 - Jean Paul Schwarz
 - Mary Soriano
 - Meetings:
 - December 10, 2024
- Elections
 - Members:
 - Bob Link (Chair)
 - Gary Hewitt

2024 - 2025 Administrative Year Basic Questions

- Regular Meetings:
 - 11
- Committee/Subcommittee Meetings:
 - 6
- Amendments to Operating Procedures Approved by the City:
 - Yes, an amendment to allow online elections voting was ministerially approved by the City.
- Members on Planning Group:
 - 14
- Vacant Seats
 - 5
- Challenges with Retaining Members
 - Several members stepped down due to other important responsibilities.
- When Were Elections Held
 - March 19, 2025, 4PM - 6PM at 202 W C St, 12th floor Committee Room
- How Many Individuals Voted
 - 22 registered voters
 - 8 ballots cast
- Issues with Elections
 - The Elections Committee did not aggressively follow up with community contacts
 - Residents reported being uncomfortable with electronic submission of photo IDs and Residential address confirming utility bills and the like
 - Google Form registration inconsistencies were identified and corrected halfway through registration
 - The City should consider creating a universal tool that can handle elections on behalf of all Planning Groups. The process is a difficult one for volunteer-run groups with limited capacity. Planning Groups who have relatively large election turnouts (e.g., Uptown) still have major conflicts that arise as well. A uniform approach could resolve many issues.
- Complaints with Planning Group Members
 - None

- Community Plan Updates
 - No
- Community Plan Amendments
 - The Community Plan Update Subcommittee proposed a series of amendments, which are attached in Exhibit B.
- Rezones
 - No
- Infrastructure Priorities
 - Yes
- Special Projects
 - Reforming the Downtown Community Parking District
 - Tracking the Airport Authority
 - Oversight of Fault Line Park
- Discretionary Projects Reviewed (yes-no-abstain)
 - Creative Crosswalks by the Downtown San Diego Partnership
 - Approved 11-0-0
 - Crosswalks:
 - PRJ-1114562 Columbia and B
 - PRJ-1114045 3rd and J (Mural)
 - PRJ-1114043 Beech and 3rd
 - PRJ-1113837 Beech and 2nd
 - PRJ-1087029: 1642 Columbia Addition
 - Approved 9-0-0
 - PRJ-1111722: Omni Hotel Exterior Patio NUP
 - Approved 11-0-0
 - PRJ-1110489: 444 W. Beech Street Sewer Vacation
 - Approved 10-1-0
 - PRJ-1108055: Horton Plaza Signage Plan
 - Denied 10-1-0
 - PRJ-1108957: Horton Plaza Lot Consolidation
 - Approved 12-0-0
 - PRJ-1104738: 1011 Union Sign Plan
 - Approved 12-0-0
 - PRJ-1115855: Sprouts Off-Site Alcohol CUP
 - Approved 14-0-0
 - PRJ-1115941: Margaritaville Live Entertainment CUP
 - Approved 14-0-0
 - PRJ-1125013: Nolita Hall Live Entertainment CUP

- Conditionally Approved with Revised Hours 13-1-0
- PRJ-1130168: Celine
 - Approved 8-0-1

17. Collaborations with Community Organizations

- Downtown Residents Group assisted with the elections.
- The Chair collaborated with the East Village Association and other stakeholders to push for improvements at Fault Line Park, engaging City departments and private entities to enhance oversight and long-term maintenance.
- The Chair, in their professional capacity, worked alongside local groups to successfully advocate for the Express 910 overnight bus route, ensuring transit service to the border during late-night hours when the Blue Line Trolley is not operational. This addressed a critical mobility gap for Downtown's workers.



Above: The Chair (red flannel) at the Press Conference for the Downtown-to-border Express Route 910 unveiling.

Exhibit A:
Communications Committee
2024 Report

ANNUAL REPORT

2024

COMMUNICATIONS COMMITTEE

Prepared by
GABRIELLE WERVE

Prepared for
**DOWNTOWN COMMUNITY
PLANNING COUNCIL**



SUMMARY

The Downtown Community Planning Council (DCPC) has established a social media presence in 2024 to serve as an official platform for community engagement, updates, and events. While activity began modestly, this year marks a foundational baseline for tracking growth and performance as we refine our posting cadence, style, and engagement strategy.

KEY METRICS

METRIC	TOTAL
REACH	687
CONTENT INTERACTIONS	115
VISITS	302
FOLLOWS	62
CURRENT AUDIENCE	205 FOLLOWERS

REACH: 687

Total number of unique accounts that saw DCPC content.

A significant improvement from a previously inactive account, with spikes surrounding key events like DCPC elections, Community Plan updates, as well as timely local issues that mattered most to our community members.

CONTENT INTERACTIONS: 115

Combined likes, comments, shares, and other forms of engagement on posts.

Engagement peaked during event-specific and high-visibility posts. Interactive and community-centered content drove the most interactions.

VISITS: 302

Profile visits from users after viewing our content.

Visits peaked alongside content with clear calls-to-action, signaling interest from the community to learn more or engage further.

FOLLOWS: 62

New followers gained during the reporting period.

Follower growth saw gradual increases throughout the year, with the highest spike in August following targeted content updates.

AUDIENCE ANALYSIS

- Demographics:
 - Gender: 59.5% Men, 40.5% Women
 - Age Range: The largest segment is 25-34 years old, followed by 35-44.
 - Top Location: San Diego (70.2%), reflecting our local audience focus.
- Top Countries:
 - United States (98%)
 - Small international presence in the Philippines, UK, Finland, and Mexico (0.5% each).

TOP CONTENT FORMATS

- Stories: 80 published
- Posts: 14 published
- Performance: Stories consistently drove quick engagement, while posts contributed to reach and profile visits.

CONCLUSION AND 2025 OUTLOOK

The metrics presented for 2024 provide a baseline year as we launch DCPC's social media efforts. Key takeaways include:

1. A steady rise in reach and visits demonstrates growing awareness from the local community.
2. Engagement rates will improve by increasing interactive content, calls-to-action, and community updates from DCPC sub-committees.
3. Stories have proven to be a high-performing format; continuing to leverage them alongside informative posts will be essential.

As we move into 2024, DCPC aims to build on this foundation with consistent posting, expanded outreach, and enhanced storytelling that connects with the downtown community.

Thank you for your continued support as we work together to keep San Diego informed and engaged!

Exhibit B:
Proposed amendments to the Downtown
Community Plan approved by the
Downtown Community Planning Council

Section	Baseline	Comments/Revisions	Amendments Approved by the Downtown Community Planning Council
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: 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. 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. The DCPC also wished to strengthen the language to benefit handicap users, thus adding "universal access".	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; or fixed guideways; or rapid bus corridors. 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, encourage ridership, and expand mobility through universal access.
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 is 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>
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>

6.2 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 nearing 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 nearing 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	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).		Periodic street closures for special events (top) and high pedestrian activity (middle) require continued safety improvements, but assuring vehicle access through Gaslamp is essential <u>while special attention should be given to the preservation and development of the pedestrian-focused Gaslamp Promenade along 5th</u> (above).
3.5 Neighborhoods and Centers Goals: Neighborhoods and Centers 3-37 Pg. 69	<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.</p> <p>3.5-G-2 Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them.</p> <p>3.5-G-3 Diversify existing single-use districts</p>	Comment: <u>Pedestrian and transit links between centers should be included here.</u>	<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.</p> <p>3.5-G-2 Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them.</p> <p>3.5-G-3 Diversify existing single-use districts.</p> <p><u>3.5-G-4 Link neighborhood cores with pedestrian corridors and express-transit service.</u></p> <p><u>3.5-G-5 Reduce driver speeds and vehicle street stress and clutter in neighborhood cores.</u></p>
3.5 Neighborhoods and Centers Gaslamp Quarter/Horton Plaza 3-33 Pg. 68	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.		This area experienced the first successful wave of downtown redevelopment <u>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.</u> It contains the <u>historic</u> Horton Plaza shopping center, <u>now reimagined as a mixed-use retail and life sciences center</u> , 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.
3.1 Structure and Land Use Core 3-7 Pg. 39	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>Excerpt: "Retail, cultural, educational, civic and governmental, and entertainment uses are also permitted."</p> <p>Add: "governmental, open or green spaces, and entertainment uses are also permitted"</p> <p>Comment: <u>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.</u></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>

Section	Status	Baseline	Comments/Revisions	Recommendations
<p>3.1 LAND USE AND HOUSING</p> <p>Policies: Structure and Land Use</p> <p>3-15</p> <p>Pg. 47</p>	Approved	<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 encourage vibrant, welcoming gathering spaces not to the exclusion of promenades, plazas, and other pedestrian-only uses.</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>	Approved	<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>	Strike " the recent completion of " Petco Park	Strike " the recent completion of " Petco Park

6.5 EAST VILLAGE 6-19 Pg. 129	Approved	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)
6.7 LITTLE ITALY 6-33 Pg. 143	Approved	<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>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>	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 ."	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 ."