

CHAPTER 4.0

PROJECT DESCRIPTION

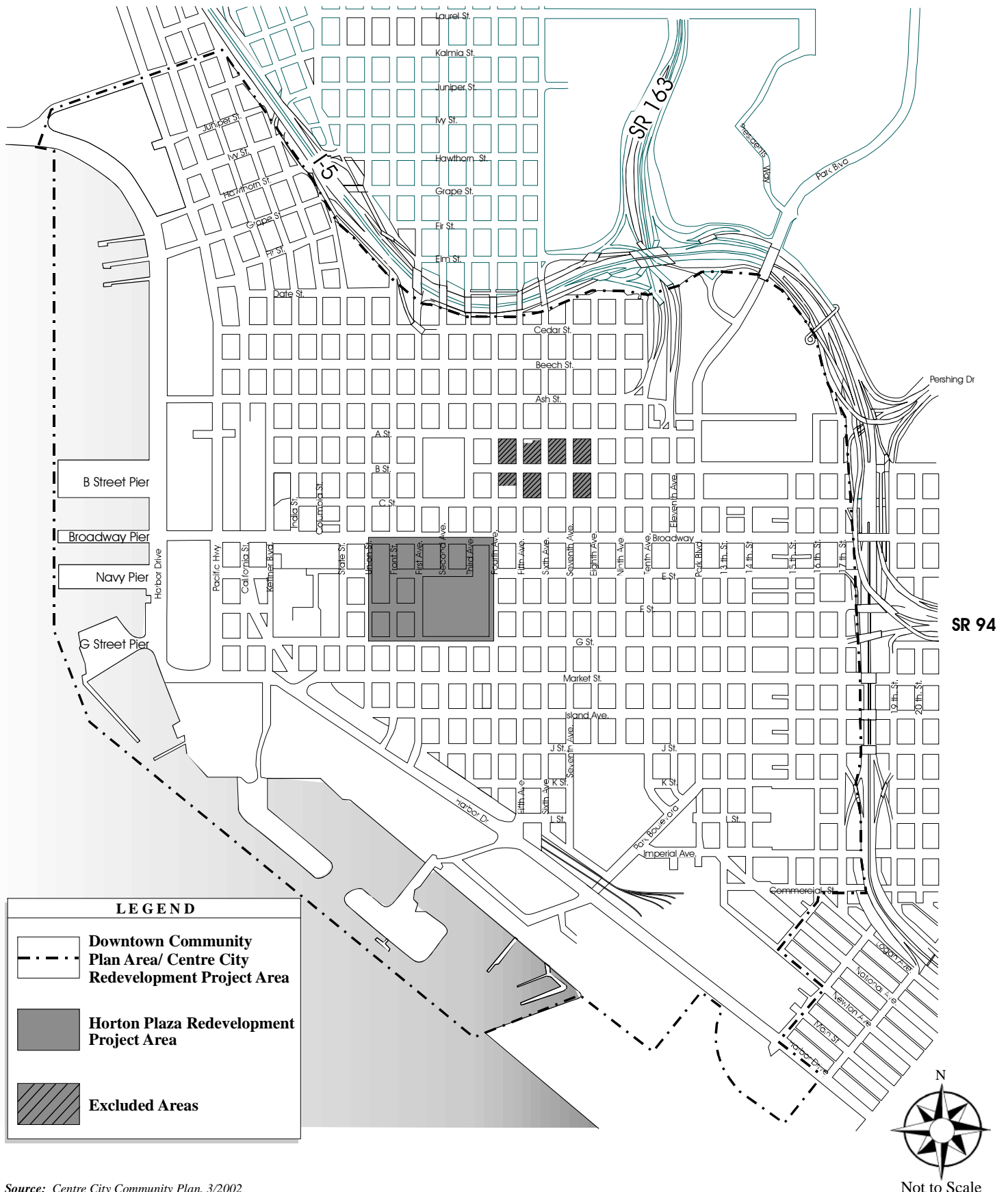
4.1 BACKGROUND

4.1.1 HISTORY OF THE REDEVELOPMENT PLAN AND COMMUNITY PLAN

California Community Redevelopment Law (California Health and Safety Code § 33000 et seq.) was adopted in 1962 to provide California cities and counties with the authority, scope and financial means to stimulate revitalization and eliminate blighted conditions in urban areas. The law outlines procedures to eliminate blight. It also defines the financial tools, legal authority and citizen participation necessary to successfully implement adopted plans.

In 1972, the City of San Diego established an area around and including Horton Plaza as downtown's first redevelopment project area. The Horton Plaza shopping center was the first redevelopment project, completed downtown in 1985. Subsequent to the adoption of the Redevelopment Plan for the Horton Plaza Redevelopment Project ("Horton Plaza Redevelopment Plan"), other areas in downtown were also targeted for revitalization. The Marina and Columbia Redevelopment Projects were each adopted in 1976, and the Gaslamp Quarter Redevelopment Project was adopted in 1982. Separate Redevelopment Plans were adopted along with the individual Project Areas.

The four redevelopment projects focused development and rehabilitation efforts within their boundaries until 1992, when it was determined that they alone were not sufficient catalysts to reverse the blight existing outside their project boundaries. In fact, the conditions of blight within downtown, but outside the redevelopment project areas, had worsened. In 1992, the Columbia, Marina, and Gaslamp Quarter project areas were merged to become the Centre City project area, with the adoption of the corresponding "Redevelopment Plan for the Centre City Redevelopment Project-area". In addition, the project boundaries were extended to include East Village (then known as Centre City East), Little Italy (then known as Harborview), and Cortez Hill. The Horton Plaza Redevelopment Project and the Centre City Redevelopment Project Areas now encompass the entirety of downtown as shown in Figure 4.1-1.



Redevelopment Project Areas _____ Figure 4.1-1

The Centre City Community Plan was adopted concurrently with the 1992 Centre City Redevelopment Plan. The Centre City Community Plan is one component of the City of San Diego's General Plan and Progress Guide, the "umbrella" planning document that directs future growth and development throughout the entire city. The Centre City Community Plan applies specifically to downtown and functions as the source of the vision for downtown redevelopment, describing in planning terms what downtown should look like. The Centre City Community Plan outlines the objectives related to future development downtown, and defines planning policies for land use; housing; circulation; urban design; open space; human, social and educational services; culture, arts and entertainment; historic preservation/conservation; special projects; and facilities financing.

Downtown's two redevelopment plans enable certain goals and policies of the Centre City Community Plan to be implemented through the use of redevelopment powers, such as tax-increment financing and selective use of eminent domain. In addition, the three PDOs serve as the zoning documents for the two redevelopment areas. The Centre City PDO applies to all of the area with the exception of the Gaslamp and the Marina Districts which have their own PDOs. The PDOs contain enforceable regulations and controls that implement the Centre City Community Plan and redevelopment plans.

4.1.2 CCDC'S HISTORY AND ROLE IN REDEVELOPMENT

California Community Redevelopment Law (California Health and Safety Code §33000 et seq.) allows for the establishment of local redevelopment agencies, giving them the authority to create project areas, issue tax allocation bonds, and acquire property through eminent domain when necessary to meet adopted redevelopment objectives. The elected members of the San Diego City Council serve as the San Diego Redevelopment Agency.

CCDC is the non-profit agency charged with implementing redevelopment projects in downtown on behalf of the Redevelopment Agency. Formed in 1975, CCDC is charged with forming public-private partnerships to facilitate redevelopment projects adopted pursuant to redevelopment law. Through an operating agreement, CCDC is the Agency's representative in the development of retail, residential, office, hotel, cultural and educational projects, and public improvement projects, and has the authority to approve development activities. The Mayor and City Council appoint each member of CCDC's board of directors to three-year terms.

4.1.3 THE PLANNING PROCESS

The proposed Downtown Community Plan is the product of a three-year public participation program combined with research and planning performed by a team of consultants under contract to CCDC. Central to the process was a 35-member Steering Committee that guided the formulation of planning and design principles. The Steering Committee's charge to consider input from the broader public was accomplished by a series of public workshops and a number of regular public meetings where downtown residents, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and recommendations.

Key baseline information for downtown was developed for CCDC by a variety of consultants to assist in developing new land use strategies for downtown including geologic hazards, hazardous materials, historic resources, airport noise and crash hazard contours, and transit usage. This information was incorporated into a series of seven working papers, which were instrumental in developing the proposed Plans and Ordinance. The working papers include:

- Working Paper #1 – Report on Stakeholder Interviews;
- Working Paper #2 – Report on Public Workshops Planning Issues and Vision;
- Working Paper #3 – Draft Planning Principles;
- Working Paper #4 – Demographic and Market Assessment;
- Working Paper #5 – San Diego Downtown Comparison;
- Working Paper #6 – Downtown Opportunities and Challenges; and,
- Working Paper #7 – Alternatives.

All seven working papers are available at CCDC, and online at www.ccdc.com/planupdate/workingdocs.html. The working papers, along with the recommendations and input by the public and Steering Committee, contributed to the development of the proposed Plans and Ordinance.

4.2 OVERVIEW OF PROPOSED PLAN

The proposed Plans and Ordinance involves a comprehensive revision of the following primary planning documents governing downtown: the Downtown Community Plan (formerly Centre City Community Plan), the Redevelopment Plan for the Centre City Project Area, and the Centre City Planned District Ordinance. Subsequent amendments to other implementing plans and policies may be required for consistency.

4.3 PURPOSE/OBJECTIVES OF THE PROPOSED DOWNTOWN COMMUNITY PLAN

The purpose of the proposed Downtown Community Plan is to respond to downtown's current planning context and development trends, implement the San Diego General Plan's Strategic Framework Element, address underdeveloped and underutilized areas of downtown, and identify new opportunities that have arisen over the past decade.

As described in Chapter One of the proposed Plan, the guiding principles include:

- **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. Downtown's urban form would be an integral aspect of San Diego's identity.
- **Intense yet always livable, with a substantial and diverse downtown population.** An intense downtown is central to not only fostering vibrancy but also to curtailing urban 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 the development of regional destinations. The creation of jobs easily accessed via transit, bicycle, or on foot would also further regional mobility goals.
- **A collection of unique, diverse neighborhoods with a full complement of uses.** The organizing concept of the Downtown 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 urban living.
- **A celebration of San Diego's climate and waterfront location.** The Plan fosters vital public spaces and active street life. Building massing would be orchestrated to ensure that sunlight reaches parks and Neighborhood Centers. Open spaces would be located within easy walking distance for residents, and streets would be 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 would also foster 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 places and experiences will ensure that downtown is memorable and explorable. All of downtown will be alive with arts and culture.

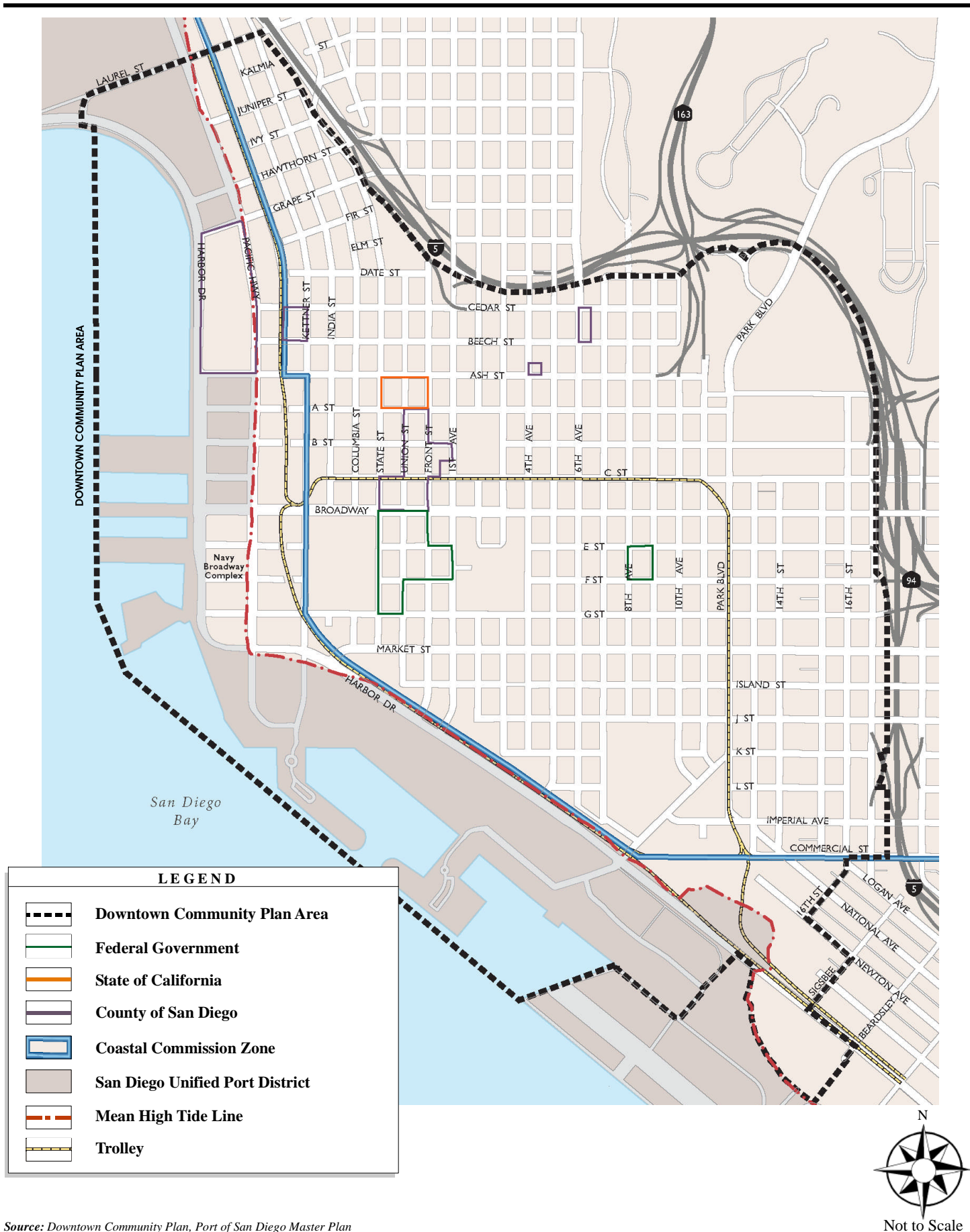
4.4 PROJECT LOCATION AND BOUNDARIES

The proposed project area encompasses approximately 1,445 acres of land in downtown San Diego. The project area is bounded by Laurel Street and I-5 on the north; I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east; and San Diego Bay on the south and west (refer to Figure 3.1-2).

As illustrated in Figure 4.4-1, the proposed Downtown Community Plan applies to all of downtown. However, CCDC has no primary regulatory authority over property along the waterfront.

In addition, the following County-, State-, Federal-, and Navy-owned sites may be exempt from CCDC planning regulations based on primacy or inter-governmental immunity.

- **Federal Government.** The Federal Government maintains jurisdiction over the Edward J. Schwartz Federal Building, located at Front Street and E Street, and adjacent land being used for the expansion of the Federal Courthouse. In addition, federal property downtown includes the Post Office and the Federal jail.
- **U.S. Navy.** The U.S. Navy maintains a significant presence on the downtown waterfront with the Navy Broadway Complex, located between Broadway, Market Street, Pacific Highway, and Harbor Drive, and an office building at 1220 Pacific Highway.
- **State of California.** The State of California currently occupies an office building and parking areas in the north-western section of the Core neighborhood between State, Front, Ash, and A streets. The State is currently planning the construction of a replacement building.
- **San Diego County Regional Airport Authority.** The Regional Airport Authority acts as the Airport Land Use Commission for the San Diego International Airport, affecting downtown land uses in areas within the Airport Influence Area.
- **County of San Diego.** The County of San Diego owns several downtown sites including the County Administration Center on Pacific Highway and the County Courthouse and Jail on Broadway between First Avenue and State Street, among others in the vicinity.
- **San Diego Unified Port District.** Lands to the west and south of the Historic Mean High Tide Line of San Diego Bay are subject to the San Diego Unified Port Act and the Port Master Plan. These include the majority of the downtown waterfront to the west of Pacific Highway and south of Harbor Drive.
- **California Coastal Commission.** This State agency has jurisdiction over a portion of the lands in the downtown community plan area that are outside of the Port's jurisdiction (the Mean High Tide Line) but within the Coastal Zone. Coastal Development Permits issued by CCDC for new development within this area are appealable to the Commission. The appealable area is generally bounded by Beardsley Avenue to the south, Harbor Drive to the east, and the Downtown Community Plan boundary to the north and west.
- **San Diego Community College District.** City College is the downtown location for the San Diego Community College District. The campus lies in the College neighborhood, and occupies a large piece of property between A and C streets, east of Park Boulevard.
- **San Diego Unified School District.** This school district has jurisdiction over its San Diego High School campus, located north of City College between Park Boulevard and 16th Street, as well as Garfield High School, which is located between 16th and 17th streets, north of B Street and Washington Elementary in Little Italy.



Source: Downtown Community Plan, Port of San Diego Master Plan

Downtown Planning Jurisdictions _____ Figure 4.4-1

This Page Intentionally Left Blank

4.5 DOWNTOWN COMMUNITY PLAN

The proposed Downtown Community Plan would be a primary document in the system of plans that governs downtown. It would establish the overall vision for downtown and outline policies to attain this vision. The Downtown Community Plan would also serve as the basis for detailed zoning and development standards as well as a variety of other actions, such as open space acquisitions and transportation improvements. A wide range of planning topics, including structure and land use, parks and open space, urban design, transportation, arts and culture, and historic preservation would be addressed in the Downtown Community Plan, encompassing the full spectrum of issues related to downtown's physical development.

Under the proposed Downtown Community Plan, downtown at buildout would consist of an integrated and connected network of distinct neighborhoods and districts. These include Civic/Core, Columbia, Convention Center, Cortez, East Village, Gaslamp Quarter/Horton Plaza, Little Italy, and Marina. Each would contain a mixed-use center (or, "main street") and a park. The scale would be such that residents and workers would be within a ten-minute walk of open space and neighborhood center amenities (including shops, restaurants, office space, and arts and cultural facilities). Building heights surrounding neighborhood open space would be limited to ensure sun exposure. The Plan encourages maximizing open space by setting aside geologic fault zones for park development.

The boundaries of the neighborhoods and districts, shown in Figure 4.5-1, are based on walkability, existing character, and expected new development types. Compared to the neighborhoods contained in the existing Centre City Community Plan, the boundaries of Little Italy, Columbia, Marina, Core, and Cortez would not change. Horton Plaza and the Gaslamp District would combine to become one district under the proposed Downtown Community Plan. In addition, the East Village neighborhood would be organized into four "sub-districts," including Ballpark, Northwest, Northeast, and Southeast.

Several of downtown's neighborhoods, including Little Italy, Marina, and the Core, are established and not expected to change significantly as a result of the proposed Downtown Community Plan. Other areas, particularly East Village, would undergo major transformations to accommodate increasing residential and commercial activity. As these neighborhoods develop, they would be differentiated from one another by elements such as historic resources, building volumes and intensities, parks and open spaces, land use emphasis, and design.

The Downtown Community Plan would further develop the Core and Columbia neighborhoods to establish them as downtown's business district by regaining employment uses. These neighborhoods would contain a greater density of high-rise office buildings and mixed uses would be allowed in order to promote neighborhood activity during non-working hours. The downtown neighborhoods would be connected by, tree-lined boulevards, such as Broadway, Market Street, Harbor Drive, and Pacific Highway. Certain downtown roadways could also support public transit including the trolley and bus system. Smaller, more pedestrian-oriented "green streets" would link downtown neighborhoods and parks.

As shown in Table 4.1-1, the proposed Downtown Community Plan would depart from the land use intensities assumed by SANDAG for existing 1992 Centre City Community Plan by further increasing intensity and density of land uses and increasing resident and employment populations.

In addition the proposed Plan would provide more park space, orient downtown's neighborhoods around mixed-use centers, and connect neighborhoods through Boulevards, Green Streets, and freeway lids.

TABLE 4.1-1
Downtown Land Use and Demographics under Existing Conditions, the 1992 Centre City Community Plan, and the Proposed Downtown Community Plan

LAND USE/ DEMOGRAPHIC CATEGORY	EXISTING	1992 COMMUNITY PLAN BUILDOUT	PROPOSED UPDATE 2030
Population	27,500	48,000	89,100
Employment	74,500	117,000	167,700
Residential (units)	14,600	30,700	53,100
Office (s.f.)	9,473,000	20,700,000	22,028,000
Office (Civic) (s.f.)	3,671,000	NA	7,793,000
Culture and Education (s.f.)	1,508,000	NA	2,560,000
Retail (s.f.)	2,658,000	4,300,000	6,070,000
Hotel Rooms	8,800	15,600	20,000
Other	2,180,000	NA	2,780,000

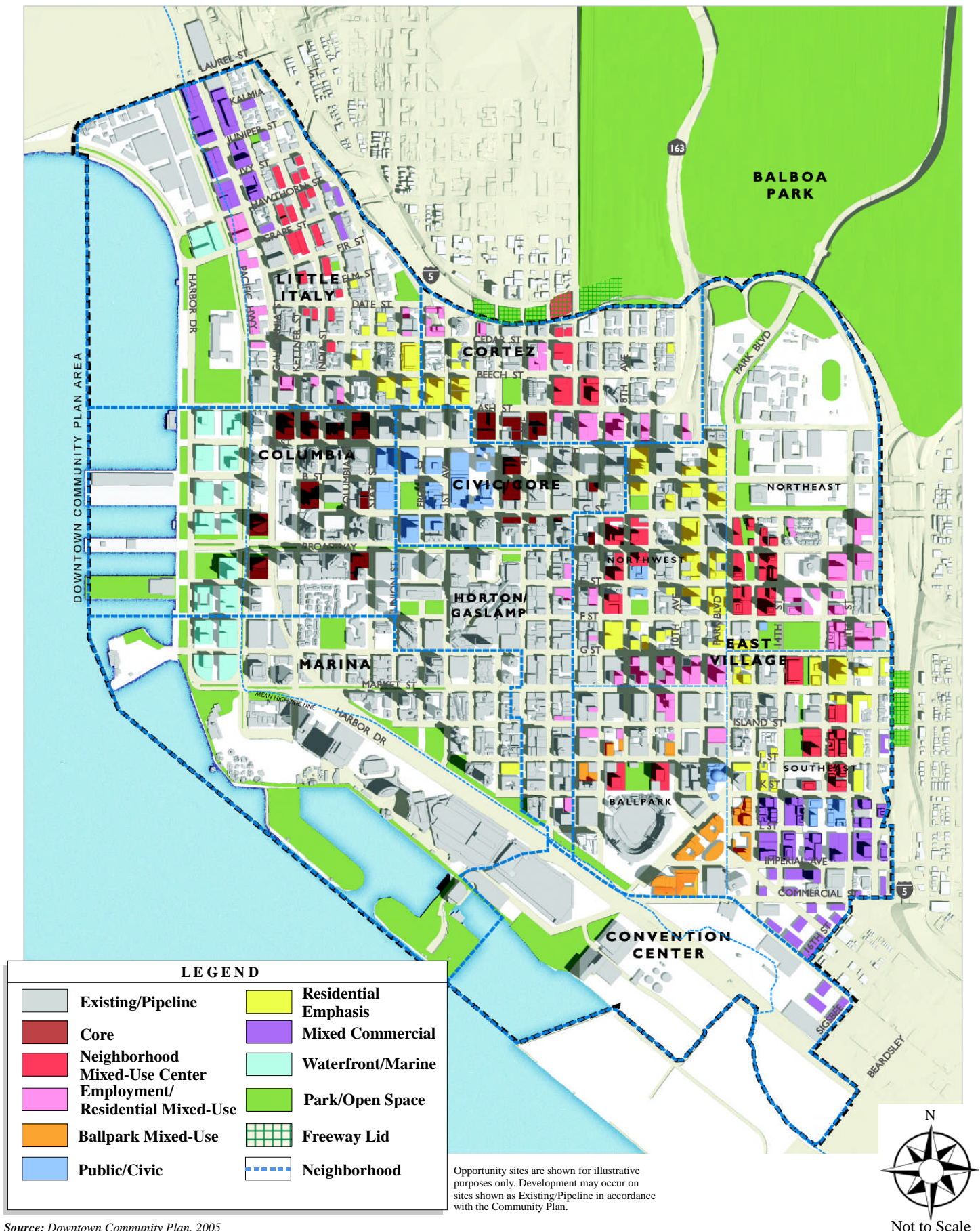
Source: Downtown Community Plan 2005 and, SANDAG, www.sandag.org.

The Downtown Community Plan is organized into four parts and 14 chapters. Each part deals with general planning topics such as Physical Development, Transportation and Public Facilities, and Community Development. The chapters identify specific topics within each of the four parts. Each chapter contains goals and policies describing major objectives and implementing actions. Goals express broad intent; and policies reflect specific direction, practice, guidance, or directives. Where appropriate, standards (items that can be mapped or measured) are articulated. These standards may be fixed (such as building heights) or performance based (such as noise). The following discussion summarizes each chapter of the proposed Downtown Community Plan and the goals and policies within them.

4.5.1 PART 1: OVERVIEW

4.5.1.1 Introduction and Overview (Chapter 1)

This chapter outlines the overall vision for downtown's long-range physical development that reflects the aspirations of the community.



Source: Downtown Community Plan, 2005

Proposed Neighborhoods and Districts Figure 4.5-1

This Page Intentionally Left Blank

4.5.1.2 The Planning Process (Chapter 2)

Chapter 2 highlights the purpose and objectives of the Downtown Community Plan, which were described in Section 4.3. In addition, this chapter explains the relationship of the Downtown Community Plan with other downtown plans, development regulations, and guidelines.

4.5.2 PHYSICAL DEVELOPMENT (PART 2)

4.5.2.1 Land Use and Housing (Chapter 3)

This chapter contains six subsections, each containing goals and policies. The six subsections are entitled Structure and Land Use; Development Intensity and Incentives, and Plan Buildout; Housing; Affordable Housing; Neighborhoods and Centers; and, Large facilities. Combined, these chapters would balance neighborhood development with an array of uses, improved pedestrian and vehicular connections, and better integration with the waterfront, Balboa Park, and surrounding communities.

Chapter 3 focuses on strategies to:

- 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 165,000 quality jobs to reflect downtown's role as the premier employment center in the region;
- Target a residential buildout population of 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.

Structure and Land Use (Chapter 3.1)

The Downtown Community Plan envisions an overall intensification of development downtown. As illustrated in Figure 4.5-2, the Civic/Core would acquire a greater mix of uses and would be complemented by neighborhood mixed-use centers distributed throughout downtown. The "grid" street system would be maintained, and extended to the waterfront in places where reuse is envisioned. Larger parcels at the western waterfront would be broken up to create a mixed-use district and promote vitality. Downtown's street grid would be reinforced with a design that emphasizes pedestrian accessibility and connectivity. Certain streets at the waterfront, civic center, and bus yards that are currently closed would be re-opened to facilitate movement. Finally, a substantial increase in building intensity would be anticipated and encouraged.

Land Use Classifications

Chapter 3.1 includes a classification system that identifies the types of land uses that are proposed for downtown. These land use categories are also shown on the Land Use Map (Figure 4.5-3). The land use categories are meant to be broad enough to provide flexibility in implementing policy, but

clear enough to provide sufficient direction to carry out the Downtown Community Plan. In addition to the uses allowed in each category, public uses (including government offices, police and fire stations, and public schools) would be permitted in all land use classifications. Each land use category is described below.

Ballpark Mixed-Use

Mixed uses in the Ballpark District would accommodate major sporting events and visitor attractions. The classification would allow a broad array of other uses, including restaurants, hotels, offices, research and development facilities, cultural and residential uses, live/work use, and parking.

Core

This classification is primarily intended to encourage, support, and enhance the Core as a high-intensity office and employment center. The Community Plan supports the Core's role as a center of regional importance and as a primary hub for business, communications, office, and visitor accommodations, 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 would also be permitted. All development would be required to be pedestrian-oriented.

Employment/Residential Mixed-Use

This classification would provide synergies between educational institutions and residential neighborhoods, or transition between the Core and residential neighborhoods. It also encompasses Horton Plaza. This classification would permit a variety of uses, including office, residential, hotel, research and development, and educational and medical facilities.

Mixed Commercial Flexible-Use

This classification would accommodate a diverse array of uses, including residential, artists' studios, live/work spaces, hotels, offices, research and development, and retail, and allow continuing operation of existing service and industrial uses – including light industrial and repair, warehousing and distribution, transportation and communication services. Any new industrial and service use will be required to demonstrate that air quality in surrounding residential uses and neighborhoods (such as Barrio Logan) is not adversely impacted.

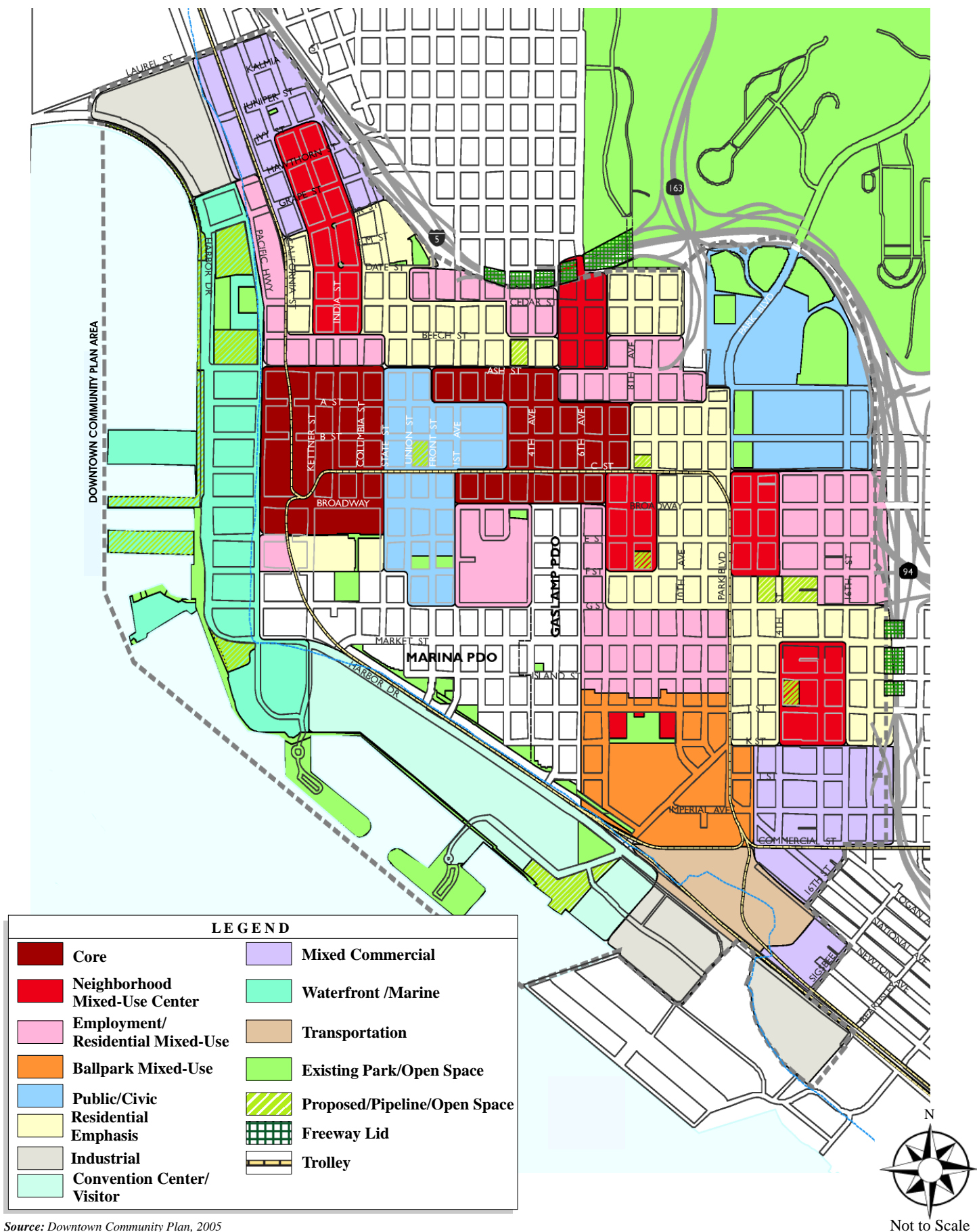
Industrial

This classification would permit a range of industrial uses such as light manufacturing, repair and storage, as well as energy-generation facilities, subject to performance standards.

Neighborhood Mixed-use Center

This classification is intended to ensure development of distinctive centers around plazas or “main streets” that provide a focus to the neighborhoods. It would support mixed-use (residential/nonresidential) projects that contain active ground-floor uses. A broad array of compatible uses, including retail, restaurants, residential, office, cultural, educational, and indoor recreation would be permitted, with active ground floor uses. Building volume restrictions would be

This Page Intentionally Left Blank



Proposed Land Use Map _____ Figure 4.5-3

This Page Intentionally Left Blank

applied to allow sunlight to reach streets and public spaces, and design standards would establish pedestrian-oriented development.

Park/Open Space

The classification is intended to allow public parks and open spaces. Below ground parking facilities and small cafes would also be permitted, subject to performance standards.

Public/Civic

The classification would provide a center for government, civic, cultural, educational, and other public uses.

Residential Emphasis

The Residential emphasis areas would accommodate primarily residential development. Small-scale businesses, offices, and services, and ground-floor commercial uses (such as cafes and drycleaners) would also be allowed, provided they would not exceed 20 percent of the overall building area.

Waterfront/Marine

This classification would support a range of maritime-related uses, including ocean-related industry, major tourist and local visitor attractions, trade, office, eating and drinking establishments, markets, retail, parking, museum and cultural facilities, and hotel, predominantly in the Port District's jurisdiction.

Convention Center/Visitor

Convention center, hotel, and parks and open spaces would be permitted under this classification.

Transportation

This district accommodates uses related to trolley, passenger and freight rail operations, maintenance and repair, and associated activities.

Employment Required Overlay

In addition to the land use classifications, the Employment Required Overlay (Figure 4.5-4) Employment Overlay Area would identify areas where at least 50% of the occupied building area on a parcel would be required to contain office, education, retail, and other commercial uses. This overlay is intended to assure that sufficient area would remain to accommodate future employment uses to help assure a good jobs/housing balance.

Development Intensity and Incentives, and Plan Buildout (Chapter 3.2)

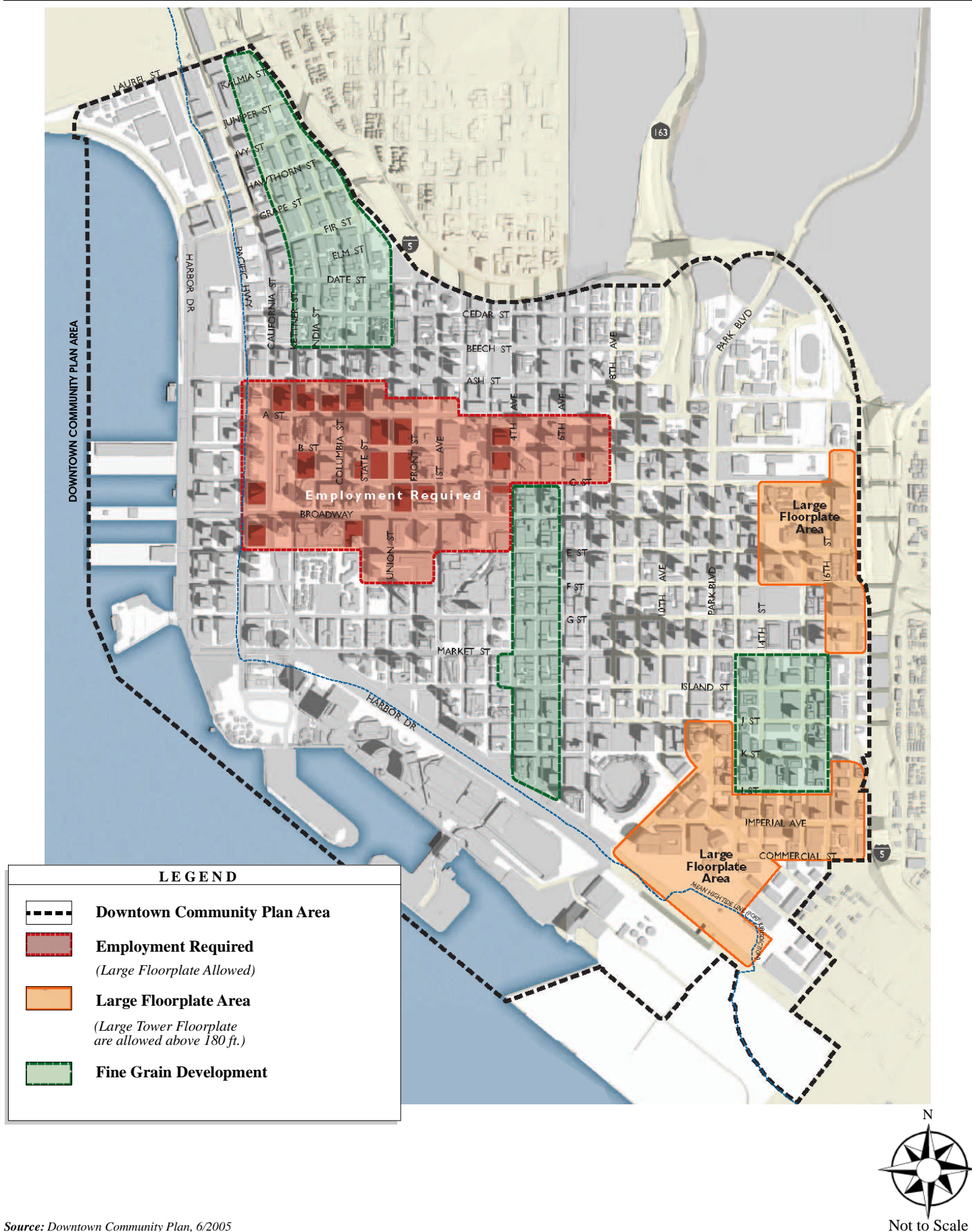
Chapter 3.2 describes the development intensity, incentive programs, and the anticipated buildout of downtown. Development intensity would be measured as Floor Area Ratio (FAR), which is the gross floor area divided by lot area. Figure 4.5-5 shows the allowable maximum and minimum FARs for downtown. Without incentives, maximum FARs throughout downtown would range between 2.0 and 12.0. With the various incentives described below, the FAR in some portions of the Plan area could be as high as 20.0.

The Downtown Community Plan would target a residential population of 89,100 persons and an employment population of 167,700 persons by 2030. Table 4.1-2 shows the projected buildout of the Downtown Community Plan in the year 2030 on a neighborhood basis compared with the existing development levels. The estimated buildout condition in downtown is based on two fundamental assumptions. First, future development downtown is assumed to occur primarily on sites which are currently vacant or developed with buildings that do not meet earthquake standards or represent a substantial underutilization of land when compared to the proposed land use classification. Many of the parcels which are currently developed with serviceable buildings or significant historic buildings were assumed to remain unchanged through the year 2030. However, as indicated on page 3-26 of the Proposed Community Plan, “Designation of a site for certain use does not necessarily mean that the site will be built/redeveloped with the designated use within the horizon of the Plan. Similarly, sites that are not anticipated to be redeveloped may actually be reused.” Second, in predicting the amount of development that would occur on those parcels anticipated to be redeveloped, an average level of development, 80% of the maximum FAR, was assumed rather than the maximum allowed by the land use classification. Assuming an average intensity is considered appropriate for a number of reasons. For office space, buildout to maximum intensity within the 2030 timeframe would be economically infeasible as the quantity of office space would exceed the estimated demand for the entire San Diego region. It is unreasonable to assume that no office space would be built in the other portions of the region. In addition, there are intensity constraints imposed by design regulations such as setbacks and stepbacks.

Four kinds of incentives/exemptions programs to promote vital neighborhood centers, affordable housing, historic conservation, and public improvements are identified:

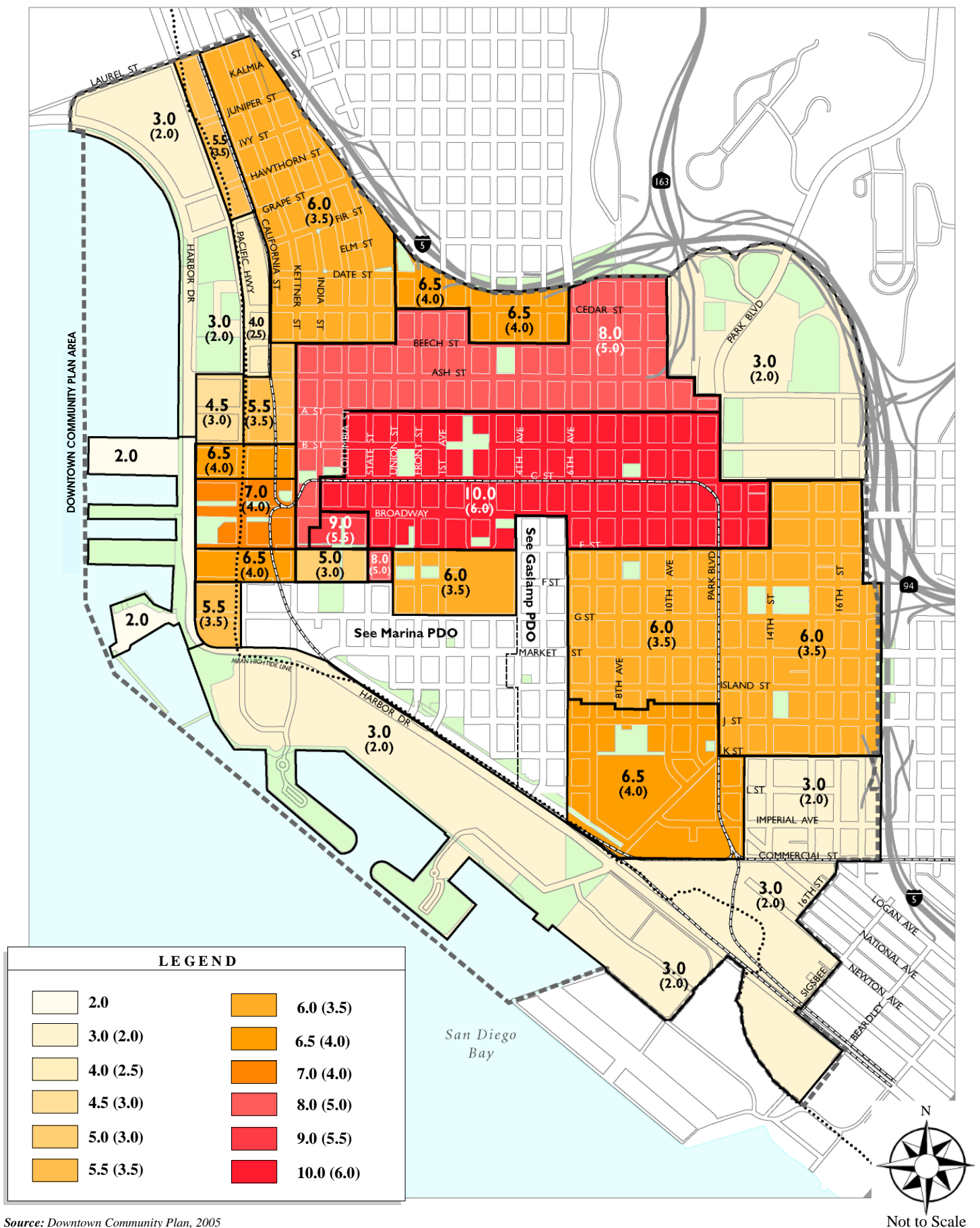
- **Retail Along Active Streets.** To facilitate vital retail districts in strategic locations, the Downtown Community Plan would exempt retail/commercial uses and other public uses on the ground floor from FAR calculations on main streets.
- **Historical Resources.** The gross floor area of a designated historic structure would be excluded from the calculation of the total FAR of the project so long as the historic, and/or architectural character of the structure is rehabilitated and not adversely affected.
- **Affordable Housing.** A maximum 35% FAR bonus (applied to the residential component of a project) would be available for projects meeting on-site affordable housing requirements, as provided in Section 65915 of the California Government Code.
- **Specific Amenities and Improvements.** In specific locations, increases in FARs (beyond the Base FARs) would be allowed for provision of improvements or amenities over and beyond those required as part of normal development requirements. Criteria for fulfilling these requirements would be spelled out in detail in the PDO.

In addition, a Transfer of Development Rights (TDR) program would be established to help with the acquisition of land for new public parks and preservation of historical resources as long as the historic, and/or architectural character of the structure is rehabilitated and not adversely affected. All sites designated for public parks that are in private ownership would be eligible to transfer or sell their development rights to a “TDR bank” or receiving sites identified in the Community Plan that



Employment Overlay Area _____ Figure 4.5-4

This Page Intentionally Left Blank



Source: Downtown Community Plan, 2005

Proposed Minimum and Maximum FARs _____ Figure 4.5-5

This Page Intentionally Left Blank

**Table 4.1-2
Existing vs. Proposed Land Use by District**

LAND USE TYPE	EXISTING	PROPOSED BUILDOUT
LITTLE ITALY DISTRICT		
Residential	1,974 units	7,970 units
Office	978,853 s.f.	1,925,401 s.f.
Civic Office	208,000 s.f.	208,000 s.f.
Culture and Education	20,300 s.f.	63,903 s.f.
Retail	266,191 s.f.	380,607 s.f.
Hotel Rooms	1,134 rooms	1,261 rooms
Other	--- s.f.	--- s.f.
CORTEZ DISTRICT		
Residential	2,700 units	6,238 units
Office	716,737 s.f.	1,192,836 s.f.
Civic Office	85,831 s.f.	85,831 s.f.
Culture and Education	125,000 s.f.	327,761 s.f.
Retail	67,300 s.f.	187,744 s.f.
Hotel Rooms	635 rooms	667 rooms
Other	--- s.f.	--- s.f.
CIVIC/CORE DISTRICT		
Residential	684 units	1,274units
Office	4,169,900 s.f.	4,916,716 s.f.
Civic Office	1,085,618 s.f.	2,857,072 s.f.
Culture and Education	139,500 s.f.	124,500 s.f.
Retail	253,000 s.f.	402, s.f.
Hotel Rooms	1,116 rooms	1,530 rooms
Other	--- s.f.	--- s.f.
COLUMBIA DISTRICT		
Residential	1,132 units	3,859 units
Office	2,503,031 s.f.	6,043,011 s.f.
Civic Office	939,871 s.f.	3,290,227 s.f.
Culture and Education	115,495 s.f.	151,464 s.f.
Retail	183,880 s.f.	685,234 s.f.
Hotel Rooms	2,003 rooms	4,321 rooms
Other	--- s.f.	--- s.f.

Table 4.1-2 (Continued)
Existing vs. Proposed Land Use by District

LAND USE TYPE	EXISTING	PROPOSED BUILDOUT
MARINA DISTRICT		
Residential	3,587 units	3,912 units
Office	24,113 s.f.	243,431 s.f.
Civic Office	474,772 s.f.	474,772 s.f.
Culture and Education	26,065 s.f.	66,630 s.f.
Retail	386,813 s.f.	1,002,975 s.f.
Hotel Rooms	3,449 rooms	4,178 rooms
Other	880,000 s.f.	880,000 s.f.
GASLAMP QUARTER/HORTON PLAZA DISTRICT		
Residential	1,131 units	1,553 units
Office	1,277,154 s.f.	1,405,032 s.f.
Civic Office	631,575 s.f.	631,575 s.f.
Culture and Education	81,869 s.f.	109,649 s.f.
Retail	1,691,724 s.f.	1,824,256 s.f.
Hotel Rooms	1,015 rooms	2,350 rooms
Other	--- s.f.	--- s.f.
EAST VILLAGE DISTRICT		
Residential	4,531 units	28,182 units
Office	852,087 s.f.	6,236,566 s.f.
Civic Office	158,000 s.f.	158,000 s.f.
Culture and Education	1,483,384 s.f.	1,716,185 s.f.
Retail	930,250 s.f.	1,579,979 s.f.
Hotel Rooms	1,288 rooms	4,164 rooms
Other	420,000 s.f.	420,000 s.f.
CONVENTION CENTER DISTRICT		
Residential	--- units	143 units
Office	--- s.f.	65,107 s.f.
Civic Office	87,500 s.f.	87,500 s.f.
Culture and Education	--- s.f.	--- s.f.
Retail	--- s.f.	6,427 s.f.
Hotel Rooms	--- rooms	1,531 rooms
Other	880,000 s.f.	1,480,000 s.f.

would be able to add the development rights from the park site to its own. Also, “excess” FAR from listed historical resources could be sold to adjacent properties, as provided in the Centre City PDO.

Housing (Chapter 3.3)

Chapter 3.3 would promote an intense and wide-range of housing choices, meeting the various needs of a mixed population. Housing would take many forms in downtown, from luxury penthouses to single-room occupancy (SRO) hotels, compact living units (CLUs), studios, lofts, living units, and rental and ownership multi-room units. While mostly concentrated in neighborhoods with residential emphasis, housing would also be considered an integral part of mixed-use centers and districts.

Affordable Housing (Chapter 3.4)

Chapter 3.4 would promote the development of affordable housing to meet the needs of a diverse population. A minimum percentage of affordable housing is a requirement of California Redevelopment Law for all redevelopment project areas, including downtown.

Neighborhoods and Centers (Chapter 3.5)

Chapter 3.5 defines the downtown neighborhoods proposed by the Downtown Community Plan (discussed fully in Chapter 6: Neighborhoods and Districts). Neighborhoods would be based on walkability, existing character, and expected new development types. Elements such as historic structures, building volumes, parks and open spaces, land use emphasis, and design would combine to provide each a sense of individual identity. Each neighborhood would be served by at least one neighborhood center that would provide amenities necessary for daily life and a focal core of activity.

Large Facilities (Chapter 3.6)

Chapter 3.6 defines large facilities as those with footprints exceeding one block. Although large facilities have contributed to redevelopment success downtown, further development of large facilities would need to be balanced against maintaining designated public views, connections between neighborhoods, and the integrity of the street grid. Goal 3.6-G-1 would allow facilities only in appropriate locations, and provided that projects do not interrupt community fabric, street grid, designated public views, or the viability of Neighborhood Centers, and that facilities be designed to be compatible in scale and texture with surrounding uses.

4.5.2.2 Parks, Open Space, and Recreation (Chapter 4)

Chapter 4 describes the proposed open space system for downtown, which would be designed to emphasize linkages between residential uses, parks, and Neighborhood Centers, and improve connections to Balboa Park and the waterfront. The open space system would enable downtown residents to live within an approximately five-minute walk of at least one park or plaza. Open space at buildout of the Downtown Community Plan in 2030 would comprise up to 131 acres and be composed of parks, plazas, and freeway lids. In addition, all residential projects downtown would be required to incorporate common open spaces onsite, such as courtyards and terraces, for residents.

As discussed earlier, a Transfer of Development Rights incentive program would be established to help finance the acquisition of park space and preserve historic buildings. This would potentially allow proposed open space site owners to sell development rights to property owners in higher-intensity areas of downtown (Policy 4.1-P-3).

4.5.2.3 Urban Design (Chapter 5)

Chapter 5 contains nine subsections, each containing specific goals and policies. Overall, Chapter 5 focuses on issues of public realm, identity, character, and experience for downtown's residents, workers, and visitors, and includes strategies to accomplish the following:

- Maximize the advantage of San Diego's climate and downtown's waterfront setting by emphasizing the public realm (streets and public spaces) more so than individual buildings;
- Foster vital and active street life; and maximize sunlight penetration into streets and open spaces;
- Build upon natural features and historical assets to promote richness and diversity;
- Ensure that development is designed with a pedestrian orientation;
- Promote fine-grained development, where appropriate, while enabling desired development intensities to be achieved; and,
- Provide direction for more detailed guidelines and capital project designs.

Street Grid and Views (Chapter 5.1)

Chapter 5.1 focuses on downtown's street pattern and the opportunity to maintain important public views. Downtown's street grid is regular, made up of small blocks, and contains frequent intersections. The Downtown Community Plan would ensure that new large developments would not create grid interruptions in order to preserve connections within downtown and accommodate pedestrians. In addition, streets that provide entry to and exit from downtown would be enhanced with special streetscape treatments and landscaping to emphasize the importance of crossing into downtown. Finally, views of the San Diego Bay, Balboa Park, local parks, and landmark buildings would be considered significant downtown assets. The Downtown Community Plan designates view corridors and outlines design criteria to preserve and reinforce existing views. View policies focus on streets and public spaces, rather than on private views from buildings.

Centers and Main Streets (Chapter 5.2)

Neighborhood centers would be concentrations of activity that would provide retail, services, and other amenities. The Downtown Community Plan would provide centers for all of downtown's neighborhoods to ensure that all residents would be within less than a ten-minute walk from everyday activities. Generally, the centers would be organized around small plazas or main streets. The plaza "type" would follow the concept of the Spanish-Colonial square, in which a landscaped block is surrounded by mixed-use buildings with commercial functions on the ground floor. Main streets (all in a north-south axis to take advantage of the long side of downtown's blocks and maximize daylight on streets) would be approximately three to five blocks in length. Neighborhood centers would be practical destinations for errand running, nodes for local public functions, and gathering areas for social and recreational use.

Bulk, Skyline, and Sun Access (Chapter 5.3)

Chapter 5.3 addresses sun access to public spaces, bulk control of building height, and the development of the downtown skyline. The Downtown Community Plan would ensure that sunlight reaches the most frequented public spaces, such as parks and neighborhood centers, during certain periods of time (see Figure 4.5-6). New parks and neighborhood centers would be sited in areas where they would not be shaded by existing tall buildings.

Bulk controls included in the Downtown Community Plan would address the architectural design of specific projects in order to minimize intrusiveness and maximize sky exposure from the streets.

Bulkier buildings would be allowed in certain neighborhoods such as the Civic/Core and portions of East Village to accommodate employment-oriented uses. In addition, larger buildings would be allowed north of parks and in the northernmost blocks of neighborhood centers, as these locations would be less likely to cast shadows on important public spaces. The variety of uses and floor plate sizes, as well as bulk standards, would prevent business-oriented streets from becoming dark canyons.

The Downtown Community Plan would prevent the skyline from becoming too dispersed by creating two zones of concentrated very high intensity: the Civic/Core and East Village. “Peaks” would be added to the skyline, giving focus points to the eye.

Streetscape and Building Interface (Chapter 5.4)

Chapter 5.4 focuses on the development of streetscapes to promote movement and pedestrian comfort. The Downtown Community Plan envisions the street network as a landscaped system with improved sidewalk treatments, seating opportunities, distinctive lighting, and public art, as well as bicycle paths in appropriate locations. Concentrated street-front activity would enliven certain stretches, making them errand-running and social nodes. Certain streets would become destinations in themselves, offering recreational and gathering opportunity. At the building-street interface, residential units would be placed at the ground level to enable a closer relationship between the private and public realms, put “eyes on the street,” and provide visual interest for pedestrians.

Waterfront (Chapter 5.5)

Chapter 5.5 defines the Waterfront/Marine District. The majority of the area is under the jurisdiction of the San Diego Unified Port District; however, several public agencies, including CCDC, collaborated in the adoption of the North Embarcadero Alliance Visionary Plan. The Downtown Community Plan incorporates the components of the North Embarcadero Alliance Visionary Plan to transform the waterfront into a citywide attraction that contains active pedestrian-oriented uses and connects to downtown neighborhoods.

The Downtown Community Plan would preserve and create views along the Waterfront by requiring all buildings to comply with view corridor stepbacks. Future view corridors would be required to maintain visual and physical access to the Bay and buildings taller than 120 feet in the waterfront to be oriented so as to present the smaller face along the view corridors toward the water (Policy 5.5-P-3). ~~The extension of streets~~

Linkages to Surrounding Neighborhoods (Chapter 5.6)

Chapter 5.6 promotes the trend toward reintegration of the downtown area with surrounding neighborhoods and areas. To provide linkage with Uptown, Balboa Park, and neighborhoods to the east, the Downtown Community Plan proposes the construction of one or more “lids” over I-5, which would be developed with open space and/or cultural amenities. Pedestrians would be able to walk over the lids, which, in the north, would connect Balboa Park and surrounding neighborhoods to downtown’s Cortez neighborhood. In the east, freeway lids would connect Sherman Heights with southeast downtown. One of the lids could allow an extension of a street (Eighth Avenue) from Cortez into Balboa Park. In addition to freeway lids, connections would be provided through enhanced streetscapes on important connecting surface streets and improvements to gateways at key access points.

Wayfinding and Signs (Chapter 5.7)

Chapter 5.7 addresses wayfinding to assist visitors to downtown with navigating their way around downtown. The Downtown Community Plan would expand the wayfinding sign program to direct drivers and pedestrians to principal destinations and nearby parking. Chapter 5.7 also outlines sign policies to ensure that signs on private developments avoid becoming a nuisance to nearby properties and do not dominate the appearance of downtown or its streets.

Sustainable Development (Chapter 5.8)

Chapter 5.8 addresses the need to insure that future growth and development downtown occur in such a way that is promotes infill, adaptive reuse, and redevelopment to reduce auto dependence and make efficient use of land. In addition, green building would be encouraged to reduce urban heat island impacts, increase energy-efficiency, and promote hydrologic benefits.

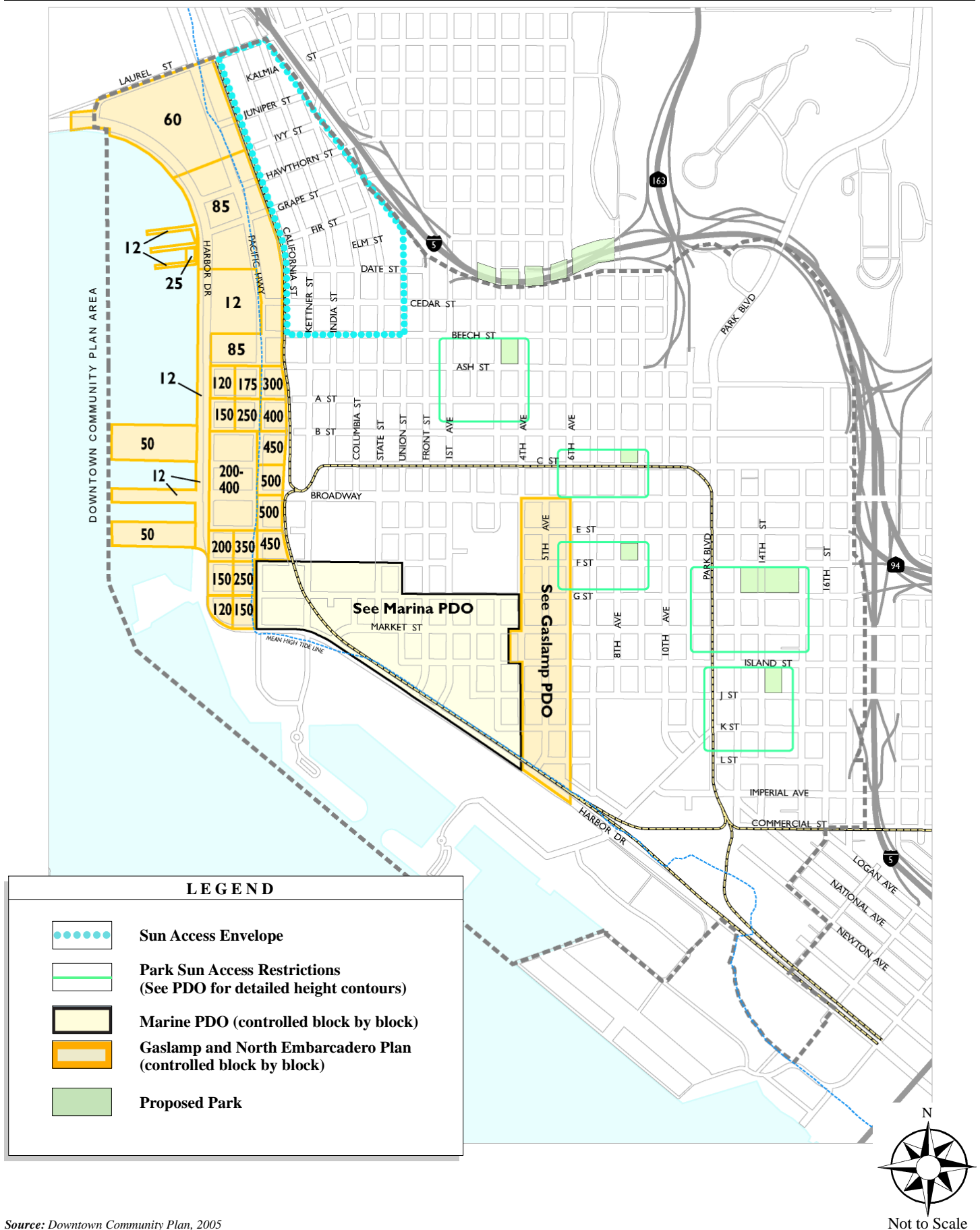
Project Design Review (Chapter 5.9)

To anticipate the complexity of future development activities downtown, the Downtown Community Plan seeks to improve and streamline the CCDC design review process to ensure architectural and urban design excellence and a high-quality public realm throughout downtown.

4.5.2.4 Neighborhoods and Districts (Chapter 6)

The Downtown Community Plan envisions downtown as a collection of unique neighborhoods, varying in function, history, topography, building scale, and public spaces. As downtown development proceeds under the proposed Downtown Community Plan, all neighborhoods would contain a mix of employment, residential, retail, cultural, visitor-serving, and open space components. The Downtown Community Plan would ensure that each neighborhood contain the following:

- A Main Street or Neighborhood Center with a mix of retail, services, housing, employment, civic, and/or cultural uses that reinforces distinctive neighborhood traits;
- A significant park or open space feature;



Source: Downtown Community Plan, 2005

Building Height and Sun Access Controls _____ Figure 4.5-6

This Page Intentionally Left Blank

- Linkage to the rest of downtown and neighborhoods surrounding downtown via Green Streets; and
- Urban form that protects sunlight in major parks and the finer-grain Neighborhood Center/Main Street area.

The Downtown Community Plan describes the character and qualities of each proposed neighborhood and outlines policies to guide their development. The proposed neighborhoods include Civic/Core, Columbia, Marina, Horton Plaza/Gaslamp Quarter, East Village (and four sub-districts, including Ballpark, Northeast, Northwest, and Southeast), Cortez, Little Italy, and Convention Center.

Civic/Core (Chapter 6.1)

The Civic/Core neighborhood would be located in the north-central portion of the downtown planning area. The neighborhood is not anticipated to experience major changes as many of its features are already established. A greater variety of land uses would be permitted including hotels and residential development. However, as discussed earlier, an Employment Required Overlay would be placed over the Civic/Core to assure the future development of employment uses.

Some of the major civic uses there, such as the Civic Center and certain government buildings, are slated for redevelopment. The redeveloped ~~City~~ government complex is anticipated to become the functional center of the neighborhood, potentially result~~ing~~ in the development of a new full-block park.

Columbia (Chapter 6.2)

The Columbia neighborhood would be located between the Civic/Core neighborhood and the waterfront on the western edge of downtown. Though largely established, the Downtown Community Plan anticipates the emergence of two distinct areas. High-intensity office, residential and hotel buildings would be encouraged inland of Pacific Highway. Plazas, the C Street Corridor, Santa Fe Depot, and museums would add cultural and recreational interest. A mixed-use center would be planned for the waterfront between Pacific Highway and the San Diego Bay.

Views of the Bay would be accomplished by extending the existing street grid west to the waterfront. Future development would occur at fairly high intensities, however, building heights would step down toward the water in order to preserve view corridors.

Marina (Chapter 6.3)

Marina, occupying the southwest quadrant of the downtown planning area, is downtown's most complete residential neighborhood and is not anticipated to experience much change as a result of the Downtown Community Plan.

Marina's Neighborhood Center would be located on Market Street between Front Street and Third Avenue. In addition, Marina currently contains a variety of open space opportunities for the downtown area at Pantoja Park, the Martin Luther King Jr. Promenade, and the South Embarcadero. The Downtown Community Plan anticipates redevelopment at the Navy Broadway Complex and the

Port controlled Old Police Headquarters and Seaport Village. In addition to mixed-use development, these activities would result in the parks connecting Harbor Drive to the water and the extension of the street grid. The Asian Pacific Thematic Historic District would continue to provide historic context to the neighborhood.

Horton Plaza/Gaslamp Quarter (Chapter 6.4)

Located in the center of the downtown planning area, Horton Plaza/Gaslamp Quarter would experience few changes under the Downtown Community Plan as it is nearly built out. It would continue to serve the downtown community and tourism through its popular outdoor mall and the shopping, restaurants, nightclubs, offices, services, movie theaters, galleries, live performance theaters, residences, hotels and parking garages within the historic Gaslamp. Given the attraction as downtown's entertainment and cultural district, the Downtown Community Plan would not designate a mixed-use Neighborhood Center here. Instead, the proposed Plan would maintain the area's high activity levels, rejuvenate open spaces, and protect the Gaslamp's historic qualities.

East Village (Chapter 6.5)

The East Village District would experience one of the greatest amounts of development in downtown. The area would develop as a residential district complemented by Neighborhood Centers, employment areas, flexible use zones and public spaces. A variety of activities, ranging from academic endeavors at City College to entertainment at Petco Park, arts at the anticipated new Main Library and human services would ensure the area maintains an eclectic character.

Various portions of East Village would have substantially different characters. As reflection of these differences, East Village would be divided into the following sub-districts.

Ballpark Sub-district

The Ballpark sub-district would be located in the area around Petco Park, east of the Gaslamp. The Downtown Community Plan envisions the Ballpark neighborhood to be an entertainment, cultural, and residential district, containing Petco Park and the future Main Library as key amenities. Open space would be provided by Park at the Park, located directly north of Petco Park. East Village Square, which includes high-rise buildings on either side of Park at the Park, north of the ballpark, would serve as the neighborhood mixed-use center. Mid- to high-rise residential, hotel, social services, office, and ground-level retail would be allowed in the neighborhood. As this area currently contains some low-rise historic warehouse buildings, the preservation of historic structures would contribute to neighborhood character and identity.

Southeast Sub-district

This sub-district would be located in the southeast of the downtown planning area between Ballpark and I-5, and would be expected to change as a result of the proposed Plan. The Downtown Community Plan would allow a mix of residential, office, retail, and convention center growth, while retaining light industrial uses and support infrastructure such as auto repair shops and social services. Residential uses would be permitted throughout the neighborhood, but would concentrate in the northern portion of the neighborhood (north of K Street). Southeast would have a

Neighborhood Center surrounding Rose Park, which would be potentially complemented by adjacent convention Center activities.

Northwest Sub-district

This proposed sub-district would be located north of Ballpark. Northwest is proposed to be one of downtown's residential cores. Residential towers would share the area with offices and ground-level commercial uses. A new Neighborhood Center would focus along Eighth Avenue, taking on a "Main Street" quality. The southern edge of the main street would be defined by the Central Library and Post Office, with the southern two-thirds of the Post Office site converted to a park. A second park would be located at the northern end of the center on Eighth Avenue and C Street.

Northeast Sub-district

This sub-district would be located in the northeast of the downtown planning area, surrounding the City College and Garfield High School campuses. The Downtown Community Plan envisions this neighborhood as developing mixed uses with a concentration of open space and an academic focus. Office uses would be encouraged in proximity to I-5. In addition, a large mixed-use center would be located between Park Boulevard and 16th Street to accommodate the residential uses proposed in the southern portion of the neighborhood. A 4.1-acre park, East Village Green, would be located adjacent to the mixed-use center and could become downtown's largest inland park.

Cortez (Chapter 6.6)

The Cortez neighborhood would be located on the northern edge of downtown adjacent to I-5 and Balboa Park. The Downtown Community Plan designates a mixed-use center focused around a park located near downtown's highest elevation at Cortez Hill between Fifth and Sixth avenues. With the completion of a new I-5 "lid" and extension of Eighth Avenue across the freeway, Cortez could provide vehicular as well as pedestrian access from Balboa Park to Cortez. A full-block park would be developed adjacent to the historic St. Joseph's Church. Residential uses would continue to be emphasized in this neighborhood. In general, mid-sized buildings with more slender profiles than those in the neighboring Civic/Core would be permitted.

Little Italy (Chapter 6.7)

Located in the northwest portion of downtown close to the airport, this neighborhood is well established and not anticipated to change substantially. The Downtown Community Plan would designate a mixed-use center along India Street, where there are already a number of cafes, restaurants, and shops that attract visitors and residents. Residential development would intensify in the southern portion of the neighborhood near Civic/Core. The prevalence of lower-scale buildings and wide mix of uses (including commercial/service uses) would continue in the north. A combination of hotel and office with residential would be anticipated closer to the water, alongside existing industrial and civic uses. Major park space would be offered near the waterfront surrounding the historic County Administration Center.

Convention Center (Chapter 6.8)

This neighborhood would occupy the southeastern corner of downtown and be located adjacent to San Diego Bay and the Marina neighborhood. The overall character of the area would not be anticipated to change substantially, as the majority of the neighborhood is already occupied by the Convention Center, and rail switching yards, and since the area is primarily under the jurisdiction of the Port District. The Downtown Community Plan would encourage improved access to the water and bayside promenade. A diversity of uses, such as office, residential, light industrial, retail, and social services, would be allowed in the inland portion of the neighborhood at low intensities, other areas would be expected to remain industrial in character.

4.5.3 TRANSPORTATION AND PUBLIC FACILITIES (PART 3)

4.5.3.1 Transportation (Chapter 7)

The Transportation chapter of the Downtown Community Plan focuses on five elements: the street system, pedestrian and bicycle movement, the public transit system, parking, and transportation demand management. The Downtown Community Plan anticipates that the increase in population and employment downtown will generate more automobile trips downtown. At the same time, the Downtown Community Plan would promote alternative transportation, seek to make transit, carpooling, and walking more attractive, and designate a Neighborhood Center and park within a ten-minute walking distance of the vast majority of downtown residents. A well-managed mixture of pedestrians, cars, and transit would be achieved through the development of a mixed use system and well designed streets.

Street System (Chapter 7.1)

The Downtown Community Plan proposes improvements to promote a comfortable and safe environment for pedestrians, bicycles, and transit. Modifications to the street system would be designed to improve connectivity, activate Neighborhood Centers, expand connections to adjacent neighborhoods, improve pedestrian safety, re-establish water views, and provide for transit. Such changes would include:

- Reconfigure streets (where feasible) in residential neighborhoods and in Neighborhood Centers to accommodate diagonal parking, widen sidewalks, and improve pedestrian safety;
- Improve Broadway to be consistent with its role as downtown's principal boulevard, and improvements to C Street;
- Reinforce the role of Park Boulevard as a pedestrian corridor and green link;
- Extension of B Street to open up the Civic Center, cultivate the public realm, and increase accessibility and connection;
- Evaluate the feasibility of removing~~Remove~~ the Cedar Street off-ramp, and switching Cedar Street from one-to two-way traffic to improve pedestrian safety and re-establish connectivity between Balboa Park, Cortez, Little Italy, and the waterfront;

- Re-establish the street grid, extend streets in waterfront areas and across bus yards when redevelopment occurs, and extend Eighth Avenue across I-5 in conjunction with freeway lid construction; and
- Allow for the closure of E and Union Street to vehicle traffic for the expansion of the federal courts. Retain pedestrian access.

Pedestrian and Bicycle Movement (Chapter 7.2)

To facilitate pedestrian and bicycle movement, the Downtown Community Plan designates pedestrian priority zones and creates a system of bikeways. The walking and bicycle system would provide links within the area and surrounding neighborhoods (Goal 7.2-G-1). The proposed Plan would reduce and control speeds on all freeway couplets while optimizing traffic flow during peak hours (Policy 7.2-P-2). Within pedestrian priority zones, traffic signal walk times would be lengthened and streetscape would be designed to encourage pedestrian use (e.g. sidewalk widening and bulbouts) (Policy 7.2-P-4). Bike racks and locking systems would be required in all residential projects, multi-tenant retail and office projects, and government and institutional uses (Policy 7.2-P-3).

Transit System (Chapter 7.3)

The Downtown Community Plan seeks to accommodate residential and office growth ~~with more and better transit~~ by integrating with planned transit service. Anticipated system improvements include trolley service and capacity upgrades and Bus Rapid Transit service. Local shuttle service could fill the need for quick, convenient transportation between various downtown locations and Balboa Park. In addition, the Downtown Community Plan would encourage transit use by designating the highest building intensities around the trolley route “L” pattern.

Parking (Chapter 7.4)

The Downtown Community Plan seeks to provide an adequate supply of parking to serve a growing downtown, while avoiding excessive supplies that discourage transit ridership. The proposed Plan would accomplish this by maintaining on-site standards for all uses. Shared parking would be emphasized, such as the development of parking facilities that serve multiple uses, locating parking facilities under new parks (Policy 7.4-P-2), and managing metered street parking to correspond with daily activity patterns (Policy 7.4-P-7).

Transportation Demand Management (Chapter 7.5)

Transportation Demand Management (TDM) is a method of providing alternatives to single occupancy vehicular transportation. TDM reduces the number of vehicles using the street network at a given time and reduces the need for parking. The Downtown Community Plan contains TDM approaches through Policy 7.5-P-1 which would promote the following:

- Ridshare and carpool in all levels of government with offices and facilities downtown as well as other major downtown employers;
- Make available designated preferential, conveniently located car/vanpool parking areas;

- Provide transit reimbursement and other benefits to other users of non-motorized travel;
- Establish a car/van-pool matching service;
- Continue SANDAG's guaranteed ride home for workers who carpool;
- Work with public and private entities to encourage car share programs in downtown; and
- Provide flextime and telecommuting opportunities to employees.

4.5.3.2 Public Facilities and Amenities (Chapter 8)

This chapter of the Downtown Community Plan focuses on educational facilities, police and fire emergency facilities, community facilities, civic center, and libraries.

Educational Facilities (Chapter 8.1)

The Downtown Community Plan anticipates the growth and expansion of higher learning facilities downtown. They would most likely have a special focus such as business, arts, communications, or real estate. In addition, satellites of regional universities would be encouraged to develop downtown. For school-aged children, the Downtown Community Plan would promote the development of urban model public schools and charter schools to augment existing facilities.

Police and Fire Facilities (Chapter 8.2)

The Downtown Community Plan anticipates a higher demand for police and fire services as a result of downtown growth. The proposed Plan would alleviate pressure on these services through the consideration of public safety in the design of new development and public spaces (Goal 8.2-G-3) and the siting of new police and fire facilities in mixed-use development projects (Policy 8.2-P-3). Development Impact Fees would be collected for all development projects to help pay for the needed fire facilities (Policy 8.2-P-1).

Other Community Facilities (Chapter 8.3)

Included in the category Other Community Facilities are houses of worship, child care, space for professional organizations, neighborhood groups, community meetings, and special events. The Downtown Community Plan would encourage a diversity of community facilities in downtown neighborhoods (8.3-G-1) and direct them into Neighborhood Centers (Policy 8.3-P-1). To encourage their development, incentives would be instituted, such as exempting community facility space from FAR calculations in mixed use development (Policy 8.3-P-2).

Civic Center (Chapter 8.4)

The Downtown Community Plan encourages the redevelopment of the Civic Center to become a regional center of public activity that is integrated with downtown, contains inspiring architecture and open spaces, and extends the street grid.

Libraries (Chapter 8.5)

The new Main Library in the proposed Ballpark sub-district would become the primary library serving downtown. The Downtown Community Plan would encourage its use through integrating it with downtown connections and activity nodes (Goal 8.5-G-2). Other, special topic libraries could be located primarily in the Civic/Core and Columbia neighborhoods, Neighborhood Centers, near City College, and around the Main Library (Policy 8.5-P-1).

4.5.3.3 Historic Preservation (Chapter 9)

The preservation and rehabilitation of historic structures downtown is regulated on the National, State, and local levels. The Downtown Community Plan would reinforce these regulations by maintaining review procedures for projects potentially affecting National Register, State Register, and Local Register properties and districts (Policy 9.1-P-1), offering incentives to encourage rehabilitation and reuse of historic properties, such as floor area bonuses and exceptions to parking requirements (Policy 9.1-P-2), and assisting in the rehabilitation of historic properties through on-going programs (Policy 9.1-P-3). Interpretive programs, such as walking and audio tours, permanent displays and signage, public art programs, and special events would also be encouraged to preserve historical knowledge and heritage (Policy 9.2-P-4). Adaptive reuse of intact buildings (designated or not) and/or significant elements, as a cultural or sustainable goal would be promoted (Policy 9.2-P-3).

4.5.4 COMMUNITY DEVELOPMENT (PART 4)

4.5.4.1 Arts and Culture (Chapter 10)

Currently, public art downtown is provided by a citywide public art program. The program requires private non-residential development (with valuation equal to or above \$5,000,000) to incorporate on-site public art worth at least one percent of the valuation. Developers also have the option to pay an in-lieu fee of one-half of one percent to a public art development fund to be applied to creation of new downtown public art. ~~The benefits of this program are largely limited to significant hotel and office development in the Civic/Core and Columbia neighborhoods.~~

The Downtown Community Plan would seek to integrate public art in all downtown neighborhoods (Goal 10.1-G-2). In addition, the proposed Plan would strengthen the presence of public art in public parks and plazas, gateways, and designated streets (Policy 10.1-P-1). To ensure the longevity of arts programs downtown, the Downtown Community Plan would include goals and policies to retain and develop new arts facilities.

4.5.4.2 Economic Development (Chapter 11)

The Downtown Community Plan's economic development strategy would provide a framework for ensuring downtown's long-term regional economic competitiveness. The strategy would seek to attract new businesses, build on existing strengths, and nurture start-ups in new market segments. It would also outline measures to retain and expand existing businesses, including smaller establishments serving residential areas. The Downtown Community Plan would accomplish this strategy by including an "employment required" overlay on the land use plan. This would ensure

that employment-oriented development is built. The employment required overlay would include sites centrally located in downtown, adjacent to existing businesses and civic uses, and near regional and local transit.

4.5.4.3 Health and Human Services (Chapter 12)

Social service facilities downtown are operated by State and local agencies and private non-profit organizations. They include family/individual counseling, homeless shelters, childcare and after school programs, senior services, emergency/outreach services, community and youth activity centers, employment services, and domestic violence services. The Downtown Community Plan would integrate social service facilities into neighborhoods, allowing service accessibility where people live and work. This type of integration, smaller full-service facilities that blend in with neighborhoods, generate fewer off-site impacts such as camping, loitering, public drunkenness, migrations from facility to facility, outdoor toileting, panhandling, and criminal behavior. To avoid excessive impacts to any one neighborhood, clusters of facilities would be discouraged. In addition, the transition from single-service facilities into 24-hour providers of housing, meals, and services would be encouraged (Goal 12.2-G-2). The Downtown Community Plan would also establish a policy to work with human service agency providers, the City and the County to expand the range of services for people who are homeless or at risk of homelessness, and require all new or relocated facilities to provide such services (Policy 12.3-P-1). Policy 12.3-P-2 would allow social services within very-low and low-income housing projects, wherever possible.

4.5.4.4 Health & Safety (Chapter 13)

This Health and Safety chapter of the Downtown Community Plan focuses on reducing or avoiding risks associated with geologic and seismic hazards, hazardous materials, airport influence, and noise.

Geologic and Seismic Hazards (Chapter 13.1)

Regional and local seismic faults with potential for earthquakes pose health and safety risks and could result in property damage. Various regulations enforced by the State and local agencies are intended to minimize earthquake-related risks for new and existing development. These include the Uniform Building Code, City of San Diego Ordinance 18451 (providing minimum standards for structural seismic resistance in un-reinforced masonry buildings), City of San Diego Fault and Liquefaction Zones, and the Alquist-Priolo Zone Act. The Downtown Community Plan would further seek to minimize risks related to earthquakes by creating an open space network on local faults where building would be restricted to the greatest degree possible (Goal 13.1-G-2 and Policy 13.1-P-3). In addition, the Downtown Community Plan would ensure that all seismic-safety development requirements are implemented (Policy 13.1-P-1).

Hazardous Materials (Chapter 13.2)

The Downtown Community Plan anticipates the encounter of soil and/or water contamination in certain areas. A portion of older buildings subject to demolition would likely contain asbestos and lead-based paint, materials which pose health concerns. In addition to existing regulations, the Downtown Community Plan includes goals and policies to minimize hazardous material exposure (Goal 13.2-G-1) and require documentation of hazardous materials investigation and remediation

programs during review of development projects when needed to protect public health and safety (Policy 13.2-P-1). Policy 13.2-P-2 would promote coordination of remediation of sites, as necessary and feasible. Onsite remediation of contaminated soil would be discouraged if it would result in nuisance impacts (Policy 13.2-P-3)

Airport Influence (Chapter 13.3)

The proximity of the San Diego International Airport (SDIA) represents potential risks to public health with respect to rare crashes during approach or take-off and noise generated by jet planes and airport activities. The Downtown Community Plan would be consistent with the proposed SDIA Airport Land Use Compatibility Plan (ALUCP)~~CLUP~~ and the San Diego Municipal Code. Policy 13.3-P-1 would restrict building heights, building intensity, and noise-sensitive land uses downtown consistent with the ~~CLUP~~ALUCP and Municipal Code.

Noise (Chapter 13.4)

Transportation systems such as the railroad, freeway and airport are the principal sources of high noise levels downtown. In addition, increasing mixed-use intensities downtown result in the juxtaposition of residents and more active, noisy uses. The Downtown Community Plan would include a policy which would seek establishment of quiet zones and enforce ban on sounding of horns and whistles (Policy 13.4-P-2); implementation of this policy would be subject to the approval of the California Public Utilities Commission. Construction techniques that mitigate interior noise near freeways would be required according to Policy 13.4-P-3. In addition, night clubs, music halls, live-music performance venues, and other sources of noise would go through a discretionary review process to ensure noise compatibility with surrounding uses (Policy 13.4-P-4).

4.5.4.5 Planning Process and Implementation (Chapter 14)

Chapter 14 addresses the implementation of the Community Plan, describing the process for permitting changes to the plan and reviewing the document periodically in order to ensure successful performance and smooth continuing operation.

4.6 REDEVELOPMENT PLAN

Two redevelopment plans, the Horton Plaza Redevelopment Plan and the Centre City Redevelopment Plan, currently exist downtown pursuant to California Community Redevelopment Law (California Health and Safety Code § 33000 et seq.). The combined redevelopment project areas generally comprise the proposed Downtown Community Plan area.

In order to reflect the changes contained in the Downtown Community Plan, the Redevelopment Plan for the Centre City Redevelopment Project ~~Area~~ would be amended for consistency. The primary revisions proposed result from replacing descriptions of land use districts to be consistent with the Downtown Community Plan, and to revise estimates of residential population and number of residential units in the Redevelopment Area.

4.7 PLANNED DISTRICT ORDINANCE

The Centre City Planned District Ordinance (PDO) that applies within the Downtown Community Plan area would be revised. The Centre City PDO is the primary regulatory document that would implement the goals and policies identified in the Downtown Community Plan. PDO regulations with respect to land use, density and intensity, building massing, sun access, architectural design, landscaping, streetscaping, lighting, and other development characteristics would be modified to be consistent with the Downtown Community Plan. No changes are proposed to the Gaslamp and Marina Planned District Ordinances.

4.8 LAND DEVELOPMENT CODE

The Airport Approach Overlay Zone of the City of San Diego's Municipal Code will be amended to eliminate building height limitations from a runway at Lindbergh Field which has been decommissioned. As a result, City Map C-842 will be amended to remove the height limit contours associated with the decommissioned Runway 13-31. This change was requested by the San Diego County Regional Airport Authority as part of its review of the proposed Community Plan for consistency with Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport – Lindbergh Field.

The elimination of the building height limitations imposed by Runway 13-31 would not change the land use projections used in the following EIR analysis. Recognizing that the runway had already been decommissioned, the land use projections assumed there would be no building height limitations in the area to be formally eliminated with the amendment of Map C-842.

4.89 DISCRETIONARY ACTIONS

Adoption and implementation of the proposed Plans and Ordinance will require a series of discretionary actions. These actions and the agency responsible for them are identified in Table 4.8-1.

This Environmental Impact Report will be used by the Centre City Development Corporation and the City of San Diego for discretionary actions associated with subsequent development and other activities within the Downtown Community Plan Area which require CEQA review. As discussed in Chapter 1.0, a Secondary Study would be performed for subsequent activities to determine if the EIR adequately addresses the potential impacts of the specific activity. If the Secondary Study determines that the EIR does adequately cover the activity, no further review will be required and the EIR will be referenced in approving required discretionary actions. Such actions are anticipated to include but not be limited to the following:

- Centre City, Marina and Gaslamp Development Permits;
- Neighborhood Use Permits;
- Conditional Use Permits;

- Tentative Maps;
- Demolition Permits;
- Coastal Development Permits;
- Site Development Permits;
- Grading Permits; and/or
- Tentative Maps.

TABLE 4.8-1
Discretionary Actions

ACTION	AGENCY	PURPOSE
<u>Proposed 10th Amendment to the</u> Centre City Redevelopment Plan <u>Amendment</u>	City of San Diego Redevelopment Agency	Amend Plan to accommodate changes contained in the Downtown Community Plan
<u>Centre City Proposed Downtown</u> Community Plan <u>Amendment</u>	City of San Diego	Amend the Centre City Community Plan to incorporate the provisions of the proposed Community Plan
Local Coastal <u>Plan</u> <u>Program</u> Certification	California Coastal Commission	Allow the Downtown Community Plan along with the Marina and Centre City Planned District Ordinances to serve as the Local Coastal <u>Plan-Program</u> for the downtown area located within the California Coastal Zone
<u>Amend Land Development Code</u>	<u>City of San Diego</u>	<u>Implement Airport Authority request to reflect decommissioning of Runway 13-31 and the fact that associated building height limitations are no longer necessary.</u>
<u>Proposed Centre City</u> Planned District Ordinance <u>Amendment</u>	City of San Diego	Allow regulations contained in the PDO to be applied to development within <u>a portion of</u> the Downtown Community Plan Area

This Page Intentionally Left Blank