

Mid-City Ideas Report

DRAFT AUGUST 2025



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Next Steps

Definitions

Framework: Outline or structure of a topic.

Visions & Principles: Community's big dreams and core beliefs for the future.

Goals: Future description of a community if the vision is achieved for a specific topic.

Concepts: Creative ideas that help shape and clarify community visions and goals.

Policies: Guiding actions that help implement the visions and goals.

Sustainability: Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Equity: Recognizing and addressing historic inequities by improving access to opportunities and community investments.

Climate Resilience: Community's ability to respond, adapt, recover and thrive in a changing climate.

Blue & Green Infrastructure: Infrastructure/projects that combine natural and engineered systems to create more robust and adaptable spaces that can respond more nimbly to changing climate conditions, particularly flood risk, while providing additional benefits, such as habitat provisions, water quality and user experience.

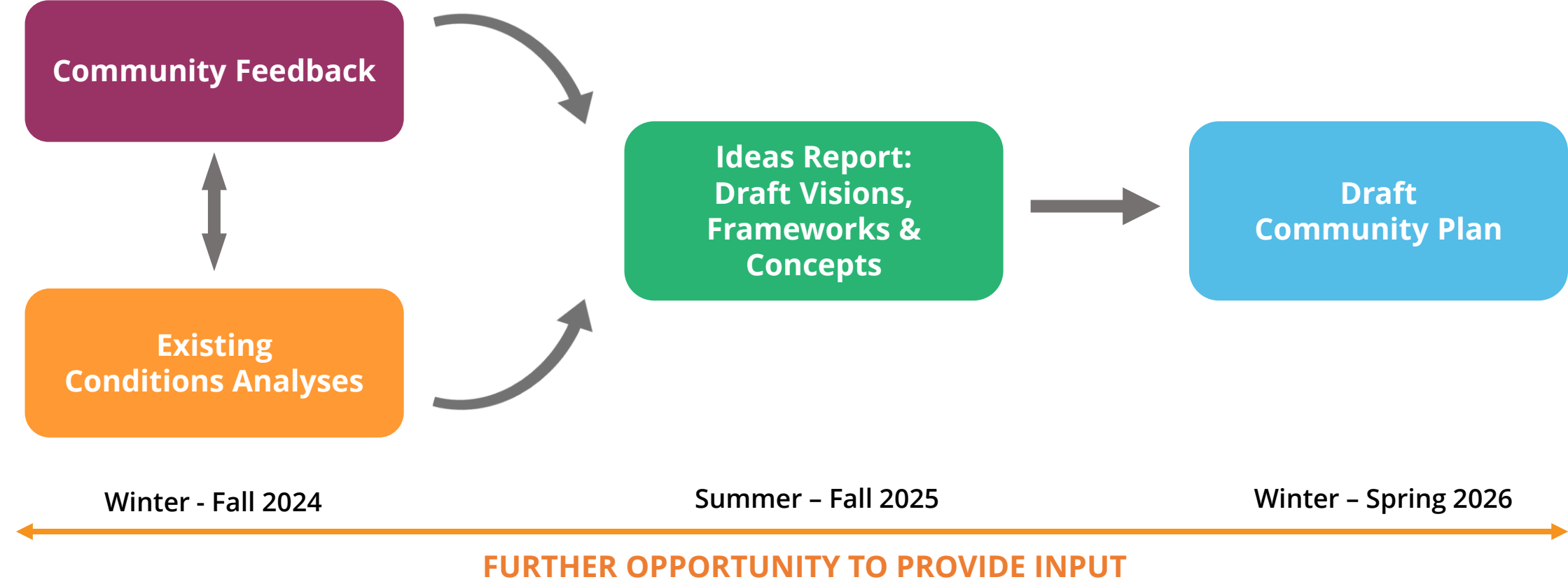
Urban Design: Spaces between buildings and how it impacts the user experience of a place.



Introduction

Overview

The purpose of the Ideas Report is to share ideas and concepts with the public to help further discuss and receive input. This Draft explores preliminary Mid-City visions, frameworks and concepts informed by extensive public engagement and existing conditions analyses. Public input to the Draft Ideas Report will help inform the Draft Community Plan.



Insights from Existing Conditions Analyses

Existing conditions analyses were integral to better understanding the past and the present and to help develop the preliminary visions, frameworks and concepts.

Nov. 2024

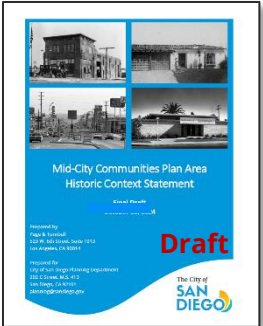
Existing Conditions
Mobility Assessment



Baseline Analysis and
Needs by Travel Mode

Dec. 2024

Historic Context
Statement



A Guide for Evaluating Historical Resources

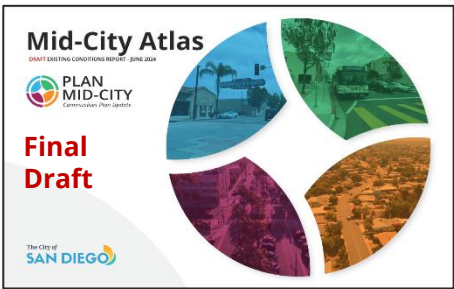
March 2025

Focused Historic
Reconnaissance
Survey



May 2025

Mid-City Atlas:
Existing Conditions
Report



Existing Conditions Snapshot

FURTHER OPPORTUNITY TO PROVIDE INPUT

Key Findings

Mid-City Atlas: Existing Conditions Report

Since the adoption of the 1998 Mid-City Communities Plan, over \$2 billion in community investments have been deployed. Meanwhile, Mid-City has experienced a population decline, rising housing costs, and very little new home construction.

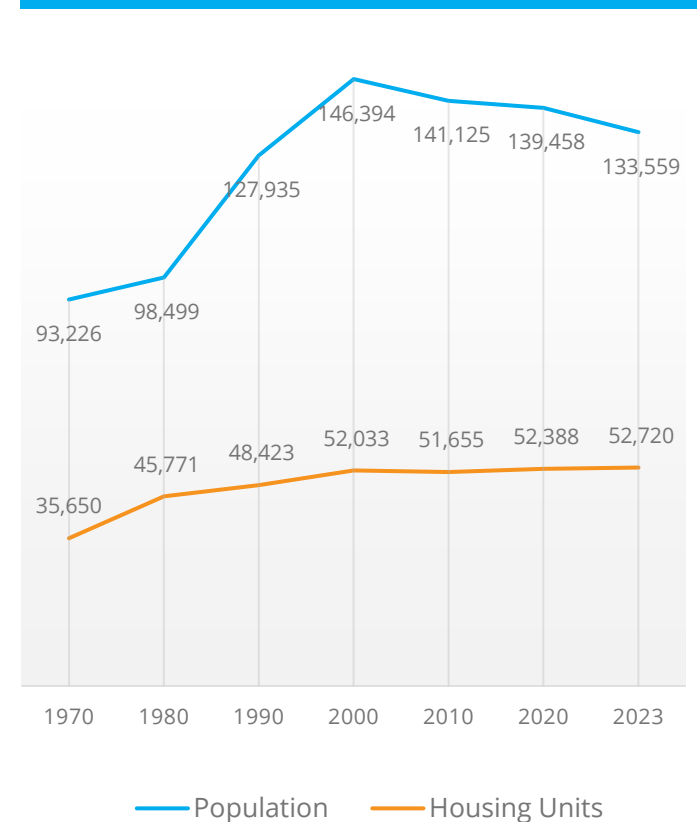
Decreased Capacity for New Homes: Past community plans decreased capacity for new homes (more than 40,000 potential homes) along major corridors and neighborhoods due to concerns at the time related to inadequate community facilities and school overcrowding.

Population Peak and Decline: Since 2000, the population of Mid-City has declined by 8.8 percent, while the City of San Diego saw a 14.4 percent increase.

High Cost of Housing: The average home value has grown by 2.5 times more than the average income in Mid-City between 2000 and 2023, while very few new homes were built during the same period, contributing to the regional housing shortage and displacement.

Increase in Community Investment: Since 1998, Mid-City saw over \$2 billion in community investments to improve parks, schools, water, sewer and mobility infrastructure while witnessing the opening of two state-of-the-art community facilities supported by philanthropic efforts – Joan Kroc Community Center and Copley-Price YMCA.

Mid-City Population and Housing Growth



Key Findings

Mobility Assessment, Historic Context Statement & Survey

Mobility Assessment

- Mid-City is served by 14 San Diego Metropolitan Transit System (MTS) bus routes that share the same lanes with cars.
- The highest transit ridership is along El Cajon Boulevard and University Avenue.
- The highest concentrations of people walking/rolling, biking and three or more pedestrian collisions are along El Cajon Boulevard and University Avenue.



Historic Context Statement and Survey

- Four potential historic districts were identified.
- 71 potential historical resources were identified.
- Master-planned communities exempt from future historic review were identified, mostly in Eastern Area.

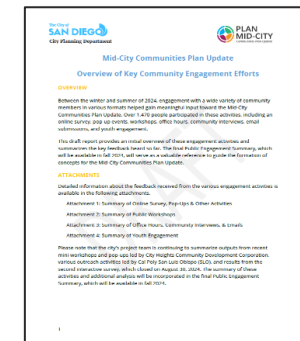


For more information, see: [Mobility Assessment](#), [Historic FAQ](#), [Draft Historic Context Statement](#) and [Focused Reconnaissance Survey](#).

Informed by Community Feedback

Community engagement* was integral to the development of the preliminary frameworks, visions and concepts. Key themes that have emerged so far from the community engagement process include:

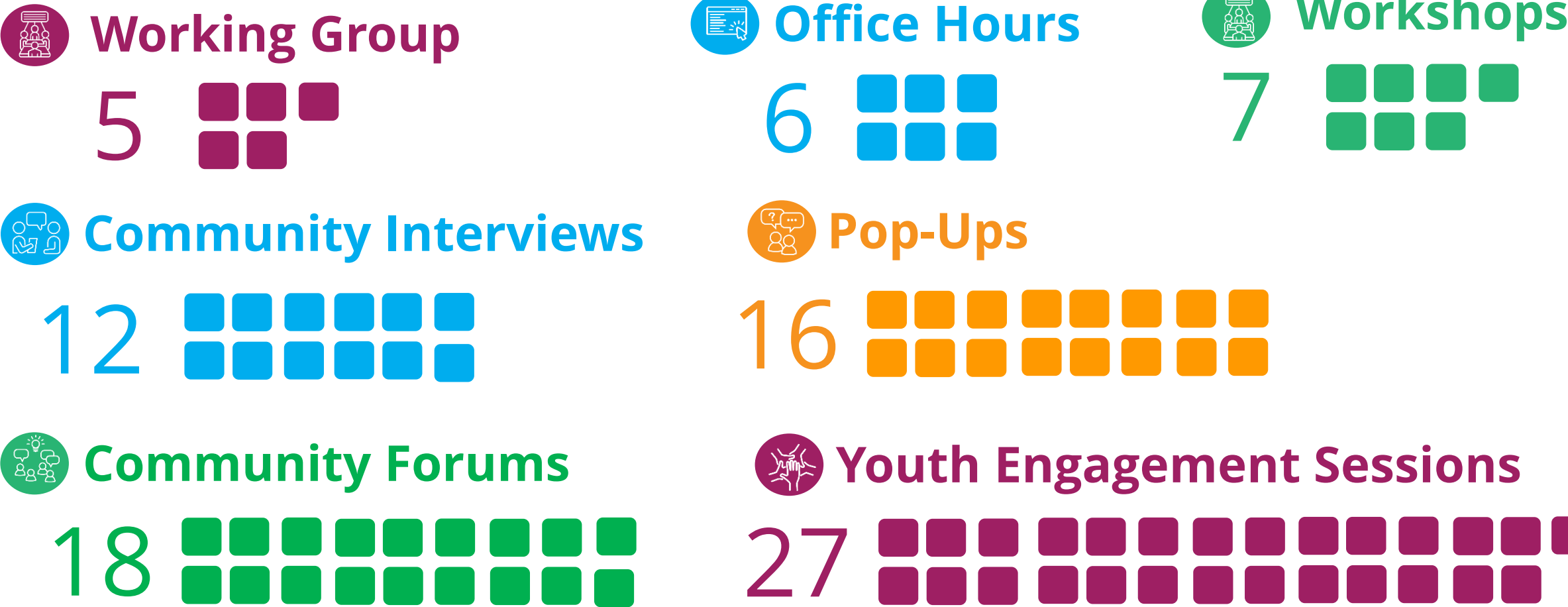
- Provide **opportunities** for homes and jobs across Mid-City for a variety of incomes and household types
- Need for **safe streets and mobility options** for all
- **Maintain and enhance existing parks** and create a **new network** of open spaces and trails
- **Green Mid-City**, including expanding tree canopy, improving landscaping and connecting neighborhoods via green corridors
- Create new and improved **social and commercial hubs** that provide new opportunities for community and reinforce diversity and community assets



* For more information, see: [Public Engagement Summary](#) and [Attachments](#)

Key Engagement Activities So Far

To date, over **2,500 people** provided **8,300+ comments** through **85 events** and **two online surveys**.



Draft Visions & Principles

Mid-City for the people! ¡Mid-City para la gente!

Mid-City vì người dân!

مید-سیتی للناس!



Clean, Safe & Thriving Communities



Safer, Green Streets for All



Park in Every Neighborhood



Vibrant, Walkable, Mixed-Use Corridors & Centers



Celebrate & Honor Diversity of Cultures & Places



New Affordable Homes in Every Neighborhood



Investment in Community Infrastructure



Places Designed for People



Restoration of Creeks and Protection of Canyons



Innovative Business Districts Support Community Life



Beautiful, Charming & Welcoming Neighborhoods



Preservation of Historical Neighborhoods

Overall Framework – Draft Preliminary Vision and Concepts

This map highlights key ideas and concepts presented in the report

History and Place

- Potential Historic Districts

Sustainability, Equity and Resilience

- Recent & Proposed Affordable Homes
- Expand Teralta Park (Freeway Lid Park)

Land Use and Economic Prosperity

- Study Areas - Transit Village, Corridor & Main Street

Urban Design

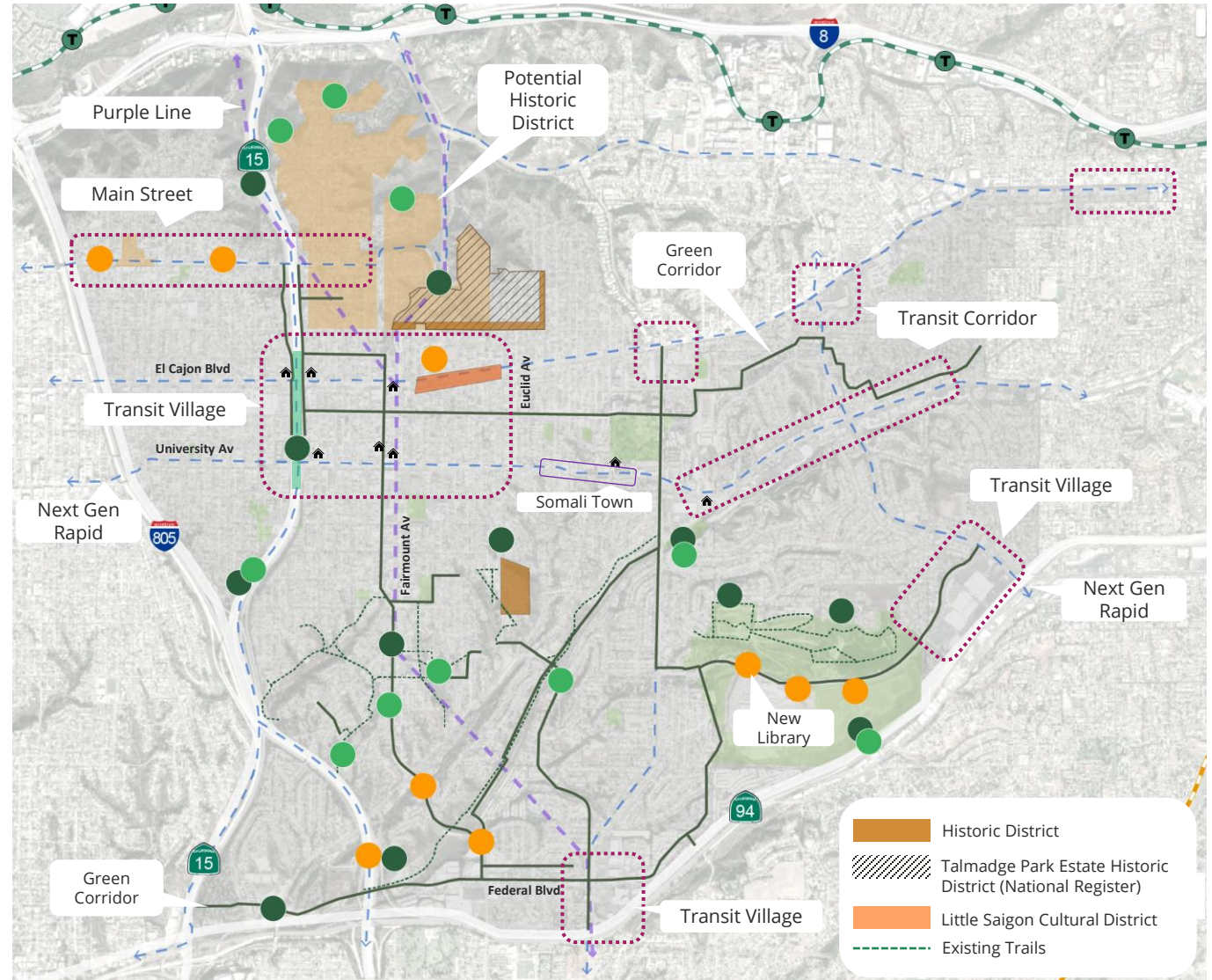
- Enhance Cultural Hubs & Districts

Mobility

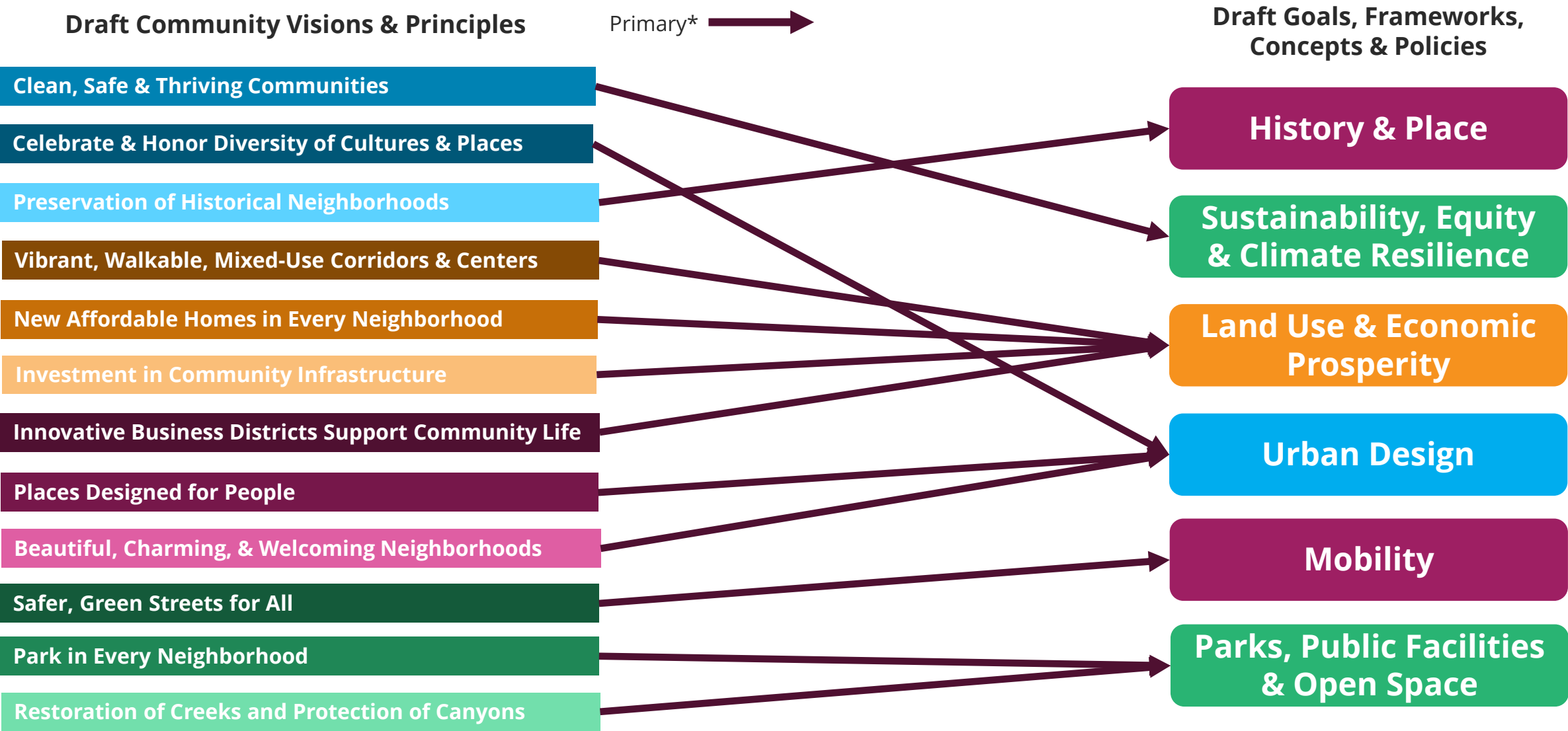
- Proposed Purple Line (Light Rail)
- Proposed Next Gen Rapid Routes

Parks, Public Facilities and Open Space

- Proposed Parks
- Proposed Trails & Open Space Restorations
- Proposed Public Facilities
- Proposed Green Corridors



How Community Vision Flows to Each Element



**There may also be more secondary connections that are not shown here.*



History and Place

- Identify, preserve and celebrate important **historical resources** as part of Mid-City’s evolving community fabric
- Support educational opportunities and incentives that **maintain and preserve historic resources**
- Thoughtfully balance historic **preservation with new development**
- Maintain and enhance neighborhoods in Mid-City **distinct identities and diverse architectural character**

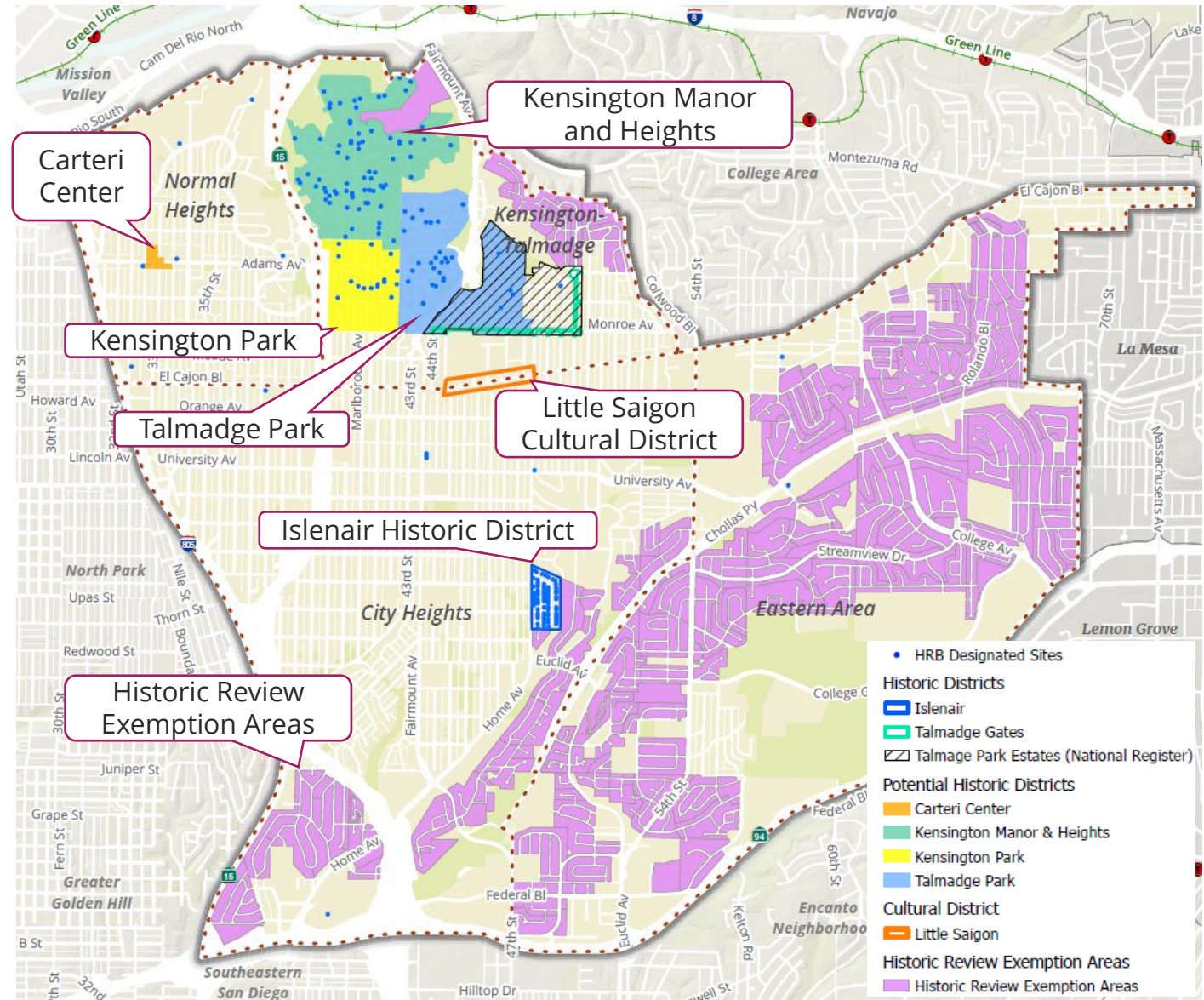


Framework

Existing and Potential Historic Districts

Draft Historic Context Statement and Survey identified:

- Areas of shared development history
- Areas of potential historic significance
- Four potential historic districts:
 - Carteri Center
 - Kensington Manor and Heights
 - Kensington Park
 - Talmadge Park
- Areas proposed for 45-Year Review Exemption based on architectural analysis (still potentially eligible for nomination based on other criteria)



Potential Historic Districts

Carteri Center

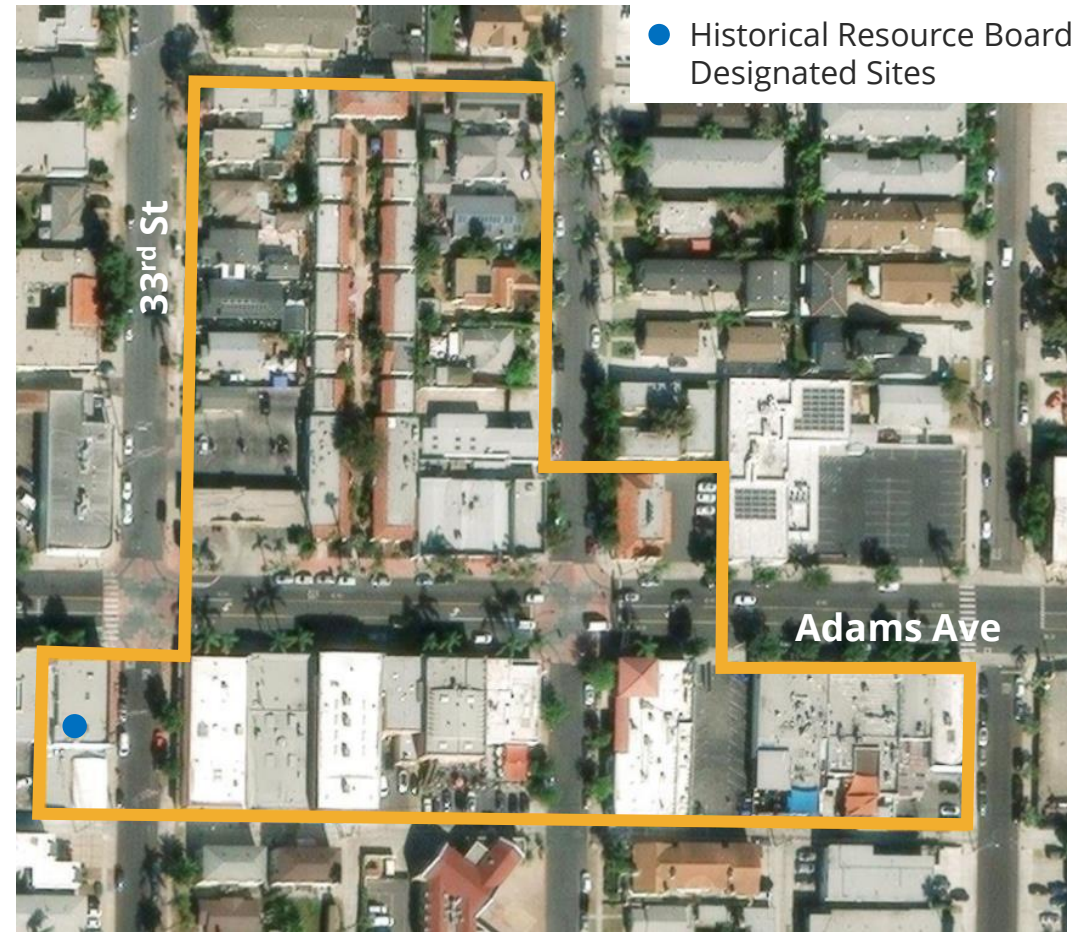
Existing individually designated resource



Spanish Colonial Revival Style



Mixed-Use bungalow courts



● Historical Resource Board Designated Sites

Art Deco/ Streamline Modern Style Theater



Historic commercial center still present



Potential Historic Districts

Kensington Manor and Heights



Spanish Colonial Revival Style



Spanish Colonial Revival Style



Period Revival Style



Hipped Roof



Potential Historic Districts

Kensington park



Spanish Colonial Revival Style



Craftsman Style



Craftsman Style

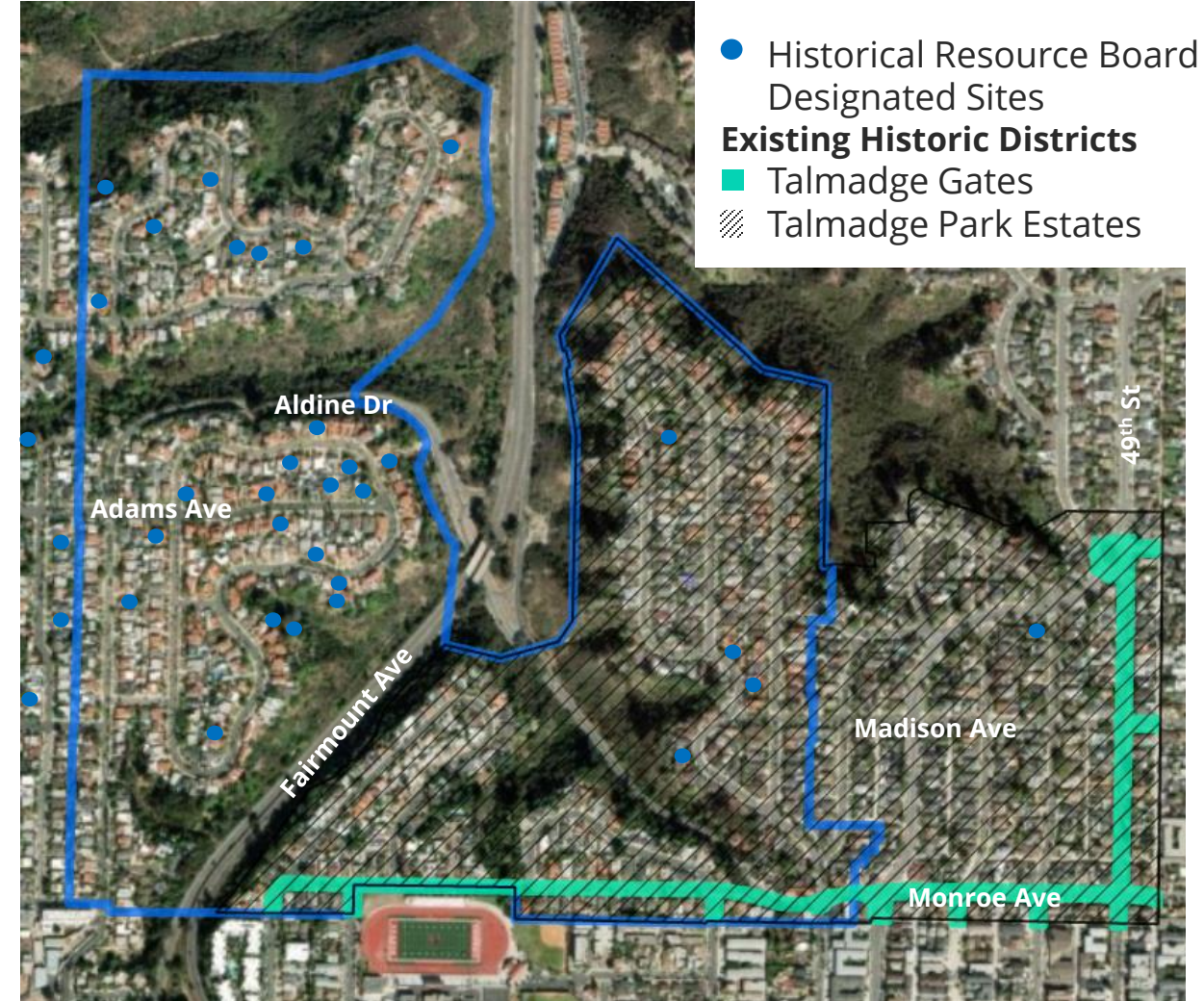


Adams Avenue Commercial Corridor



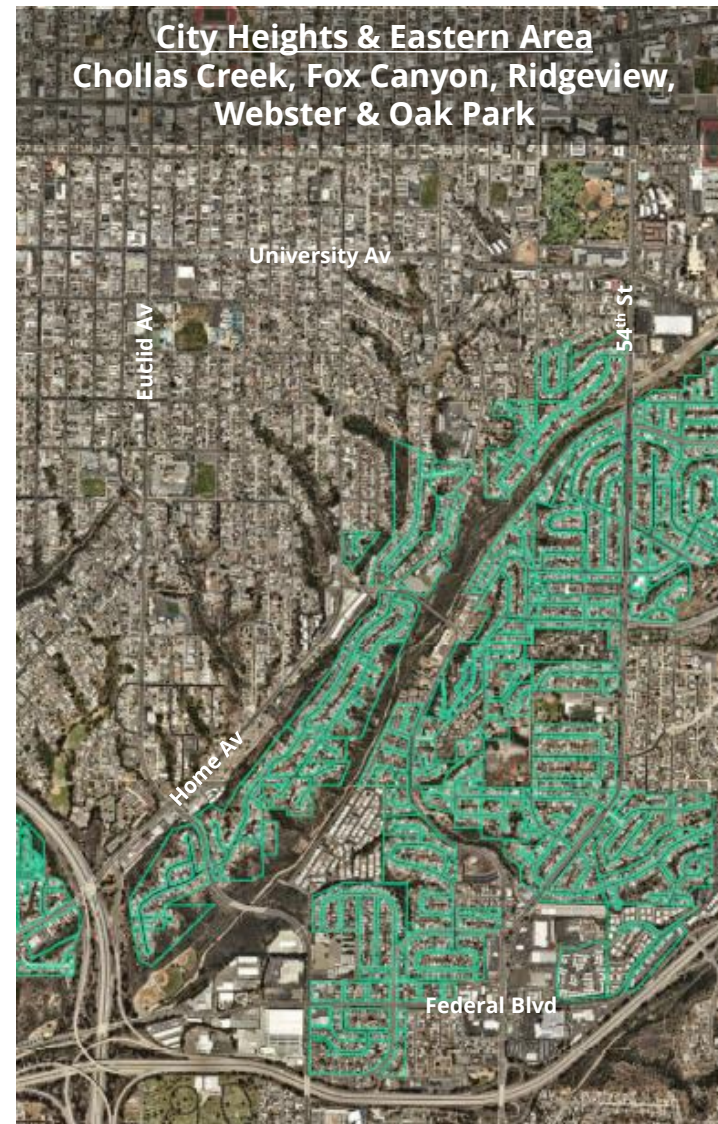
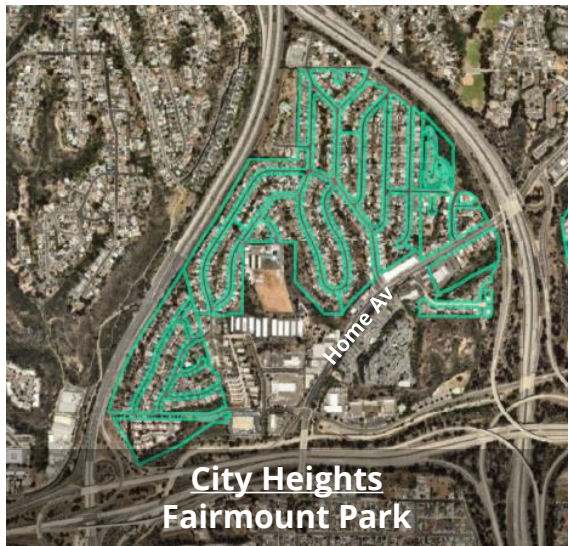
Potential Historic Districts

Talmadge Park



Historic Review Exemption Area

Areas proposed for exemption from future historic review



Potential exemption area from future historic review for buildings 45 years old or older

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Explore the establishment of a historic district work program based on equity and need for the Mid-City area
- Encourage implementation of the proposed historic districts to preserve historically significant buildings and neighborhoods
- Promote benefits of preservation
- Identify funding sources to intensively survey Mid-City for historical resources
- Provide clarity for property owners and project applicants and exempt non-historic master planned communities from future potential historic resource review



Sustainability, Equity and Climate Resilience





Draft Goals

Sustainability, Equity & Climate Resilience

- Feature **sustainable and regenerative designs** in new development to enhance community resilience and quality of life
- Create and maintain **community gardens and farms to support community health** through access to fresh food, foster social connection, preserve green space and revitalize underused land
- Build and preserve **abundant affordable homes** so community members can stay **rooted in their neighborhoods**.
- **Reconnect divided neighborhoods** and provide community members with equitable access to **high-quality mobility options**.
- **Empower community members** through education that fosters sustainability, restoration, water conservation, disaster preparedness and shared stewardship of public spaces
- Design **natural spaces and buildings that are adaptive and resilient** in response to long-term climate, economic and technological shifts
- Develop a **network of green streets and blue/green infrastructure** to manage stormwater, restores wildlife habitat, reduces urban heat island effects and improves air quality



Framework

Sustainability, Equity, & Climate Resilience

Sustainability

- Sustainable and Regenerative Design – Case Studies
- Local Food System

Equity

- Preserving and Expanding Affordable Homes
- Minimizing Displacement
- Reconnecting Communities
- Transportation Justice - Purple Line

Climate Resilience

- Urban Forestry
- Blue and Green Infrastructure

Framework – Sustainability, Equity & Climate Resilience

This map highlights key ideas and concepts presented in this chapter

Sustainable & Regenerative Design

- Enhance community resilience & quality of life



Local Food System

- More community gardens & preserve community farm



Affordable Homes & Minimize Displacement

- Protect tenants, preserve & expand affordable homes



Reconnecting Communities

- Expand Teralta Park (freeway lid park)

Transportation Justice

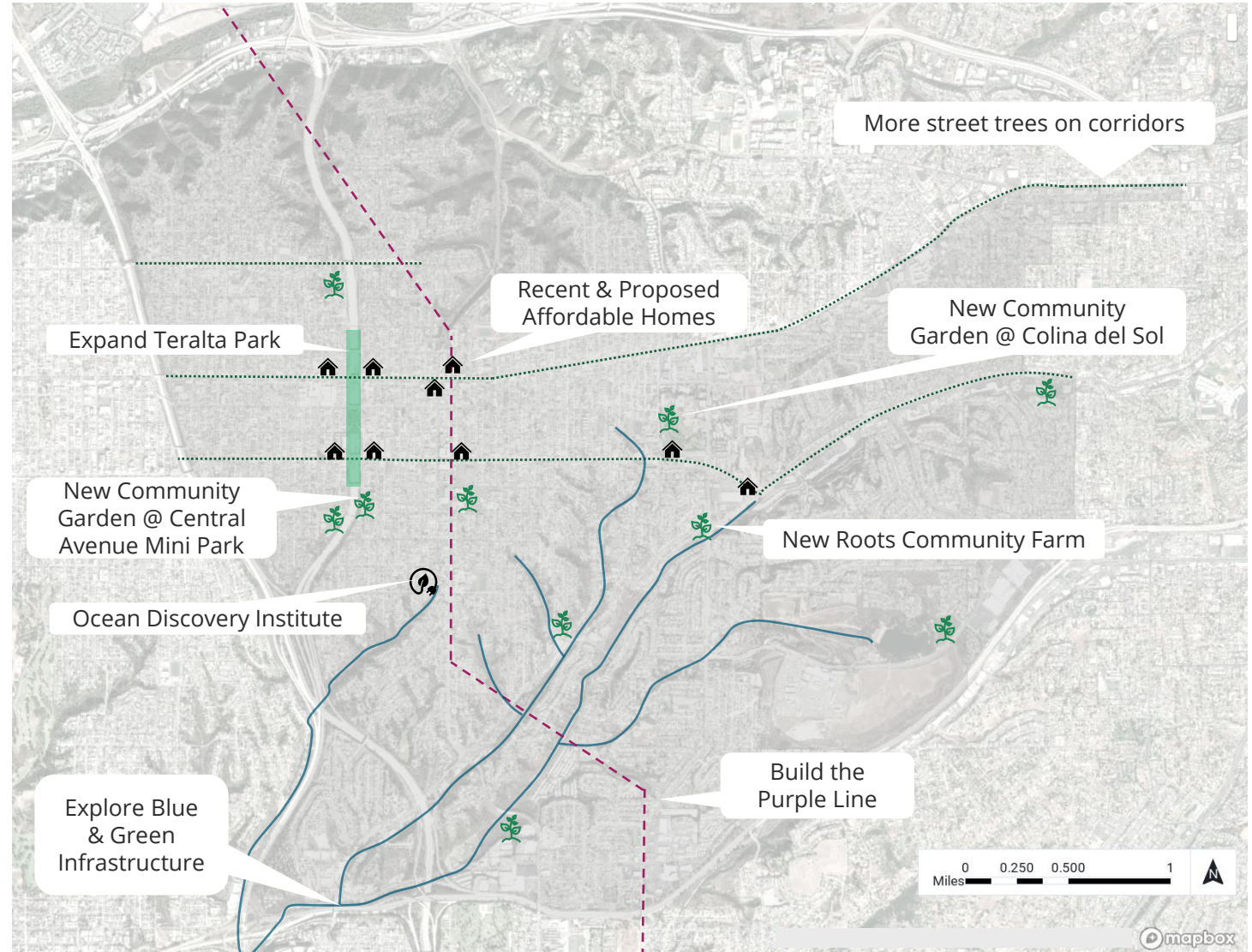
- Build the Purple Line (a new trolley/light rail line)

Urban Forestry

- More street trees to provide shade, comfort, beauty & improve environmental quality.

Blue & Green Infrastructure

- Nature-based solutions with engineered systems to create robust adaptable open spaces that can respond more nimbly to future climate pressures, while improve habitat provisions, water quality, & user experience.



Sustainable and Regenerative Design

BaseCamp Lyngby, Denmark

Exploring ideas for enhancing community resilience and quality of life.

- Sustainable shared-living facility and green recreational oasis, fostering strong sense of community and belonging
- 640 apartments for students and older adults
- Green roof provides a rainwater buffer, purifies the air, reduces the ambient temperature, regulates the indoor temperature and saves energy
- Rooftop walkways for walking, strolling and running

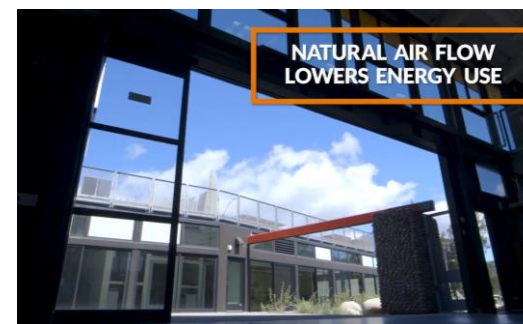


Sustainable and Regenerative Design

Ocean Discovery Institute Living Lab, City Heights, San Diego

Mid-City's first Leadership in Energy and Environmental Design (LEED) Platinum certified facility

- A world class educational facility created in partnership with the San Diego Unified School District
- Certified LEED Platinum
- Zero net energy
- Adjacent to Manzanita Canyon
- Provides youth programs in outdoor science and environmental conservation



Sustainable Local Food System

Building a healthier, more sustainable and more just food system locally & regionally

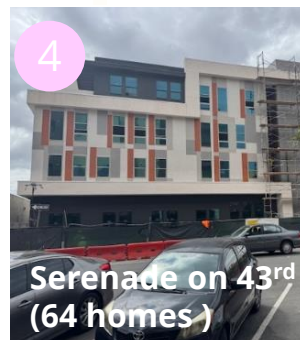


Equity - Preserve and Expand Affordable Homes

Locations of recent, under construction & proposed subsidized affordable homes



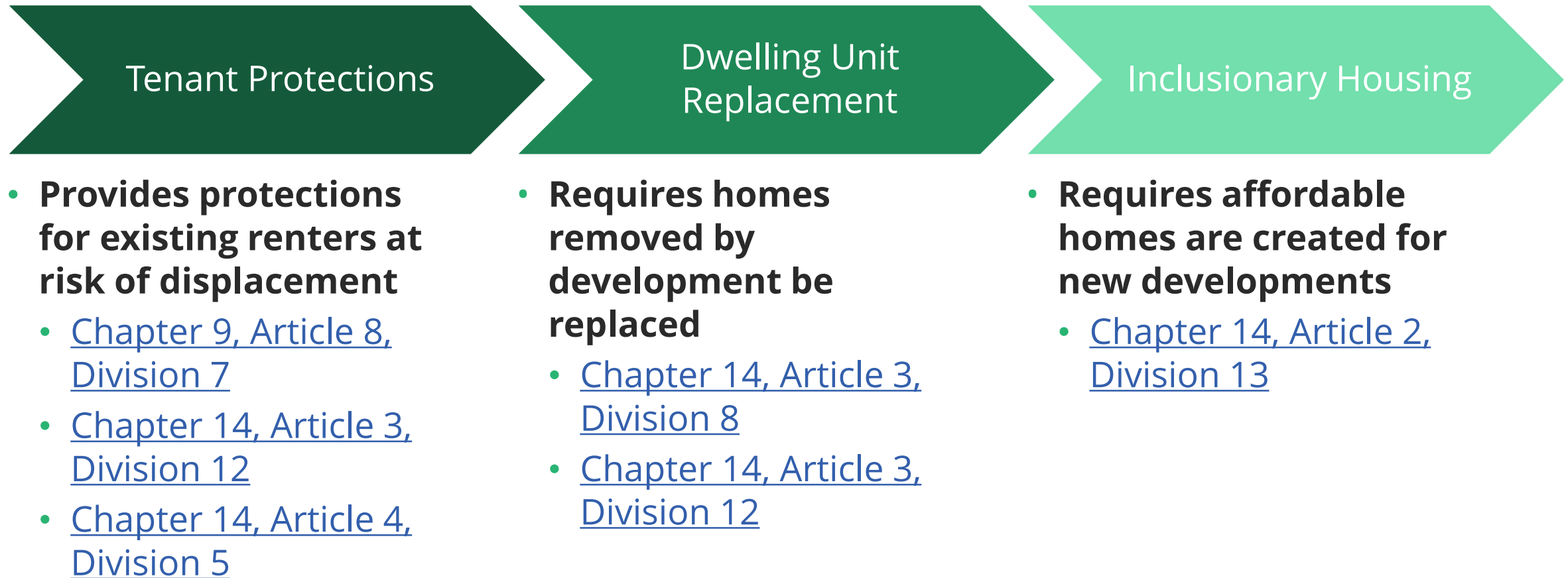
Cuatro at City Heights (115 homes)



Equity - Minimizing Displacement

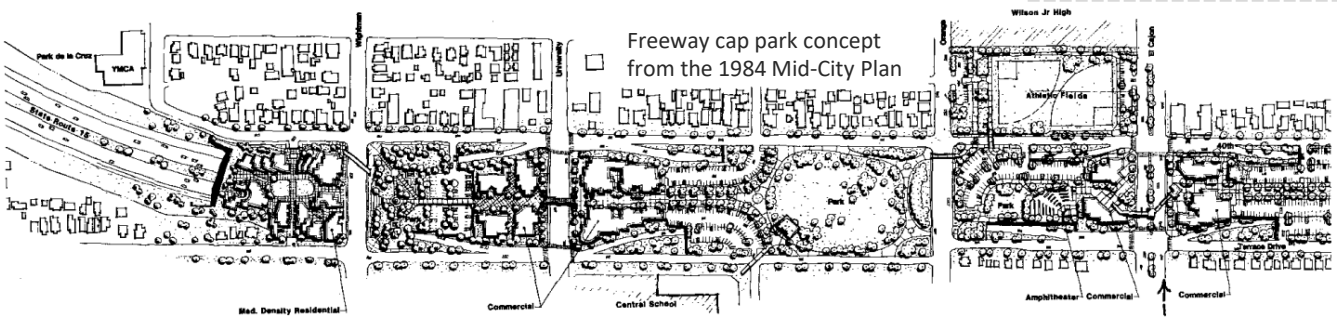
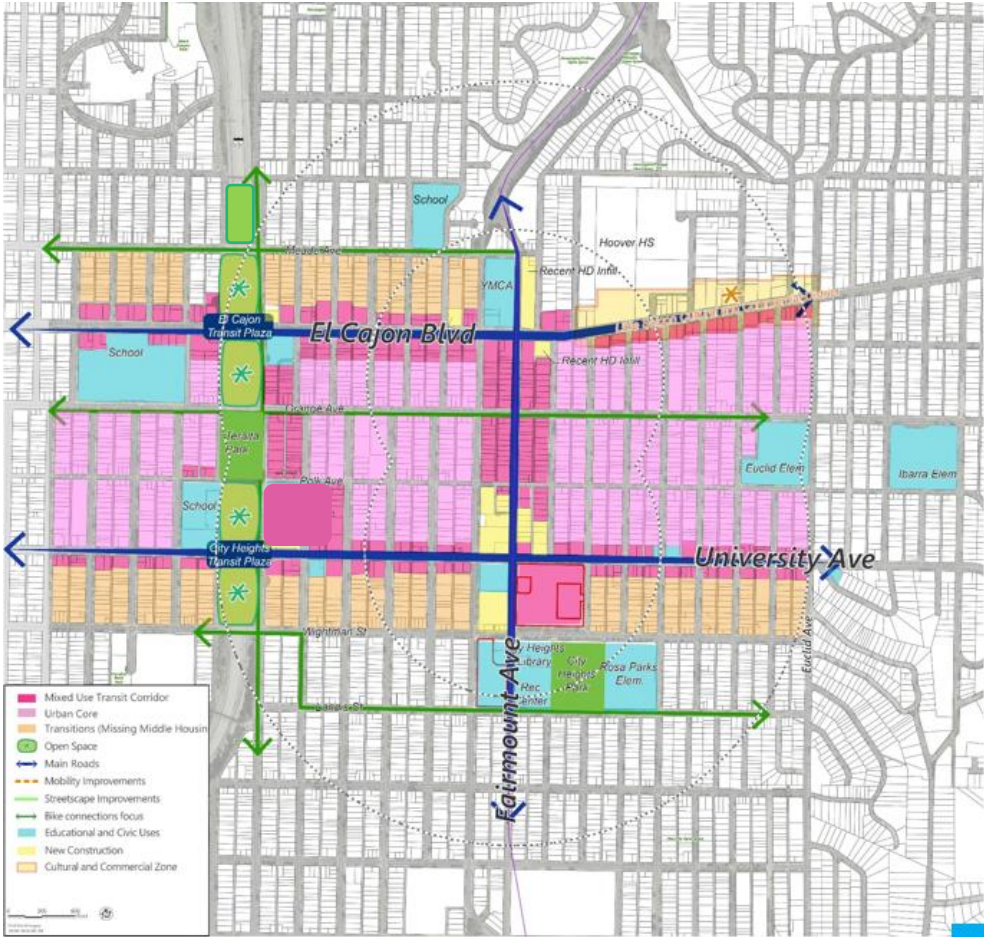
Existing Regulations in the San Diego Municipal Code

Displacement of people living in Mid-City is a significant community concern. Regulations currently exist that are intended to protect tenants and preserve and expand affordable housing.



Equity - Reconnecting Communities

Reconnect communities harmed by past transportation infrastructure decisions

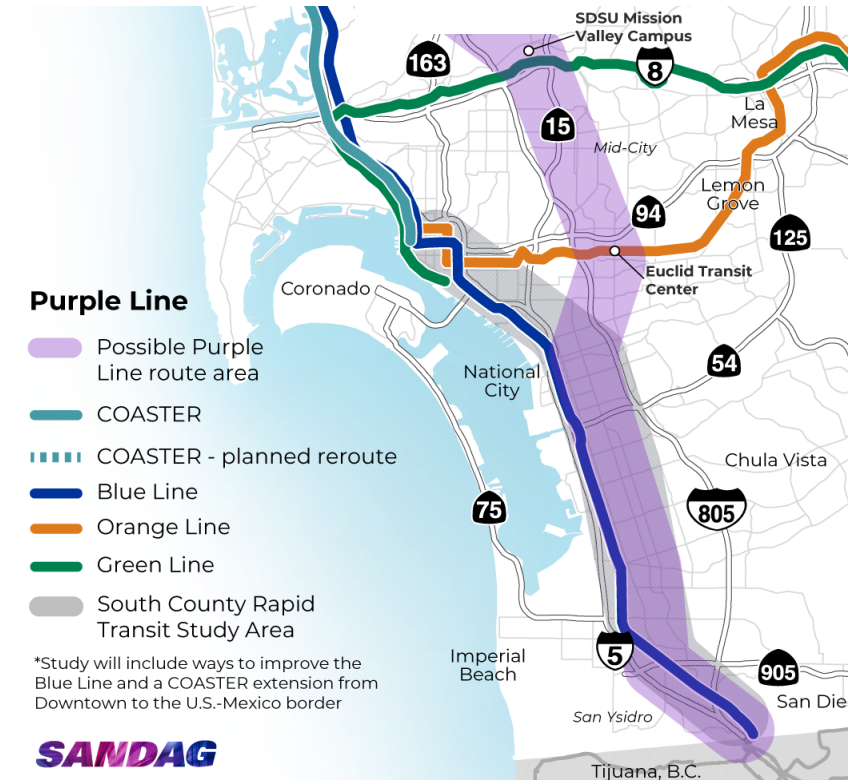


Equity - Transportation Justice

Connecting communities through equitable transit solutions

Purple Line

- The Purple Line aims to connect San Ysidro to Mission Valley
- Enhanced access to jobs, education, healthcare and regional destinations
- Transit access to predominantly low-income, diverse neighborhoods of City Heights as well as National City and Chula Vista
- Two station options proposed in City Heights
- Centers community voices, reflecting the public's demand for reliable transit



Climate Resilience - Urban Forestry

More street trees to expand the Mid-City's urban tree canopy

Environmental Benefits

- Reduces air pollution
- Mitigates urban heat
- Manages stormwater runoff

Physical Benefits

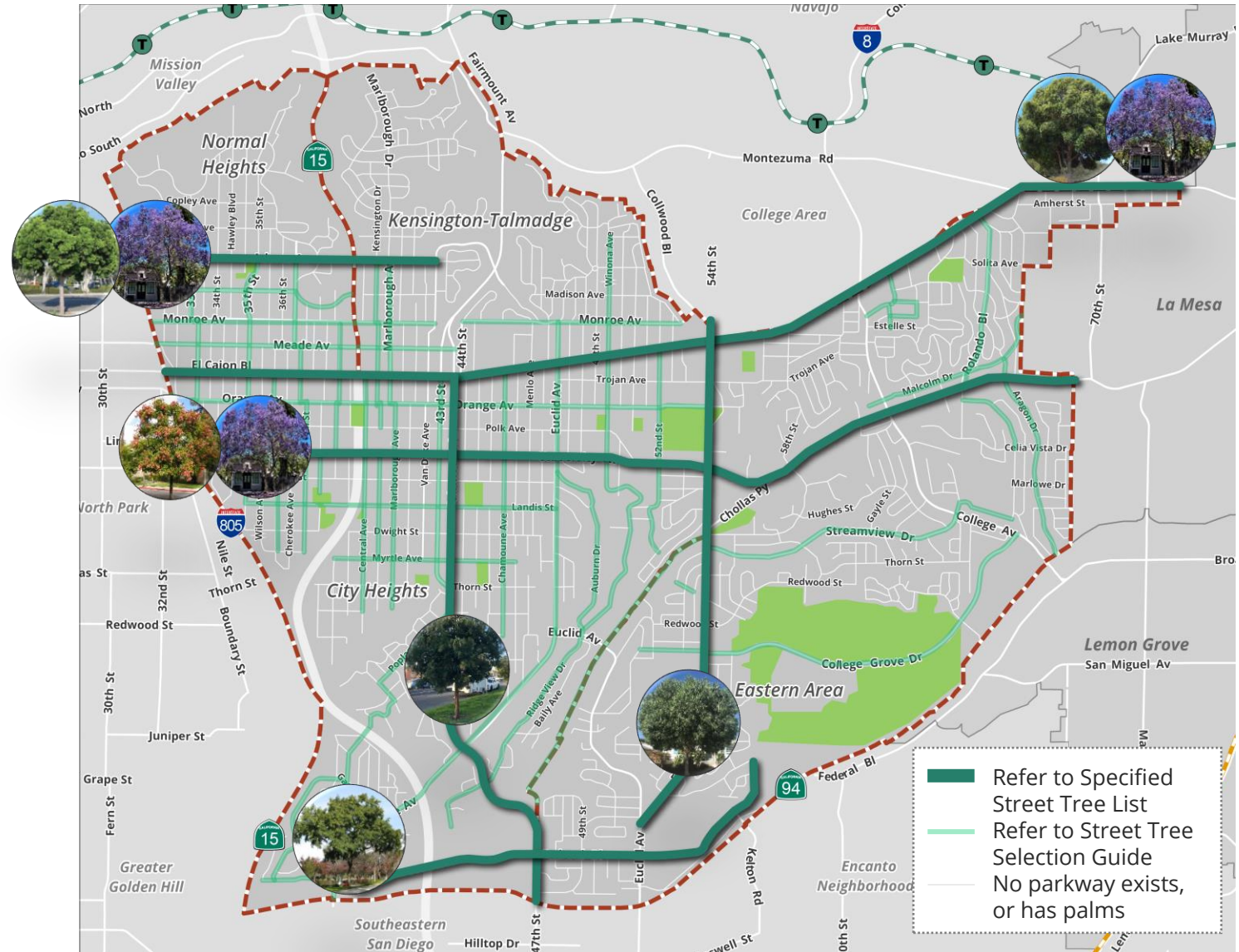
- Encourages outdoor activity
- Improves mental health

Equitable Benefits

- Improved health and climate benefits in lower resourced and more vulnerable communities

Economic Benefits

- Reduces energy-consumption
- Improved property values
- Increased business revenue



Climate Resilience - Urban Forestry

More street trees to expand the Mid-City's urban tree canopy

Street Name	Botanical Name	Common Name	Type	Height	Spread
Adams Avenue	Afrocarpus gracilior aka Podocarpus macrophyllus	African Fern Pine	Evergreen	40'-50'	20'
	Jacaranda mimosifolia	Jacaranda	Deciduous/ Flowering	50'	35'-60'
El Cajon Boulevard	Lophostemon confertus	Brisbane Box	Evergreen	50'	40'
	Jacaranda mimosifolia	Jacaranda	Deciduous/ Flowering	50'	35'-60'
Fairmount Avenue	Afrocarpus gracilior aka Podocarpus macrophyllus	African Fern Pine	Evergreen	40'-50'	20'
Federal Boulevard	Tipuana Tipu	Tipu Tree	Deciduous/ Flowering	50'	30'-55'
University Avenue	Koelreuteria bipinatta	Chinese Flame Tree	Deciduous/ Flowering	35'	15'-25'
	Jacaranda mimosifolia	Jacaranda	Deciduous/ Flowering	50'	35'-60'
54th Street	Geijera parvifolia	Australian Willow	Evergreen/ Flowering	30'	20'
	Ulmus parvifolia	Chinese Elm	Evergreen	65'	70'

* Refer to City of San Diego Street Tree Selection Guide for parkway size recommendations per tree species.

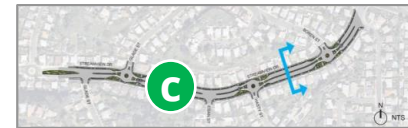
* Align tree species selection with existing adjacent trees and match the opposite side of road whenever possible.

Streamview Drive Greenway

Urban Forestry Case Study



West Segment



East Segment

Existing Tree Canopy



Proposed Street Trees



Quercus abutifolia



Leptospermum laevegatum



Cercis canadensis 'Mexicana'



Platanus racemosa

a



b



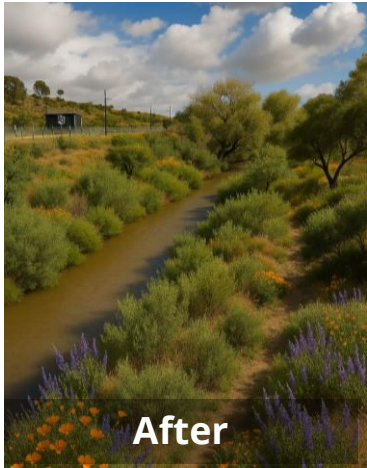
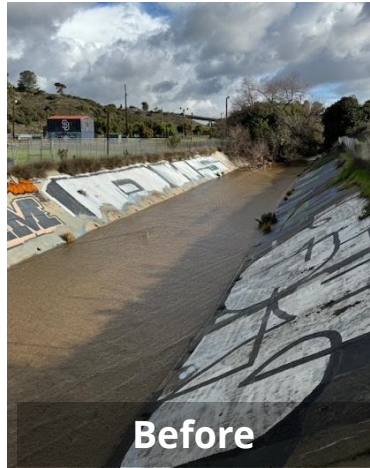
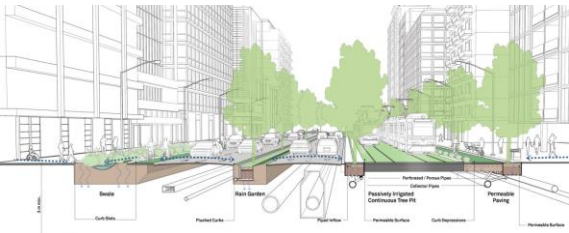
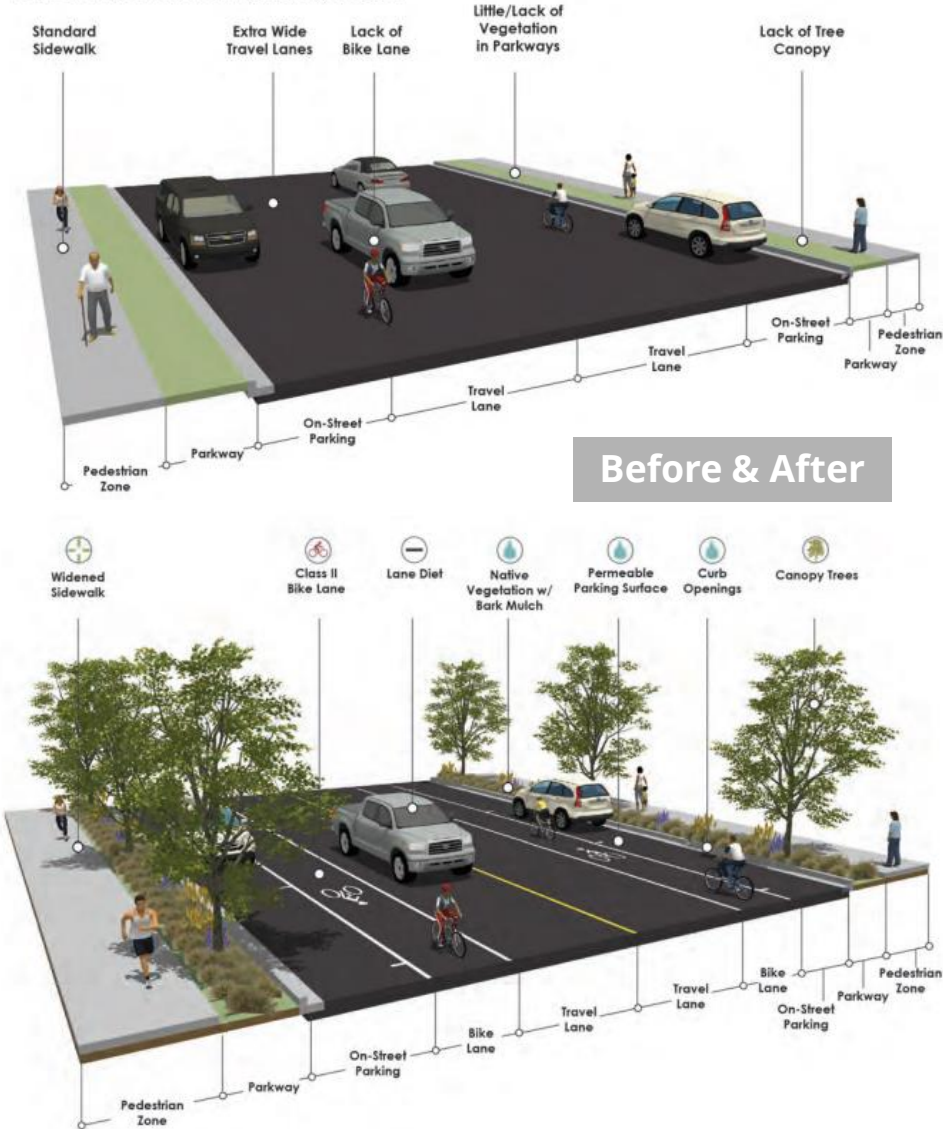
c



Climate Resilience - Blue and Green Infrastructure

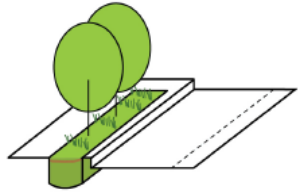
Green street and creek restoration concepts

Figure 2-1: Typical Street Design in City Heights



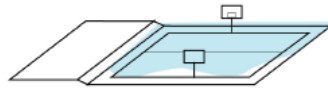
Climate Resilience - Blue and Green Infrastructure

Nature-based solution with engineered systems for climate resilience



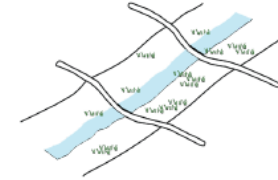
Roadway Bioretention

These planted buffers, adjacent to streets, help to manage and treat stormwater runoff before it gets into the City's waterways. This in turn results in reduced runoff, pollutant removal and improved water quality. Regular maintenance is crucial to ensuring these systems are functioning properly.



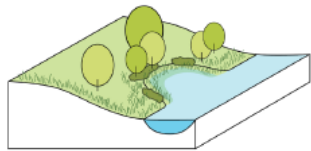
Floodable Sports Fields

Floodable sports fields or other recreational infrastructure are designed to accommodate floodwaters during storm events, creating detention opportunities and buffering communities from the potential harmful outcomes of flooding.



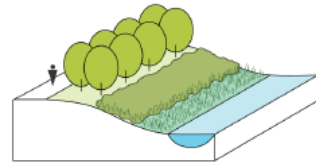
Wattles

Wattles are erosion and stormwater control interventions, typically in areas with steeper slopes. These tubes are made of natural fibers and assist in trapping sediment and reducing water flows downhill, preserving hillsides.



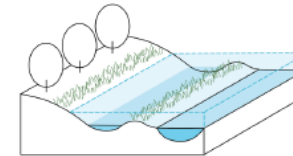
Channel Rewilding

Rewilding refers to the removal of the concrete channel infrastructure often seen throughout the watershed. This allows for more robust habitat to take hold, improving biodiversity and providing opportunities for communities to interact with the City's waterways. However, this intervention does require a wider channel and is not possible or appropriate in all locations.



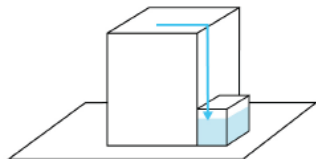
Vegetated Embankment

This intervention either applies to the removal of concrete embankments in favor of creating vegetated spaces, or the maintenance of already existing vegetated embankments throughout the watershed. Maintenance to ensure that invasive species are removed is necessary to maintain the integrity of the habitat that this intervention creates.



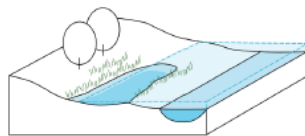
Expanded Flood Capacity

There are contexts where it is possible to plan and expect flooding to occur throughout the watershed. It is necessary to ensure that nonvital infrastructure is in these areas, and that it does not pose a risk to communities nearby. However, by planning for some areas to flood, storage is increased and damage reduced elsewhere within the watershed.



Rainwater Harvesting

Buildings such as recreation centers can be equipped with systems to capture and store rainwater. This can help reduce runoff and erosion and can be used to irrigate landscape areas or other non potable uses.



Creekside Detention

Areas can be created where runoff is detained during storm events, allowing for more permanent pools to persist throughout the watershed and preventing flooding downstream



Key Policies

Sustainability, Equity & Climate Resilience

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Promote community health through access to affordable and healthy food and community gardens.
- Implement green infrastructure (trees, bioswales, rainwater harvesting) to enhance climate resilience.
- Improve stormwater management and address flooding issues along Chollas Creek through enhanced drainage systems and stormwater infrastructure upgrades.
- Plant trees and convert impervious surfaces to permeable areas to reduce runoff, conserve water and mitigate extreme heat.
- Enhance community education on sustainability, water conservation and disaster preparedness for climate hazards.



Key Policies Continued

Sustainability, Equity & Climate Resilience

- Incorporate heat-resilient design strategies, such as cool roofs, cool pavement and heat-reflective materials, into new development and site upgrades, particularly at parks, community spaces and resilience hubs.
- Develop cooling strategies for public spaces by integrating shade structures, drinking fountains, misters and tree canopy at popular destinations like playgrounds, pedestrian corridors and bus stops.
- Support the development of community-led resilience hubs in Mid-City that provide cooling, power, supplies and information during emergencies and serve as trusted community centers year-round.
- Co-locate resilience hubs with libraries, community centers or cultural venues and ensure they are equipped with backup power, air conditioning, multilingual resources and accessible design.



Land Use and Economic Prosperity



Goals

Land Use and Economic Prosperity

- Develop **compact, walkable, transit-oriented neighborhoods** with a balanced mix of employment, housing and services
- Create a **cohesive, high-quality development pattern** between El Cajon Boulevard and University Avenue to form a vibrant and identifiable central community core
- Provide a **diverse range of housing types** near transit, jobs and amenities to serve people of all incomes, ages and household sizes.
- Support commercial corridors and small businesses so they thrive and contribute to a **vibrant local economy**
- **Preserve employment lands** for manufacturing, logistics, warehousing and other employment uses



Framework

Place-Types, Building Types and Land Use Concepts

Place Types

Broad description of future change areas:

- Transit Village
- Transit Corridor
- Main Street
- Transit Neighborhood
- Residential
- Other

Building Types

Broad description and example of different buildings and uses that could exist in the future change areas:

- Courtyards, podiums and wrap
- Narrow-lot infills
- Walk-ups and stacked units
- Townhomes and rowhomes
- Multi-plex
- Towers and high-rises

Land Use Concepts

Distinctively different high-level maps of potential change areas:

- Transit Villages, Corridors and Neighborhoods
- Transit Villages, Corridors and Neighborhoods + Fair Housing
- Back to the 1984 Community Plan
- Distributed Growth
- Transit Centers and Corridors

Place-Types

Description of proposed change areas

TRANSIT VILLAGE

Mixed-use urban and community transit villages with commercial, office and the highest density of residential and employment uses

TRANSIT CORRIDOR

Mixed-use corridor with commercial, office, very high, high, or medium density residential and other uses oriented along a corridor with high-quality transit

MAIN STREET

Mixed-use urban and community main streets have smaller scale development with a stronger focus on transitions to surrounding neighborhoods with high and medium density residential and employment uses

TRANSIT NEIGHBORHOOD AND RESIDENTIAL

Medium and low density residential with corner stores, access to transit, jobs and neighborhood serving uses within walking distance

OTHER

Areas of little to no change, including single-family and other lower-density residential areas, schools, other civic and public land and parks and canyons

Building Types

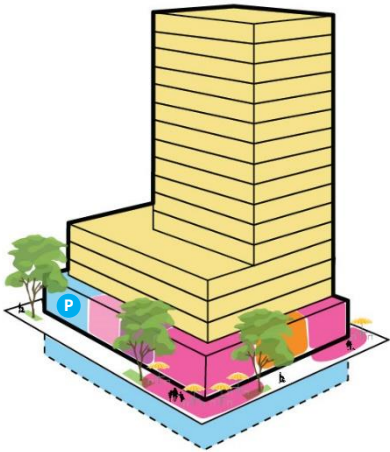
Examples of building types and uses for the proposed change areas

TRANSIT VILLAGE

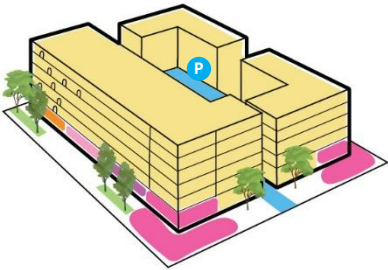
TRANSIT CORRIDOR

MAIN STREET

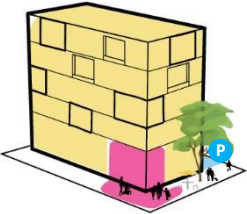
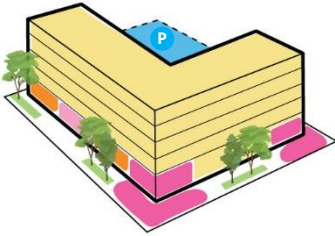
TRANSIT NEIGHBORHOODS AND RESIDENTIAL



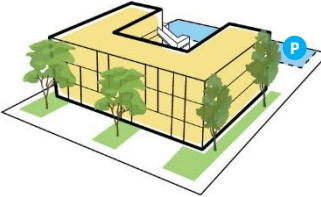
Towers and High-Rises



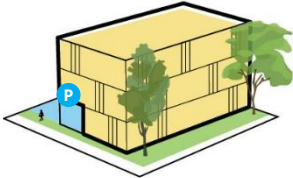
Courtyards, Podiums and Wraps



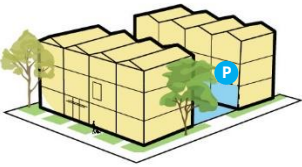
Narrow-lot Infill



Walk-ups



Stacked



Townhomes, Rowhomes and Multi-plex

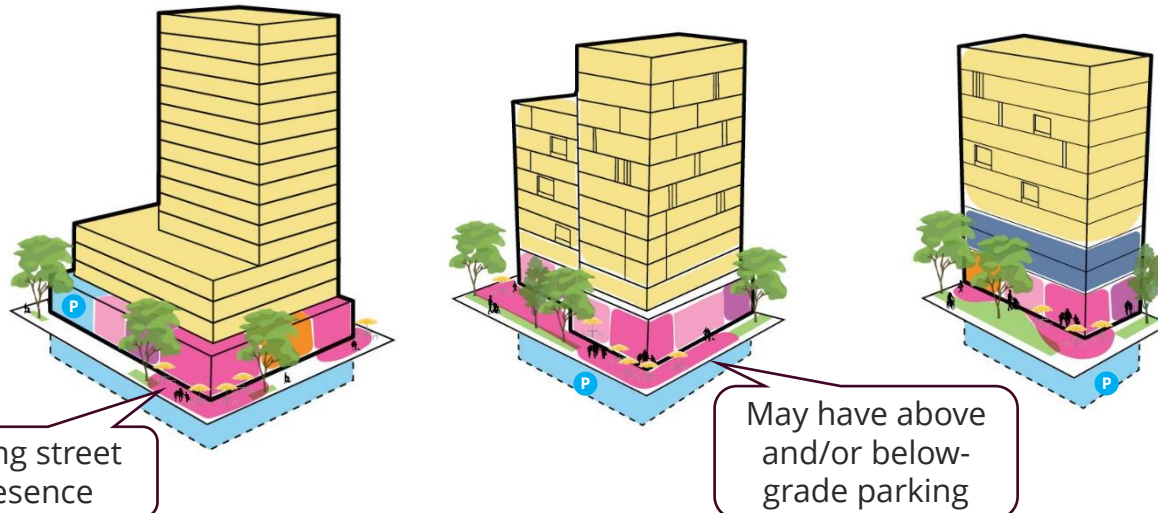
TOWERS AND HIGH-RISES

Characteristics

- Vertical mixed-use
- High-rise
- Strong street-fronting public amenities
- Above and/or below grade parking

Range of stories and density

- Eight+ stories
- 130 to 400+ du/ac



EXAMPLES - TOWERS AND HIGH-RISES

Guadalupe Plaza, City Heights



132 du/ac (126 homes on 0.95 acres)

Alicante, Bankers Hill



206 du/ac (95 homes on 0.46 acres)

Block F, Makers Quarters,
Downtown San Diego



280 du/ac (400 homes on 1.4 acres)

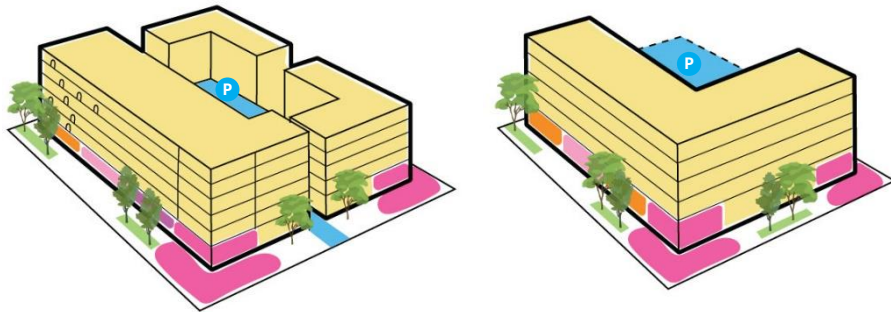
COURTYARDS, PODIUMS AND WRAP BUILDINGS

Characteristics

- Podium construction or parking “wrapped” with other uses
- Vertical mixed-use or single-use
- Opportunity for internal courtyards and amenities
- Above- or below-grade parking

Range of stories and density

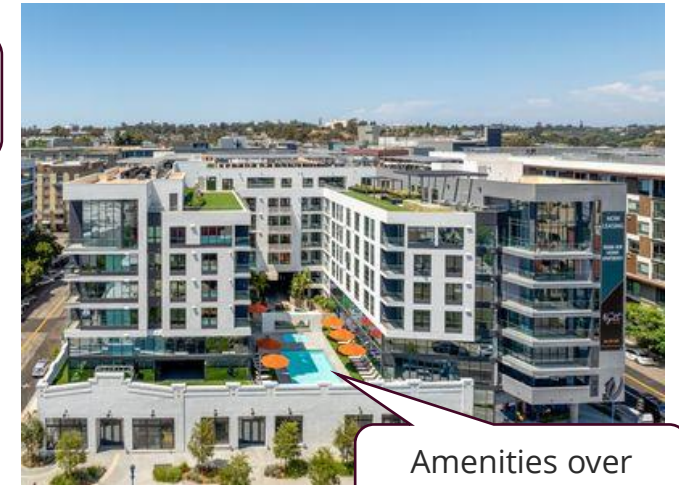
- Three to seven stories
- 30 to 180 du/ac



Residential building wraps parking in the back



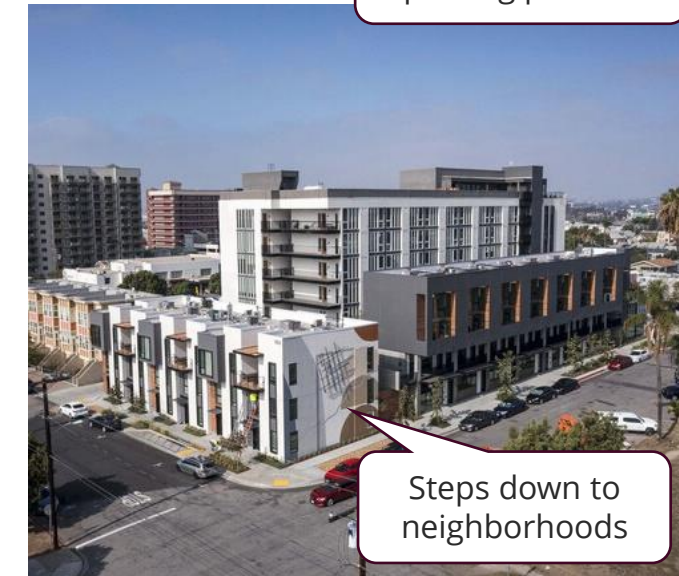
Grocery store on ground-floor



Amenities over parking podium



Courtyard over parking podium



Steps down to neighborhoods

EXAMPLES - COURTYARDS, PODIUMS AND WRAP BUILDINGS

BLVD63, Eastern Area



37 du/ac (332 homes on 8.9 acres)

Kensington Commons



44 du/ac (34 homes on 0.77 acres)

City Heights Square



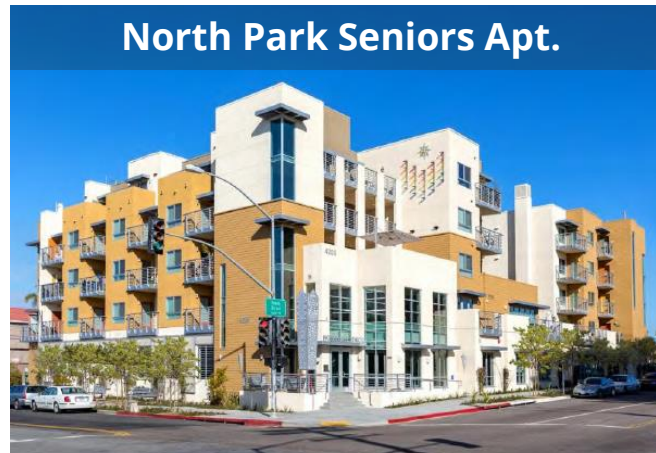
65 du/ac (92 homes on 1.4 acres)

Mid-City Family Apt.



121 du/ac (195 homes on 1.6 acres)

North Park Seniors Apt.



135 du/ac (76 homes on 0.56 acres)

Parco, National City



180 du/ac (127 homes on 0.71 acres)

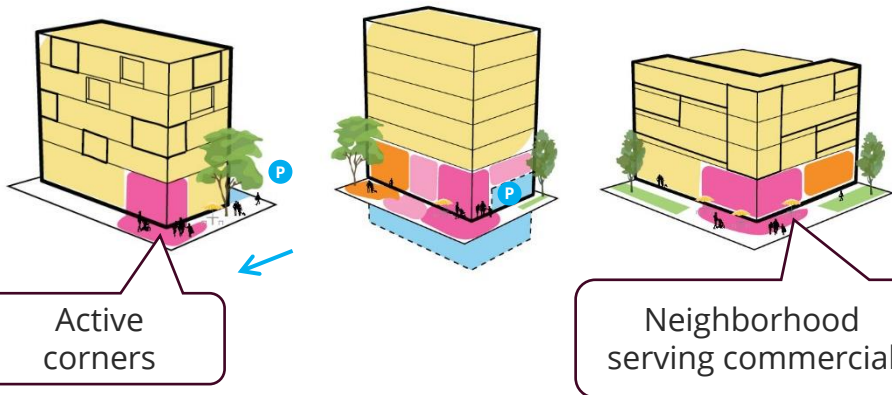
NARROW-LOT INFILL

Characteristics

- 1.5- to 2-story commercial ground floor
- Shared residential entry/lobby
- Residential above ground floor
- May include a range of unit types/sizes, including multi-story units
- Above and/or below grade parking, including potential for tuck-under

Range of stories and density

- Three to seven stories
- 26 to 230 du/ac



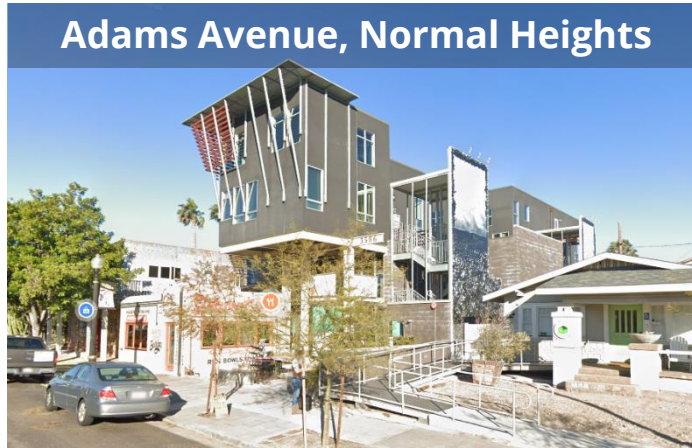
EXAMPLES - NARROW-LOT INFILL

Park Boulevard, University Heights



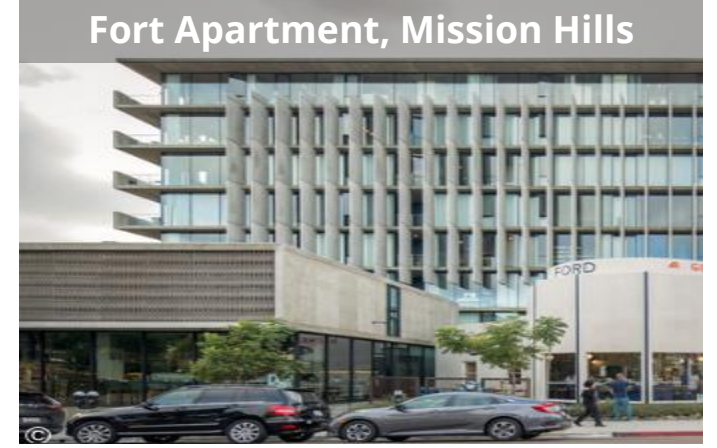
26 du/ac (Four homes on 0.15 acres)

Adams Avenue, Normal Heights



93 du/ac (14 homes on 0.15 acres)

Fort Apartment, Mission Hills



103 du/ac (29 homes on 0.28 acres)

The Shea Mixed-Use, Seattle



165 du/ac (33 homes on 0.2 acres)

Niima Outpost, North Park



229 du/ac (55 homes on 0.24 acres)

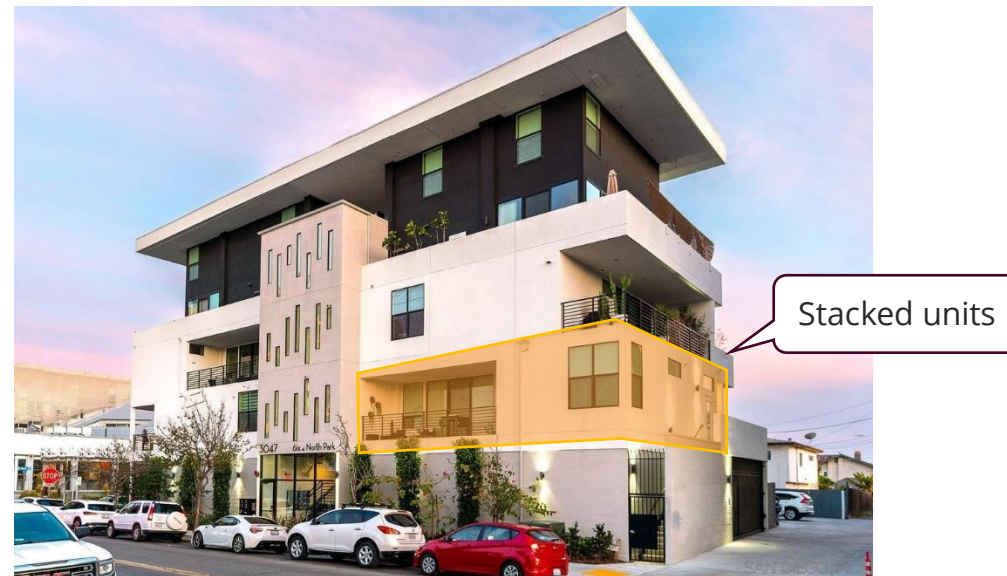
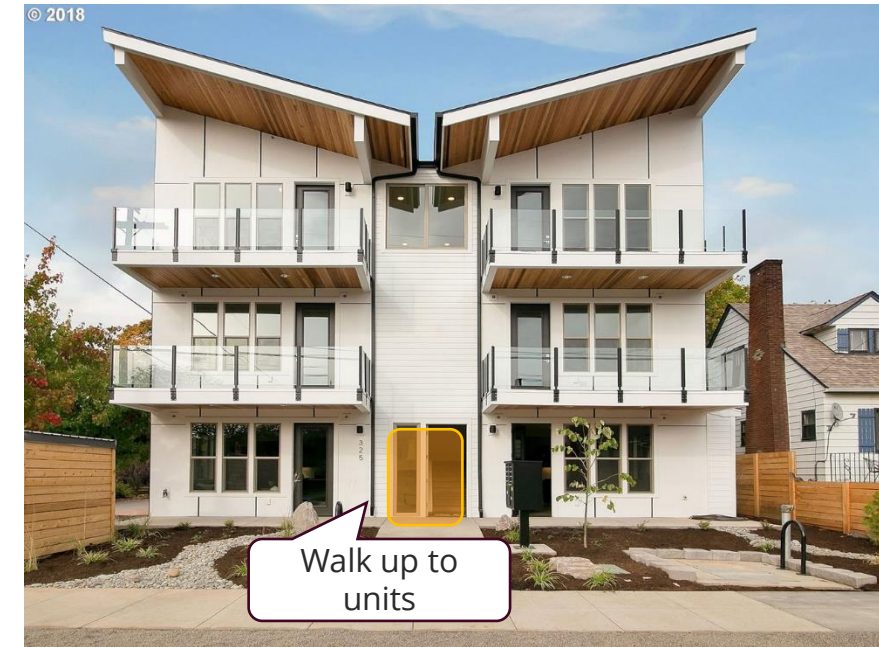
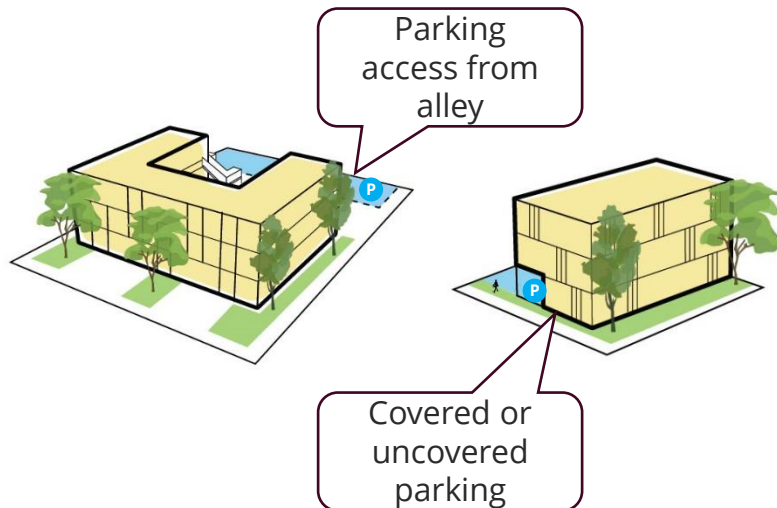
WALK-UPS AND STACKED UNITS

Characteristics

- Shared hallways with entries
- Stacked units
- Generally single use or live-work
- Potential for tuck-under and/or surface parking

Range of stories and density

- Three to five stories
- 20 to 200 du/ac



EXAMPLES - WALK-UPS AND STACKED UNITS



505 House Alabama Street,
Houston

22 du/ac (4 homes on 0.18 acres)



Bryant Avenue Lofts, Minneapolis

46 du/ac (12 homes on 0.23 acres)



Emerson Street, Portland

50 du/ac (6 homes on 0.11 acres)



Bungalow on Marathon, LA

52 du/ac (9 homes on 0.17 acres)



AMP House, Minneapolis

70 du/ac (12 homes on 0.17 acres)



35th Street, City Heights

112 du/ac (18 homes on 0.16 acres)

TOWNHOMES/ROWHOUSES

Characteristics

- Individual unit entries facing streets or paseos
- Vertical distribution of each unit with tuck-under parking
- Option to stack townhomes, or combine townhomes and ADUs
- Private open spaces or courtyards

Range of stories and density

- Two to four stories
- 20 to 70 du/ac (stacked)



Individual entries with private yards



Stoops and gardens for each unit



Shared walls



Individual entries



EXAMPLES - TOWNHOMES/ROWHOUSES

Hamilton Street, North Park



30 du/ac (16 homes on 0.53 acres)

Eagle Street, Mission Hills



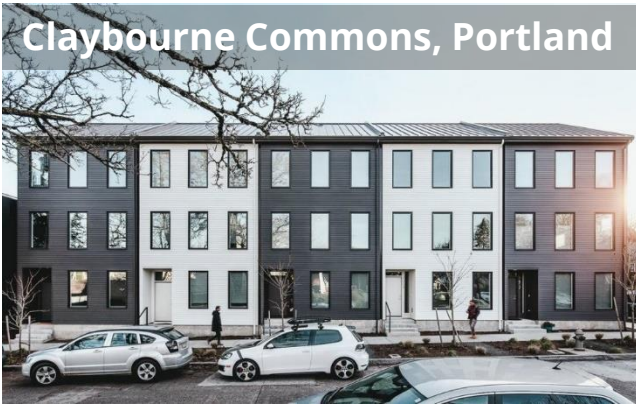
35 du/ac (Eight homes on 0.25 acres)

6th Avenue, Bankers Hill



40 du/ac (20 homes on 0.62 acres)

Claybourne Commons, Portland



45 du/ac (20 homes on 0.44 acres)

30th Street, Golden Hill



46 du/ac (15 homes on 0.32 acres)

Fairmount Avenue, City Heights



68 du/ac (116 homes on 1.7 acres)

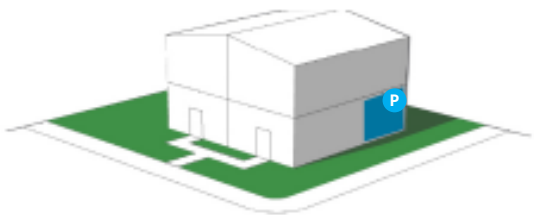
MULTI-PLEX

Characteristics

- Two to eight walk-up units within a single building
- Scale matches a large single-family home or grouping of homes
- Garage or shared driveway parking

Range of stories and density

- One to two stories
- 15 to 35 du/ac



EXAMPLES - MULTI-PLEX

Lorca Drive,
Eastern Area



8 du/ac (two homes on 0.24 acres)

Kensington Drive,
Kensington



15 du/ac (two homes on 0.13 acres)

Lorca Drive, Eastern Area



29 du/ac (four homes on 0.14 acres)

37th Street, Normal Heights



29 du/ac (two homes on 0.14 acres)

30th Street, South Park



30 du/ac (four homes on 0.13 acres)

33rd Street, City Heights



35 du/ac (five homes on 0.14 acres)

Key Considerations

Land Use Concepts

High-Level Framework

- Simple land use concepts to amplify potential benefits, trade-offs and insights

Explores Multiple Possibilities

- Variety of meaningfully different concepts to help community explore various ways it can change

Diverse Input

- Incorporates various community priorities from phase one public engagement

Data Informed

- Analysis of past, present & future conditions

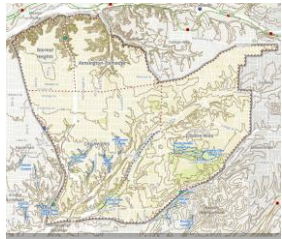
Evolving

- Multiple iterations are expected through community conversations

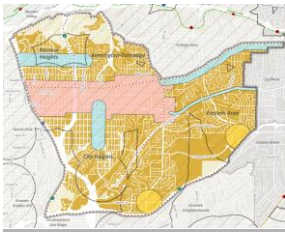
Development of Land Use Concepts

Informed by extensive public engagement & preliminary analysis of past, present & future conditions. Striking a balanced approach between these considerations is important.

Sustainability, Equity & Climate Resilience



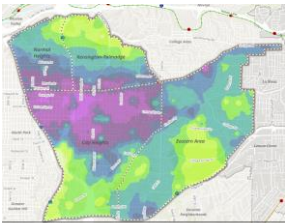
Topography



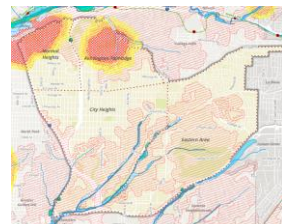
Smart Growth



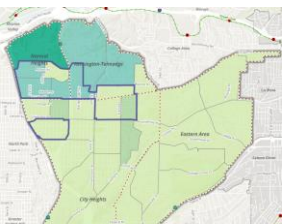
Open Space



Climate Smart



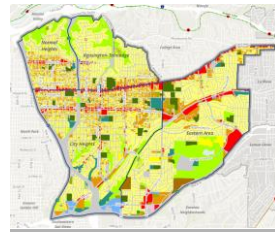
Fire & Flood



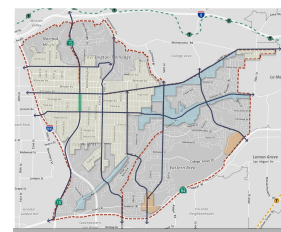
Fair Housing

How do we grow to be more sustainable, equitable & climate resilient?

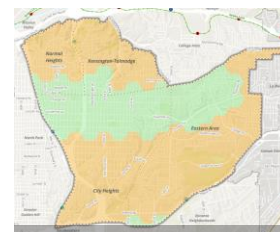
Land Use, Urban Design & Mobility



Existing Land Use



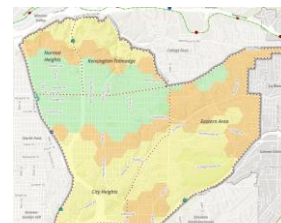
Urban Design



Transit Score



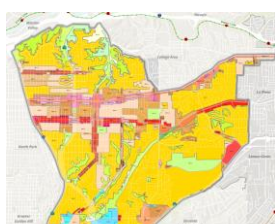
Adopted Plan



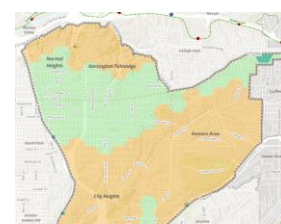
Walk Score



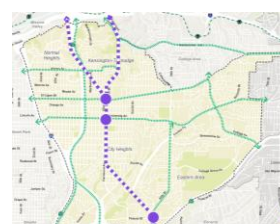
Existing Transit



Existing Zoning



Bike Score



Future Transit

How do we grow to support a more affordable, walkable, bikeable & transit-rich neighborhoods?

Parks & Public Facilities



Existing Park & Rec



Existing Public Facilities

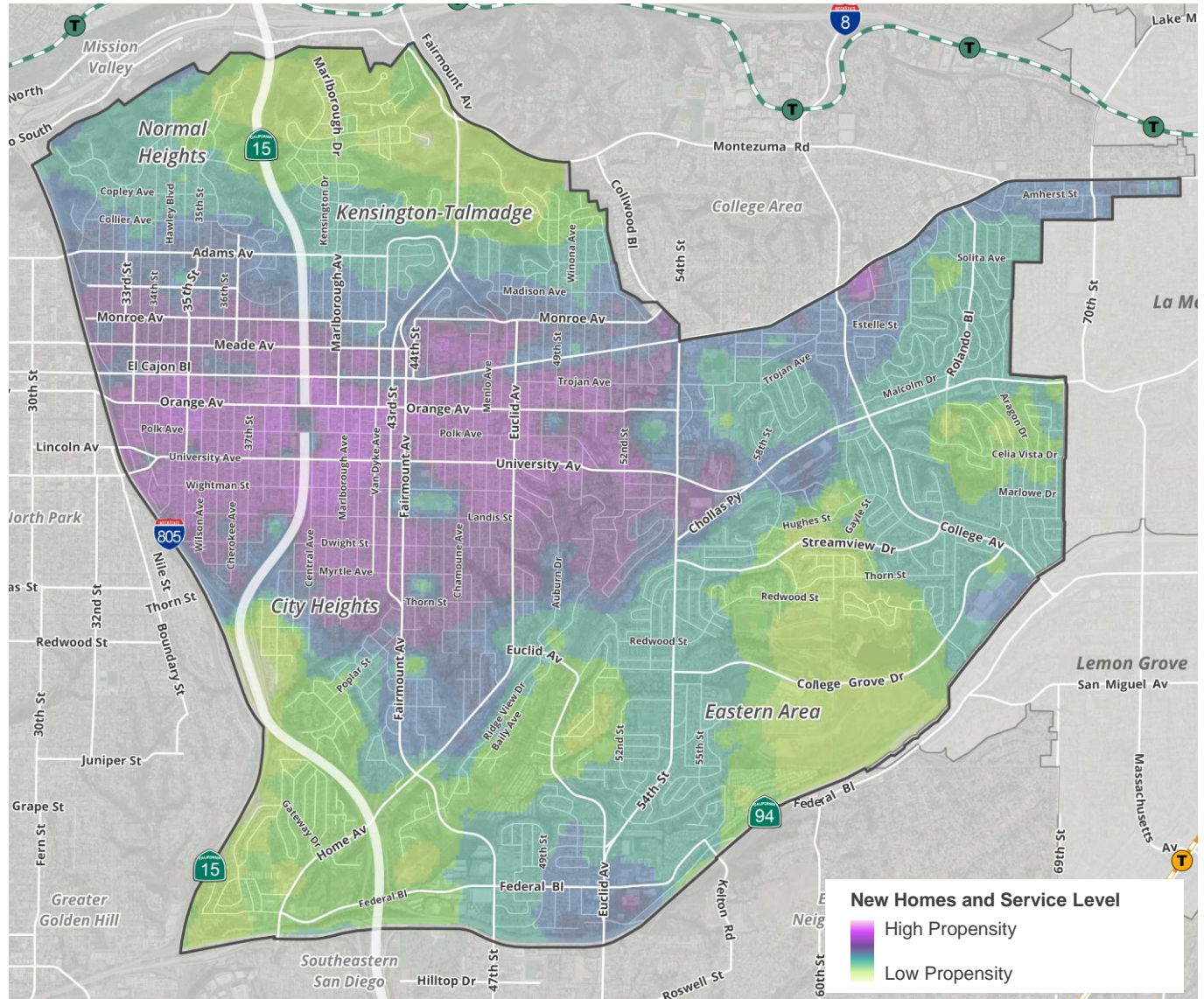


Walkability to Public Facilities

How do we plan for parks, schools and public facilities that support our growth?

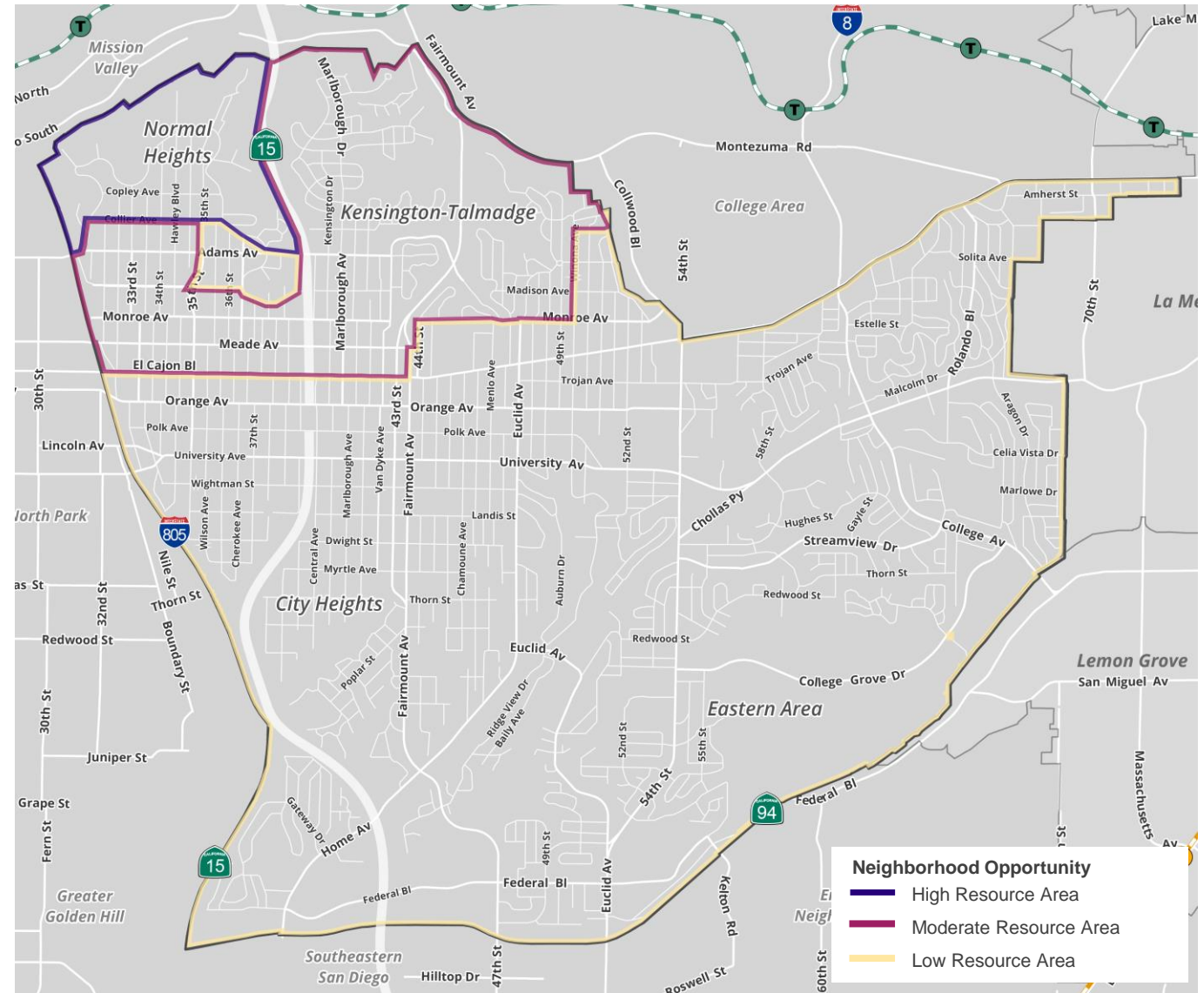
Village Climate Goal Propensity Map

- Village Climate Goal Propensity serves as a guide to align with the City's General Plan and Climate Action Plan goals.
- New homes and jobs within high and medium propensity areas help reduce vehicle miles traveled and support sustainable growth.
- Focusing growth within high and medium propensity areas supports walkable, connected communities by encouraging more people to walk, bike and take transit in their daily lives.



California Tax Credit Allocation Committee/Housing and Community Development Opportunity Area Map

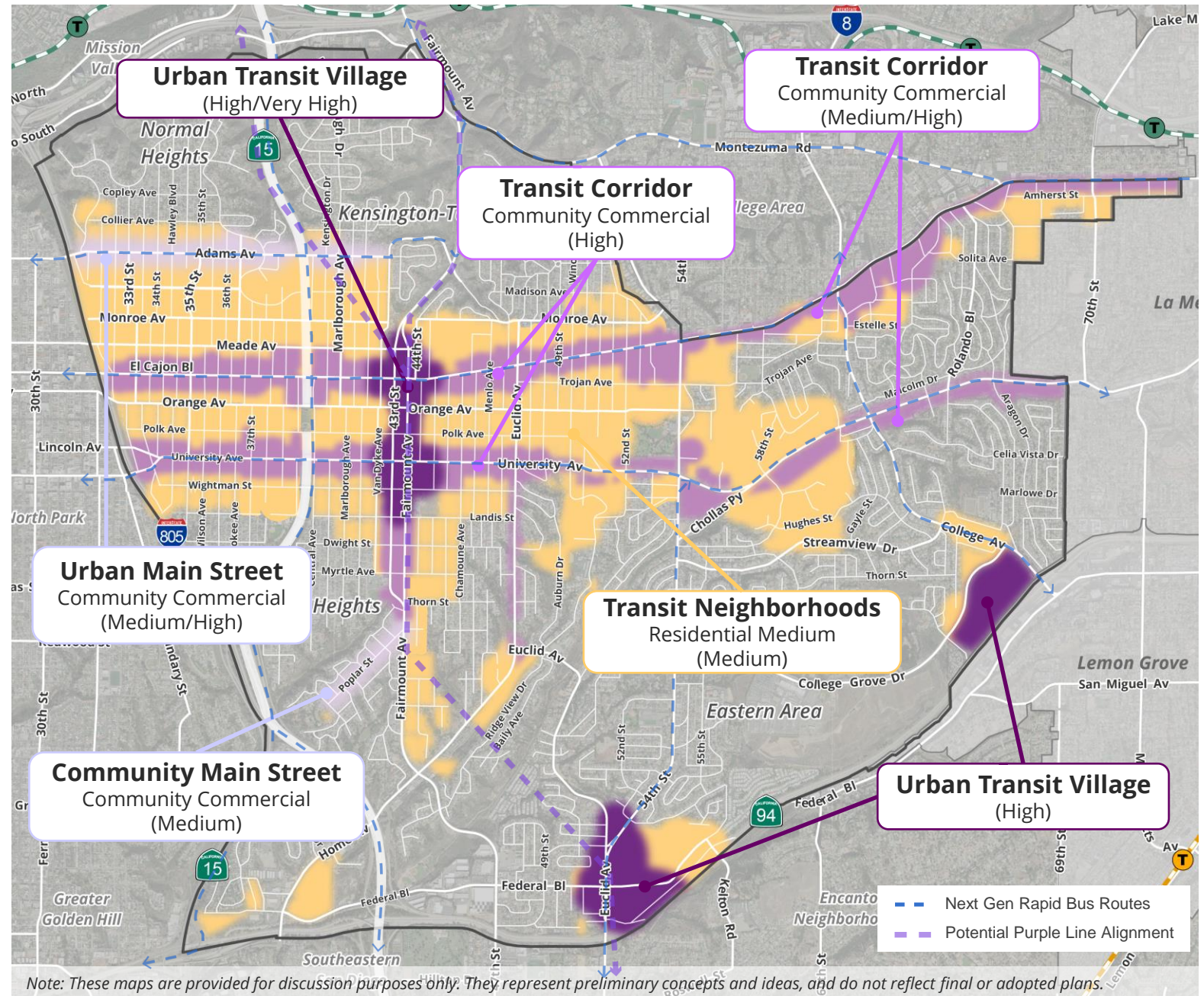
- The Opportunity Area Map identifies the neighborhoods that score better across eight economic and educational indicators relative to other neighborhoods in the region.
- Neighborhoods are categorized into four areas:
 - Highest Resource Area
 - High Resource Area
 - Moderate Resource Area
 - Low Resource Area
- Opportunity Area Map is updated annually by the [California Tax Credit Allocation Committee and California Department of Housing and Community Development](#).



Land Use Concept 1

Transit Villages, Corridors & Neighborhoods

- Focus **growth along activity hubs, transit corridors and neighborhoods**
- Very high and high density/intensity along transit corridors and urban transit villages
- Reintroduces a **mix of housing options** in multifamily and some single-family areas
- Aligns College Area land use proposal along El Cajon Boulevard



*Additional density will be studied between El Cajon Blvd and University Ave and along the SR-15 rapid bus corridor while assessing considerations related to fair housing, air and noise pollution, and feasibility testing.

Land Use Concept 1

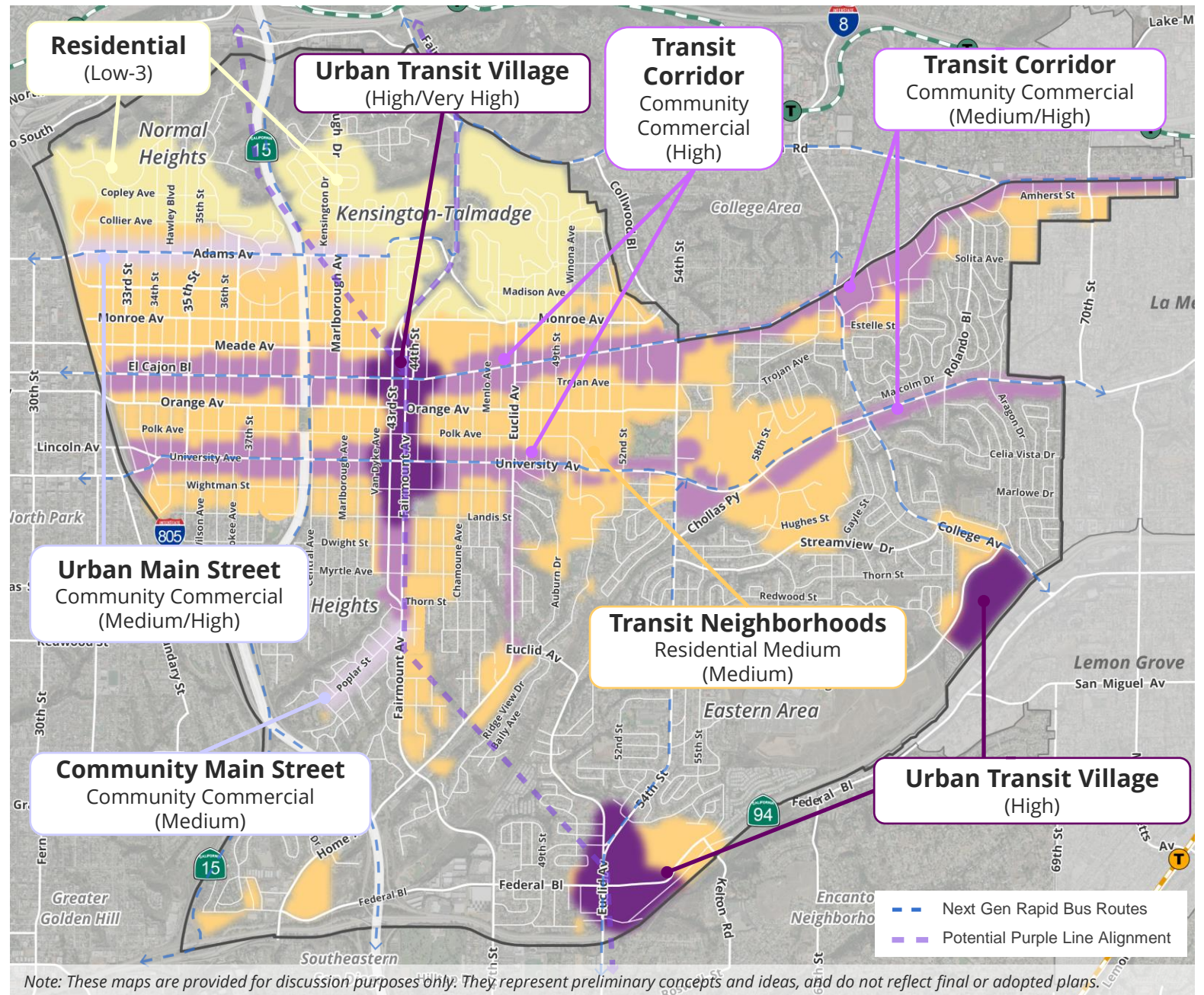
Transit Villages, Corridors & Neighborhoods

- ✓ Focused growth in Climate Smart Village Areas that support walkable, connected communities. By encouraging more homes, jobs, and businesses near transit, it helps more people walk, bike, and take transit in their daily lives.
- ✓ Most growth is proposed along major transit corridors and Transit Villages, including areas served by existing and planned Rapid bus routes and the future Purple Line, helping align access to homes and jobs with mobility investments.
- ✓ Emphasis on providing a mix of housing options in transit neighborhoods. By allowing a broader mix of density types and bedroom sizes in more areas, this concept also creates additional options for families with children and multi-generational households.
- ✓ Locates land use changes near nearly half of the city's schools, parks, and public facilities, ensuring more homes are located close to everyday community resources.
- ✓ Some change areas within the high and moderate resource opportunity areas that could help affirmatively further fair housing.

Land Use Concept 2

Transit Villages, Corridors,
Neighborhoods + Fair Housing

- Focus **growth along activity hubs, transit corridors and neighborhoods**
- Very high and high density/intensity along transit corridors and urban transit villages
- Propose additional changes in High and Moderate Resource Opportunity Areas to **Affirmatively Further Fair Housing**
- Aligns College Area land use proposal along El Cajon Boulevard



*Additional density will be studied between El Cajon Blvd and University Ave and along the SR-15 rapid bus corridor while assessing considerations related to fair housing, air and noise pollution, and feasibility testing.

Land Use Concept 2

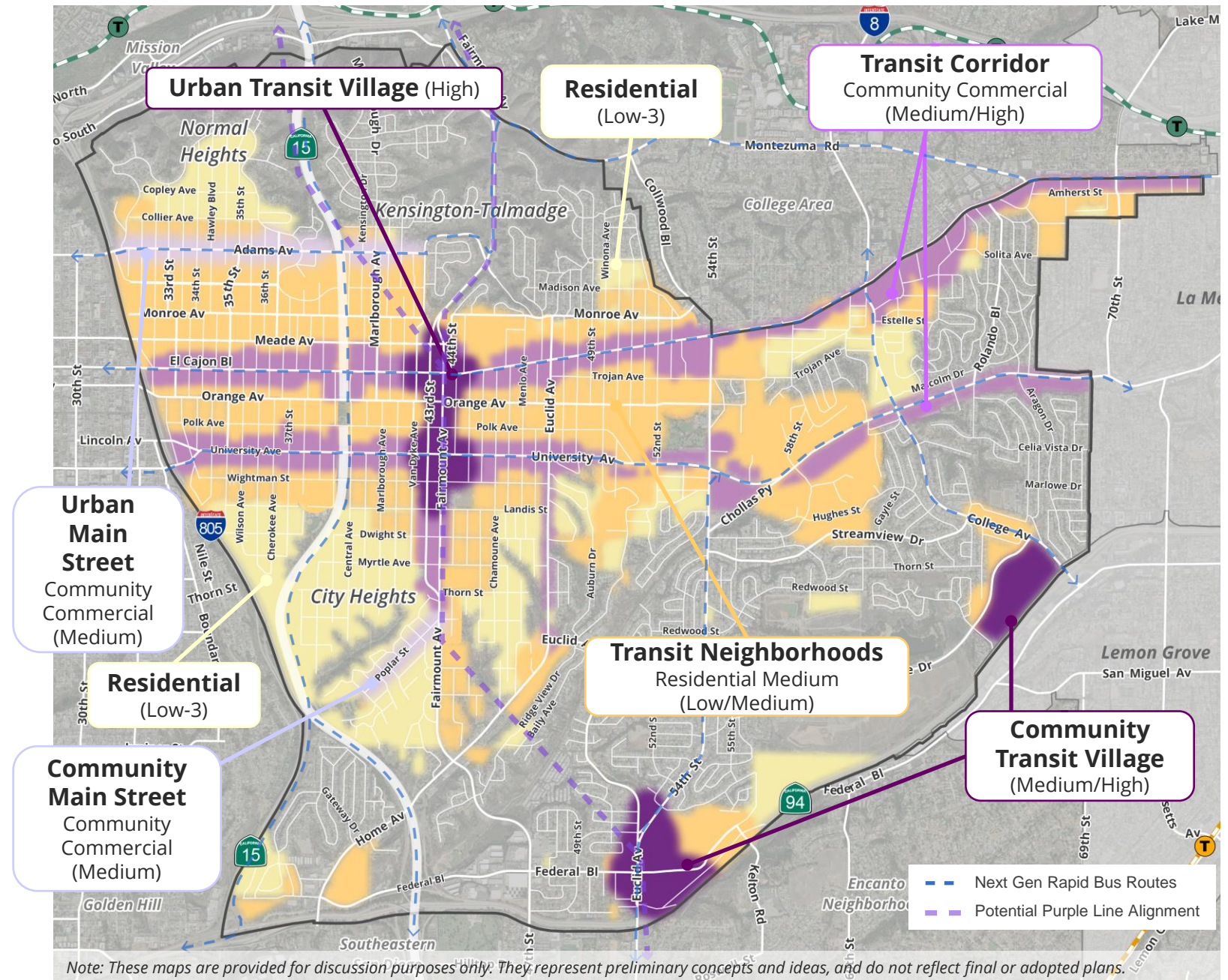
Transit Villages, Corridors, Neighborhoods + Fair Housing

- ✓ Highest opportunities for new homes, jobs & businesses within the Climate Smart Village Areas that support walkable, connected neighborhoods and reduce car dependence by encouraging more people to walk, bike, and take transit.
- ✓ Growth is focused near major transit corridors and activity hubs, including existing and planned Rapid bus routes and the future Purple Line, helping align access to homes and jobs with the region's mobility investments.
- ✓ Stronger emphasis on expanding a mix of multifamily housing options in transit neighborhoods, allowing a wider mix of density types and larger units in more areas, creates additional opportunities for families with children and multi-generational living.
- ✓ Land use changes are proposed near more than half of the city's schools, parks, and public facilities, ensuring homes are located near key community resources.
- ✓ Better affirmatively furthers fair housing by proposing additional changes within the high and moderate resource opportunity areas within walking distance to transit stops in Normal Heights and Kensington.

Land Use Concept 3

Back to the 1984 Community Plan – Lower Densities Distributed in More Areas

- **Replicates** the general land use **approach** from the **1980s**
- Focus growth at **less overall density** along activity hubs, corridors, neighborhoods and residential areas
- **Reintroduces a mix of housing options** that were allowed in the 1980s
- Some changes to single-family areas
- Aligns College Area land use proposal along El Cajon Boulevard



*Additional density will be studied between El Cajon Blvd and University Ave and along the SR-15 rapid bus corridor while assessing considerations related to fair housing, air and noise pollution, and feasibility testing.

Land Use Concept 3

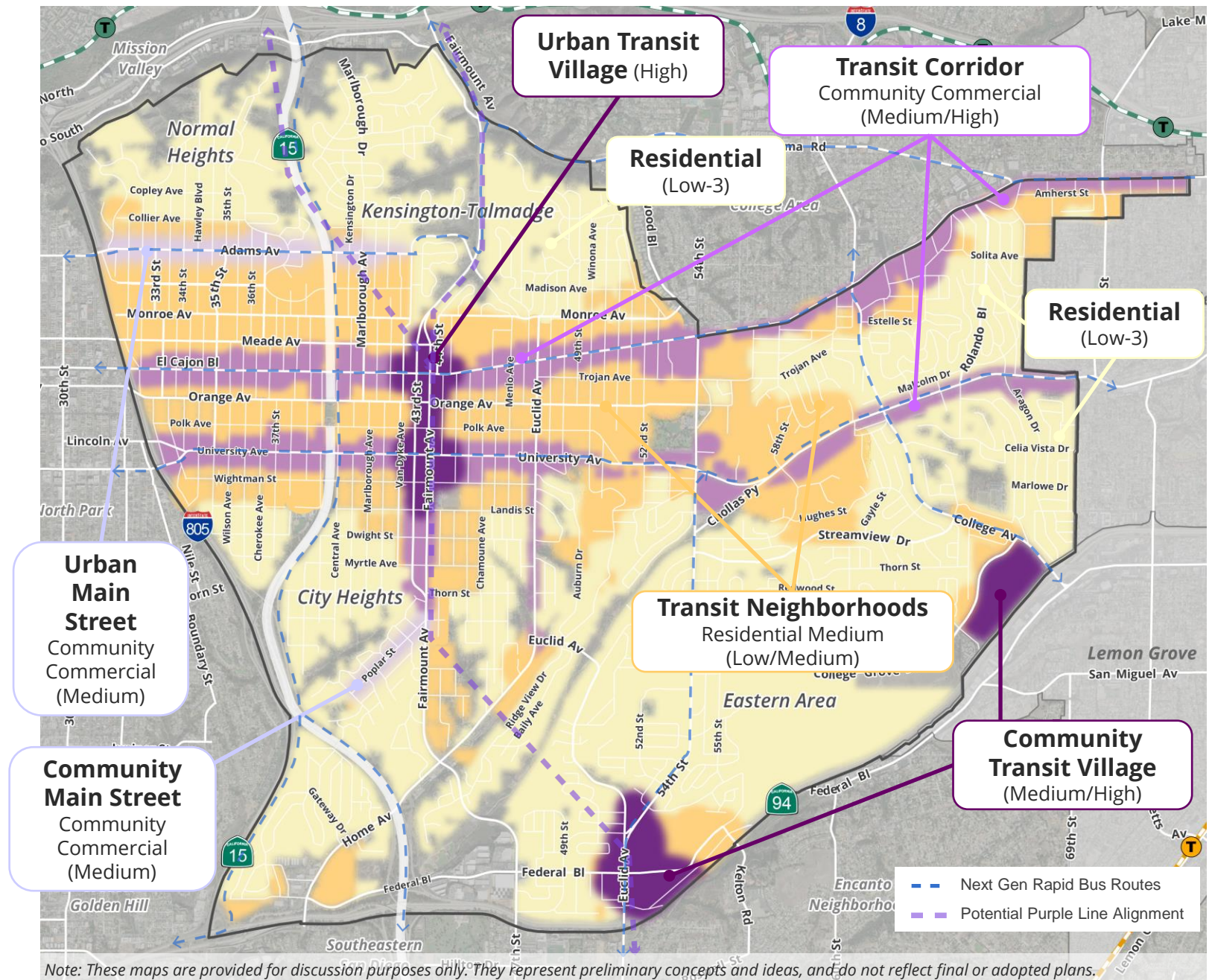
Back to the 1984 Community Plan – Lower Densities Distributed in More Areas

- ✓ Reintroduces a mix of multifamily housing options that were previously allowed in the 1980s, across large areas of Mid-City, aiming to provide more housing choices within established neighborhoods.
- ✓ Growth is proposed across a broader area, at lower overall densities, resulting in more gradual, dispersed change. This approach expands the potential for new homes while maintaining a lower scale residential built form across a wider area of the community.
- ✓ Growth is proposed not only to activity hubs and corridors, but also into surrounding residential areas, including some changes to existing single-family neighborhoods.
- ✓ Proposed changes close to where many schools and public facilities are located.
- ✓ This concept offers the lowest overall opportunities for new homes, jobs, and businesses within Climate Smart Village Areas which could reduce the potential to shift more people toward walking, biking, and transit use.

Land Use Concept 4

Distributed Growth

- Focus growth at less overall density along activity hubs, corridors and all neighborhoods
- **Distribute** potential for **new homes equally to everyone (most equitable)**
- Lowest density residential outside of transit neighborhoods
- **Reintroduces a mix of multifamily housing options everywhere**
- Aligns College Area land use proposal along El Cajon Boulevard



*Additional density will be studied between El Cajon Blvd and University Ave and along the SR-15 rapid bus corridor while assessing considerations related to fair housing, air and noise pollution, and feasibility testing.

Land Use Concept 4

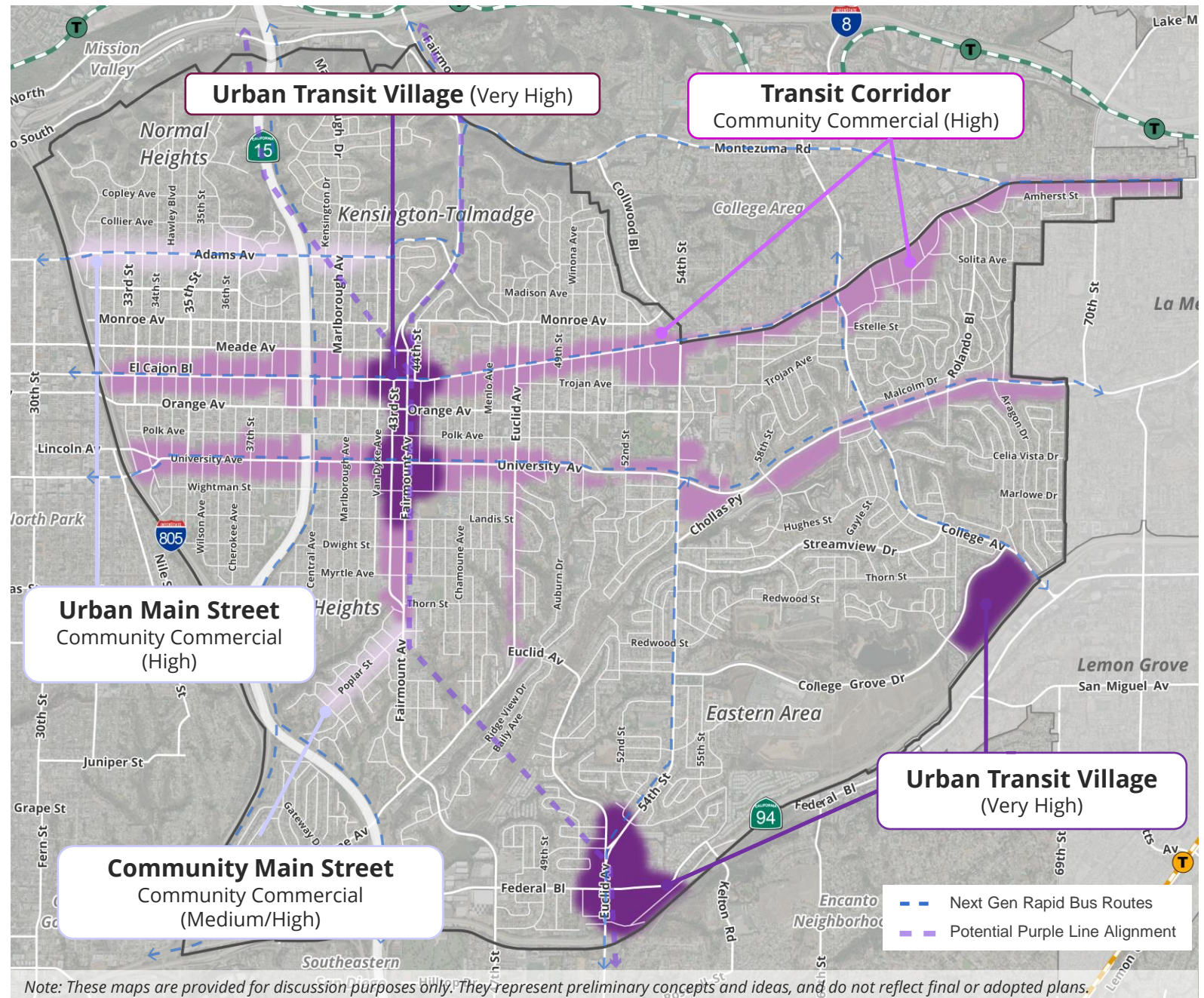
Distributed Growth

- ✓ Distributes potential for new homes equally to all four communities within Mid-City, giving every neighborhood the opportunity to contribute to the region's housing needs.
- ✓ Growth is focused at a lower overall density but across a much broader area, including activity hubs, corridors, and all residential neighborhoods. This concept reintroduces a mix of multifamily housing options everywhere.
- ✓ Affirmatively furthers fair housing by proposing changes to high and moderate resource areas, helping expand access to opportunity across the entire planning area.
- ✓ Propose changes near all existing schools and public facilities.
- ✓ Despite the expanded change areas, this concept provides the second lowest opportunities for new homes, jobs & businesses (due to lower density/intensity) within the Climate Smart Village Areas that will help increase people walking, biking and taking transit.

Land Use Concept 5

Transit Centers & Corridors

- Focus growth along activity hubs and transit corridors
- **Highest density/intensity** along transit corridors and urban transit villages
- **No change to most of multifamily and single-family** areas
- More intense than College Area land use proposal along El Cajon Boulevard



*Additional density will be studied between El Cajon Blvd and University Ave and along the SR-15 rapid bus corridor while assessing considerations related to fair housing, air and noise pollution, and feasibility testing.

Land Use Concept 5

Transit Centers & Corridors

- ✓ Concentrates all future growth along transit corridors and transit village, prioritizing areas with the highest access to mobility and services. It proposes the highest overall density and intensity, aiming to maximize housing and job opportunities in Climate Smart Village Areas.
- ✓ By focusing new development along transit corridors, the concept supports climate goals by encouraging more people to walk, bike, and use transit in their daily lives.
- ✓ Compared to other concepts, this concept provides limited opportunities for multifamily housing options within residential neighborhoods and does not propose changes near the majority of schools and public facilities, potentially limiting access to these key resources.
- ✓ Most existing multifamily and single-family neighborhoods remain unchanged under this concept.
- ✓ Limited change areas within the high and moderate resource opportunity areas that could help affirmatively further fair housing.
- ✓ The majority of potential change areas are located in City Heights and the Eastern Area, with fewer changes proposed in surrounding communities.



Key Policies

Land Use and Economic Prosperity

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Discourage self-storage, billboard, tire shop, mechanic, car storage and drive-through uses along major transit corridors
- Encourage corner stores, markets and neighborhood serving retail uses in residential areas
- Prioritize home types that meet the needs of families with children and intergenerational families near transit
- Expand the stock of affordable for-sale homes
- Encourage development of affordable housing on public lands
- Explore opportunities for single-room occupancy structures, transitional housing and shelters
- Promote homeownership programs, community land trusts and other co-living opportunities
- Promote all housing types in a manner that affirmatively furthers fair housing



Urban Design



Goals

Urban Design

- **Design thriving and walkable transit villages, corridors and main streets** for people of all ages and abilities to reflect the unique spirit of Mid-City communities
- **Create beautiful, authentic and artistic pedestrian-oriented public and private spaces** that promote social interaction and civic life
- Celebrate **Mid-City's cultural diversity and heritage** through arts, community events, banners, architecture, gateway signs and districts
- Keep Mid-City's **streets safe, clean and accessible**, with wide sidewalks, active ground floors, shade, seating and pedestrian-friendly lighting
- **Connect neighborhoods seamlessly** through a safe, comfortable and inclusive network of pathways for people walking, rolling and biking



Framework

Urban Design

Urban Design Framework

- Lot Types
 - Grid
 - Superblocks
 - Commercial Centers
- Thematic Concepts
 - Transit Villages
 - Transit Corridors
 - Main Streets
 - Cultural Hubs
 - More Home Choices for Larger Families
 - Alleys
- Study Area Concepts

Thematic Concepts

Visualization of thematic concepts that's explored further in the study areas:

- Transit Village - Infill
- Transit Village - Suburban Retrofits
- Transit Corridors
- Cultural Hubs
- Missing Middle Homes
- Alleys

Study Area Concepts

Preliminary high-level concepts for study areas:

- Mid-City Center
- Marketplace at the Grove
- Federal Boulevard and Euclid Avenue
- El Cajon Boulevard and 54th Street
- El Cajon Boulevard and College Avenue
- El Cajon Boulevard (Montezuma Road to 73rd Street)
- University Avenue (54th Street to 69th Street)
- Adams Avenue

Framework – Urban Design

This map highlights key ideas and concepts presented in this chapter

GRID

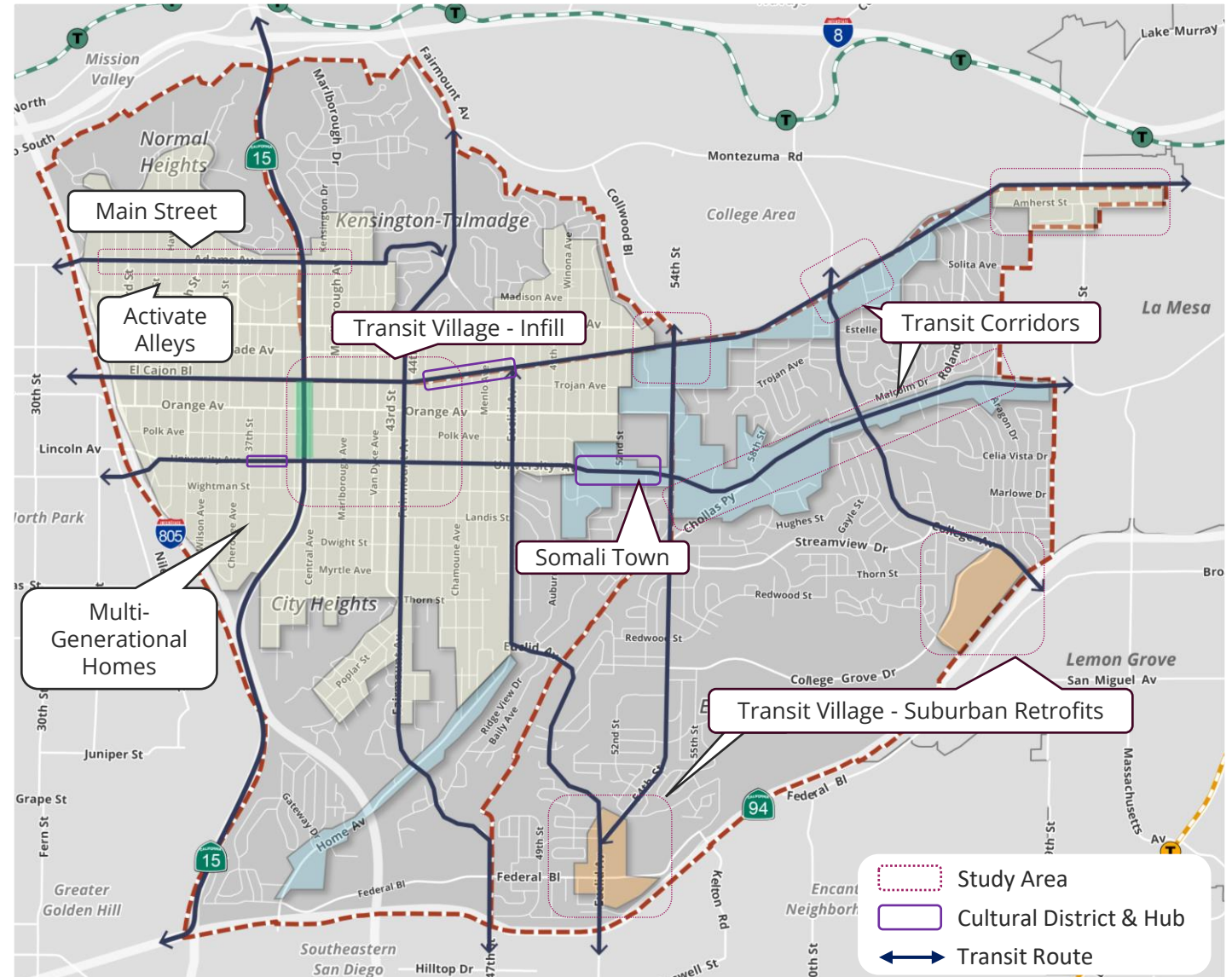
- Strong pattern north to south and east to west
- Base lot 6,000 to 7,000 square feet
- Potential lot assembly
- Street and alley access
- Very walkable and transit accessible

SUPERBLOCKS

- Large lots (over one acres)
- Singular pattern and lot dimensions
- Highly connected to commercial and transit corridors

COMMERCIAL CENTERS

- Gateways and Activity Hubs
- Large lots (over five acres)
- Auto-oriented



Transit Village – Infill

Case Study

SECOYA – RESIDENTIAL AND RETAIL

📍 Bankers Hill

- 8 story mixed-use
- 100 total homes
- 11 affordable homes
- Ground floor home to a brew pub



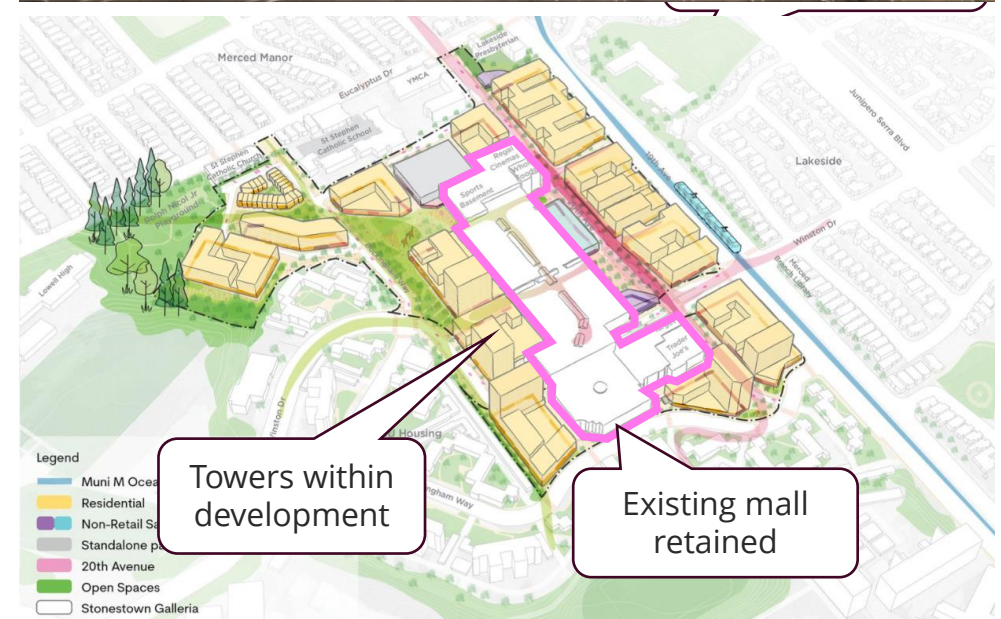
Transit Village - Suburban Retrofit

Conceptual illustration

STONESTOWN GALLERIA REDEVELOPMENT

📍 San Francisco

- 2,930 homes
- 40 acres
- 73 du/ac



Transit Corridors

El Cajon Boulevard conceptual illustration



Two-way protected bike lane

Rapid Bus

Wide sidewalks

Tree-lined streets



Mixed-use commercial and residential

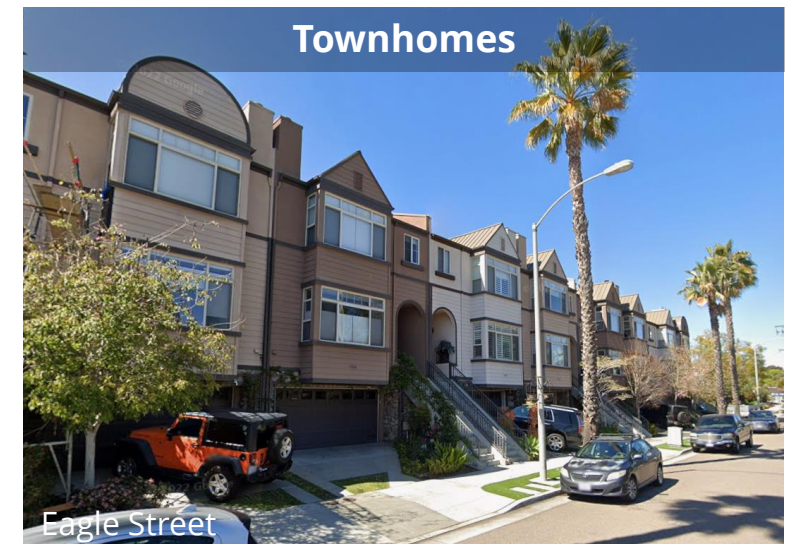
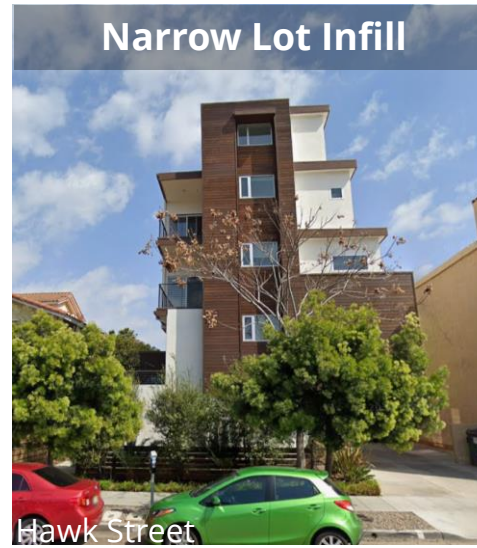
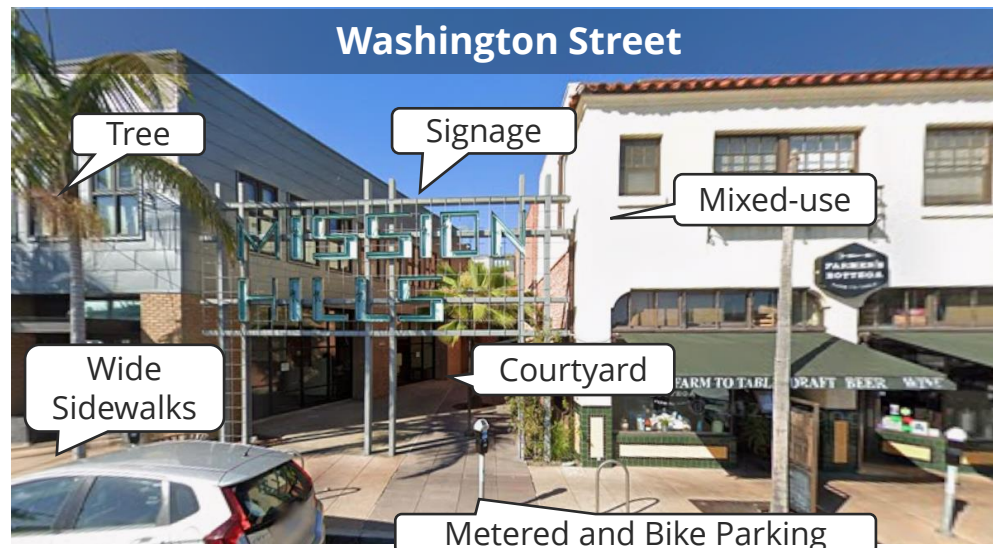
Outdoor dining

Slower, safer street

Conceptual illustration

Main Street

A variety of homes, businesses and public spaces in Mission Hills, San Diego.



Cultural Hubs & Districts

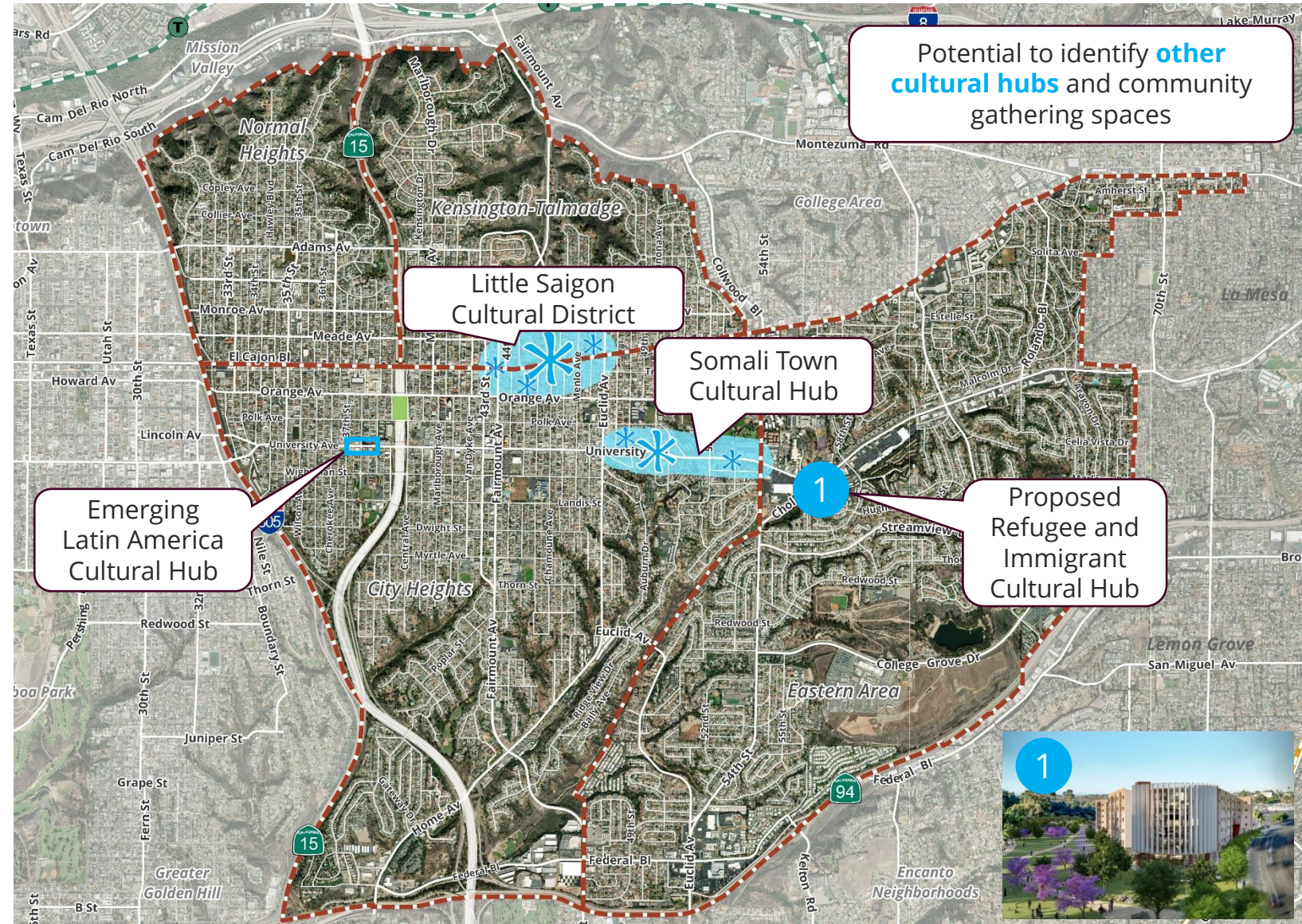
Existing and Potential

Enhance existing cultural centers

*Mixed-use transit and employment corridor with commercial, office and residential uses revolving around a **cultural hub***

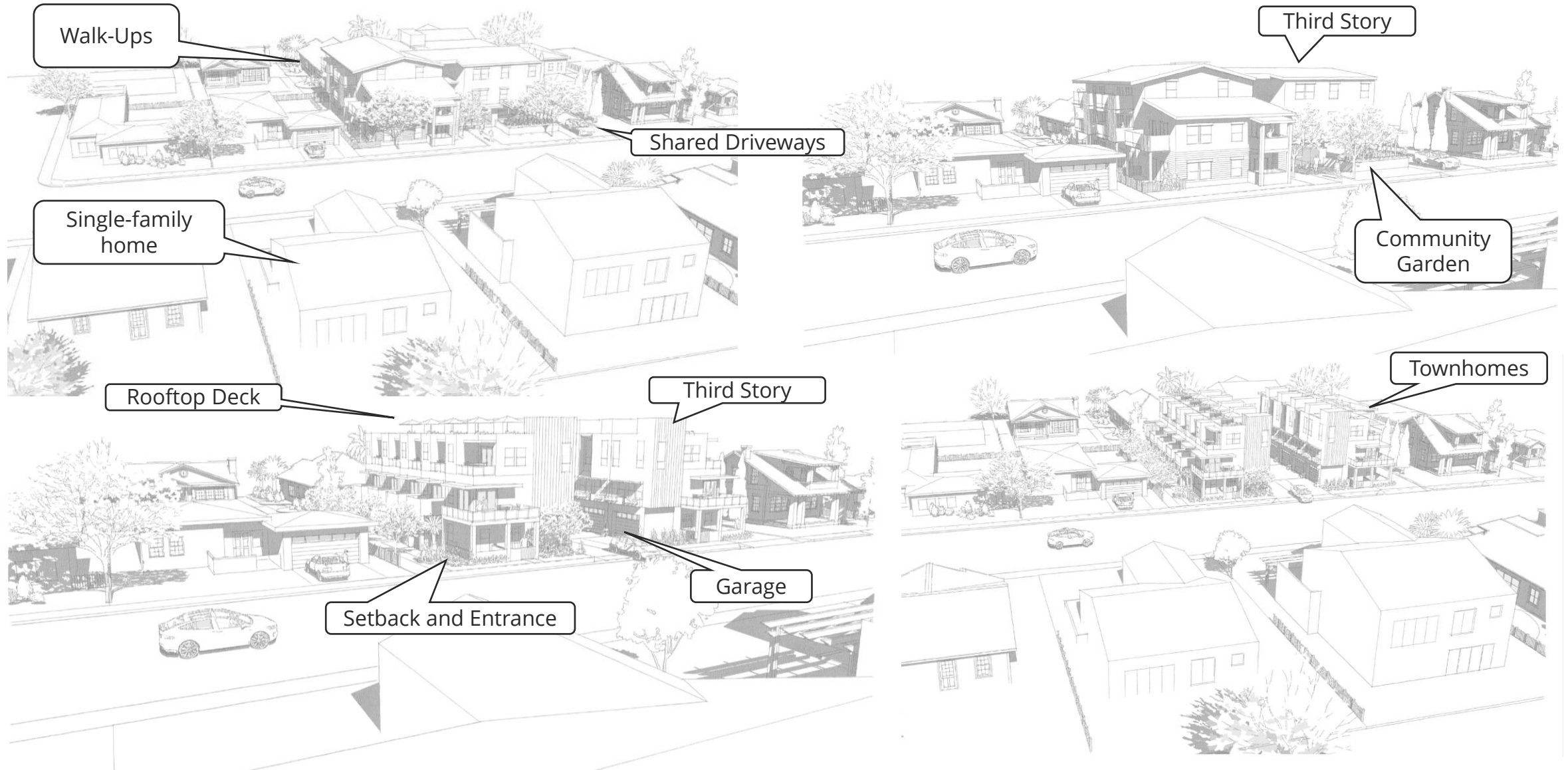
Potential for

- New pedestrian-only spaces
- Paseos
- Public art
- Neighborhood commercial areas
- Civic and other cultural uses



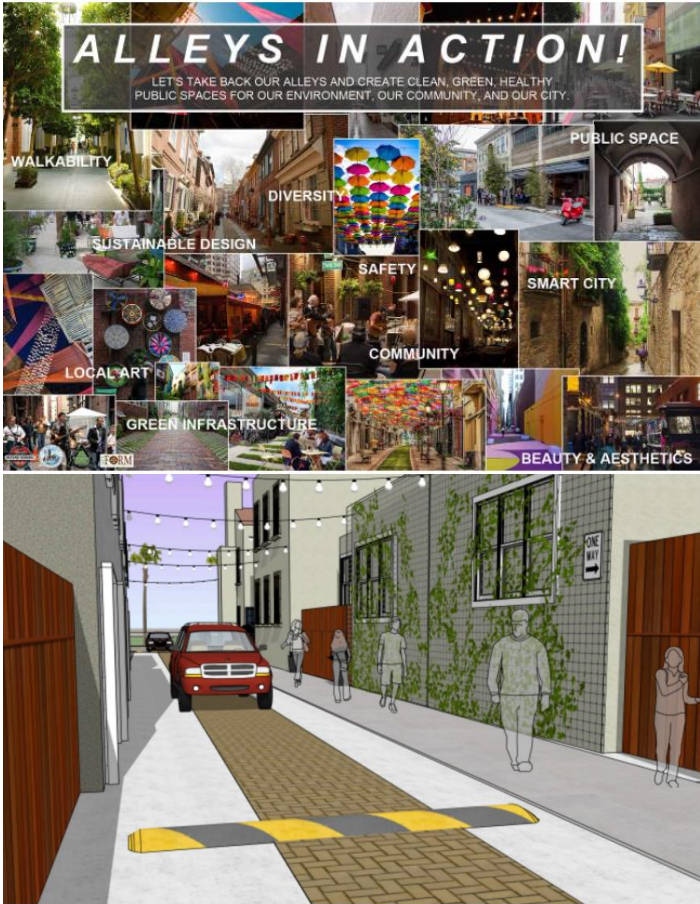
More Home Choices for Larger Families

Conceptual illustrations of new townhomes & walk-ups in residential area

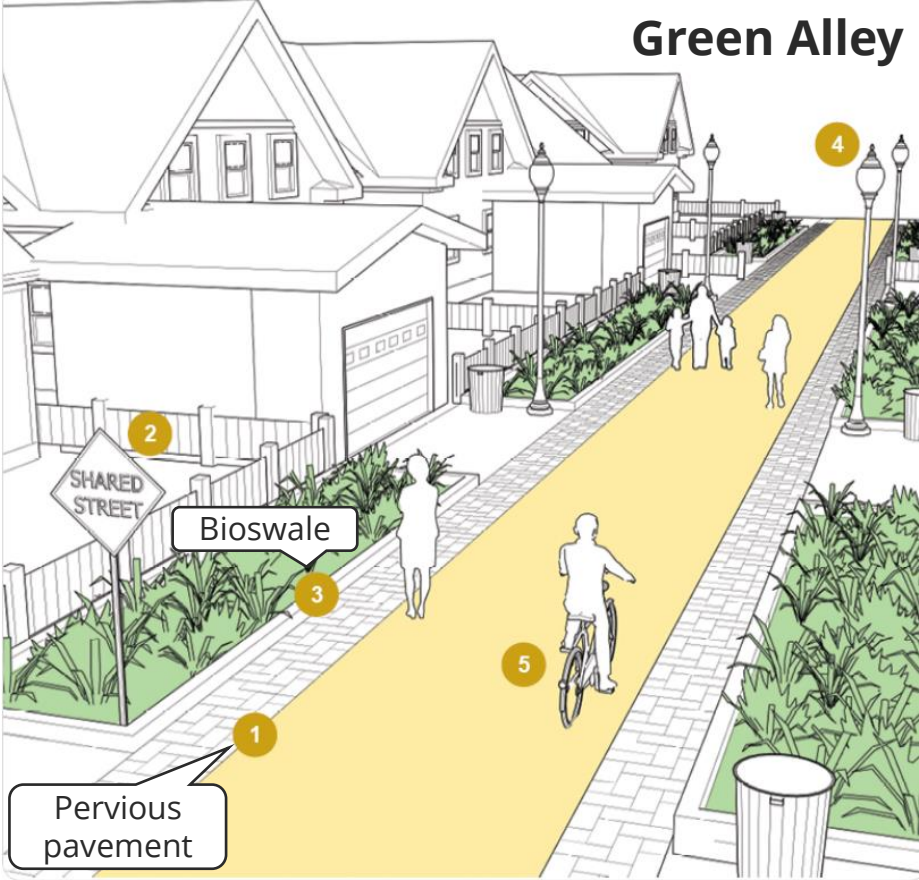


Alleys

Opportunities for activation of alleys and green alleys



Courtesy of Aida Walter/Sue Pearson



The alley shown above depicts a 14-foot path within a 28-foot right-of-way.

Study Areas

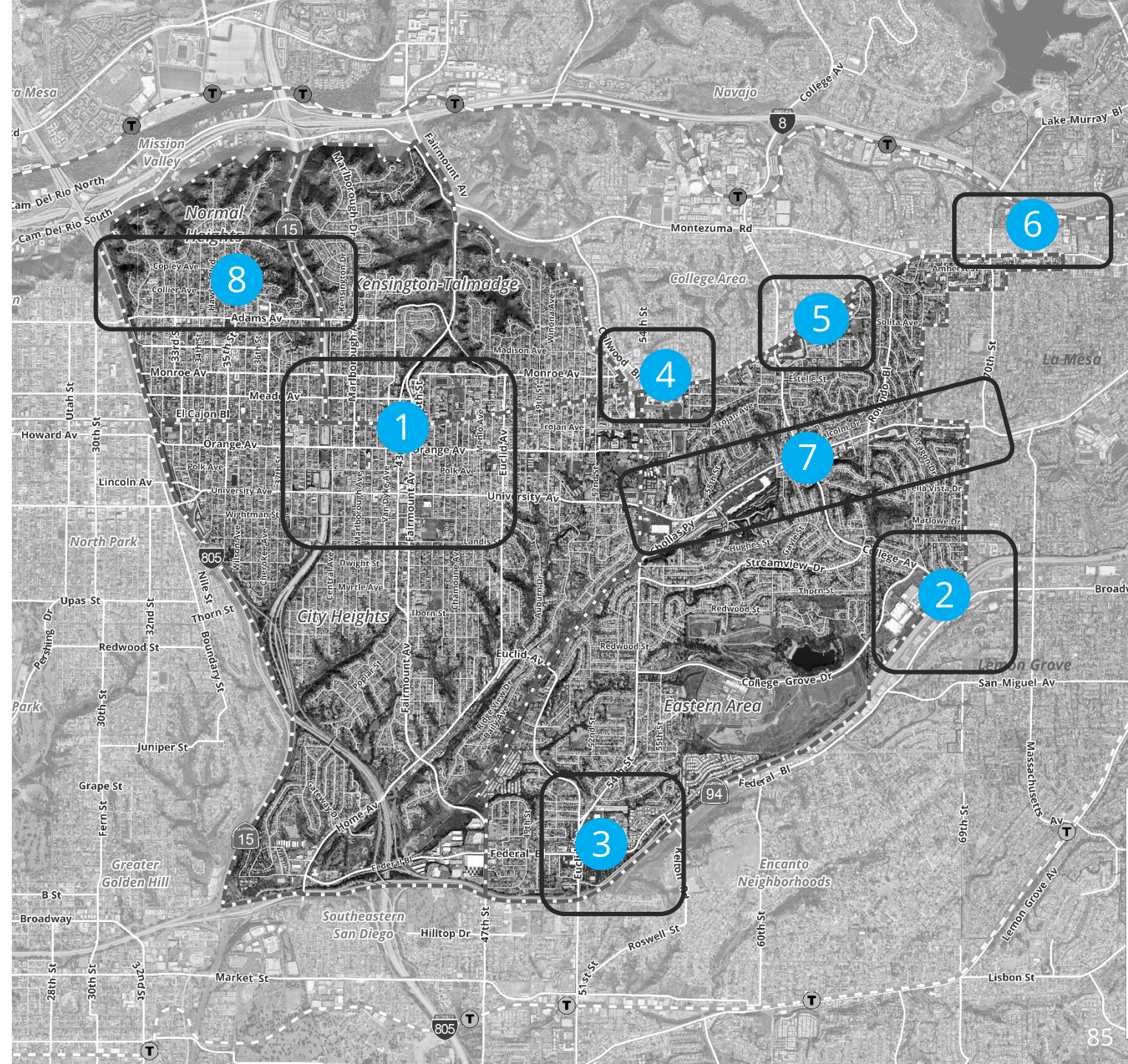
Design studies & preliminary concepts

Eight initial study areas were chosen to illustrate preliminary **high-level concepts** for future growth and urban design strategies in key areas of Mid-City. Preliminary concepts for each study area includes concepts related to land use, urban design, mobility and public space.

Study areas include:

1. Mid-City Center
2. Marketplace at the Grove
3. Federal Boulevard and Euclid Avenue
4. El Cajon Boulevard and 54th Street
5. El Cajon Boulevard and College Avenue
6. El Cajon Boulevard (Montezuma Road to 73rd Street)
7. University Avenue (54th Street to 69th Street)
8. Adams Avenue

Additional study areas are being considered and **there will be further refinements to these study areas** based on community feedback and technical analysis.



Key Considerations

Study Areas

Development Opportunities

- Existing housing on-site/ adjacent
- Existing commercial/retail nodes
- Parcels suitable for (re)development
- Context and neighborhood transitions
- Mix of uses, with focus on housing and employment

Urban Design

- Building heights, density and home product types
- Development character
- Tree canopy
- Streetscape and amenities

Mobility

- Collisions and areas of safety concerns
- Sidewalk conditions
- Transit use, lines, stops/stop conditions
- Bike network and missing connections
- Planned mobility projects

Parks and Open Space

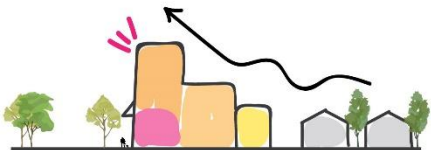
- Existing parks and recreational facilities
- Protected areas
- Trails and access to trails
- Planned park projects
- 10-min walk shed

Civic Assets

- Cultural anchors
- Historic districts
- Public art
- Community facilities

Key Design Principles

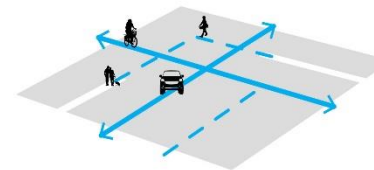
Study Areas



Focus height along main streets



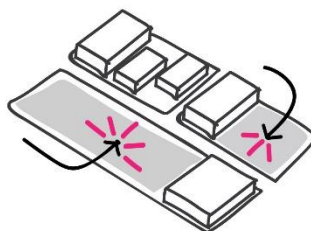
Locate missing middle housing as transitions to residential areas



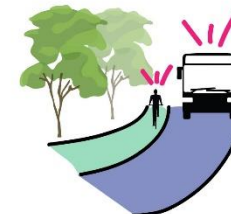
New streets that extend existing network



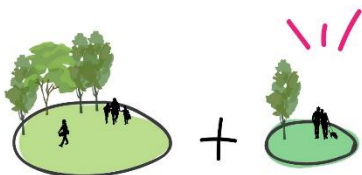
Improve connections to existing open spaces



Identify underutilized areas for infill



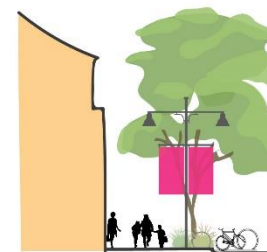
Integrate mobility enhancement, safety and access



Propose new and improved parks and public spaces



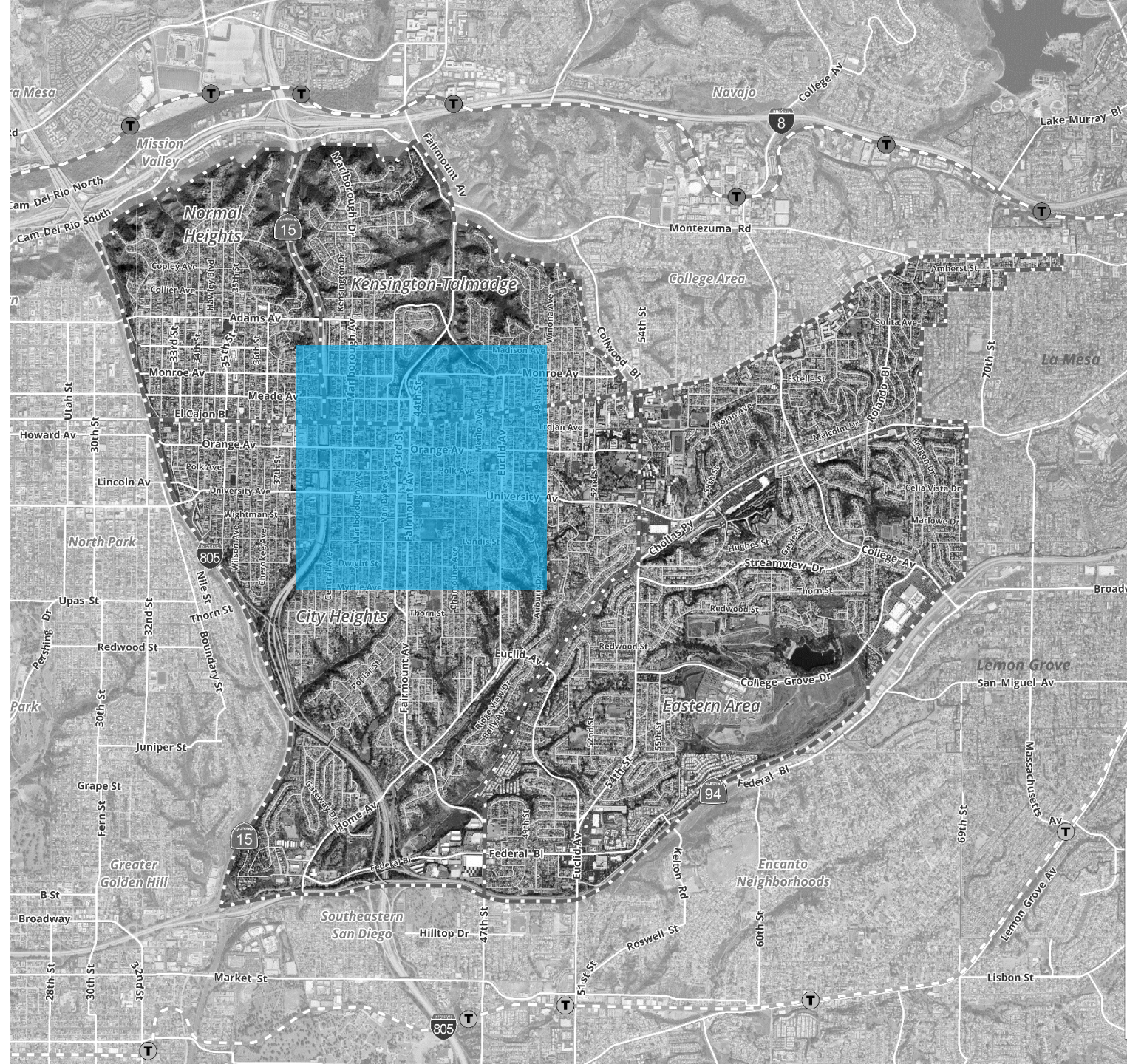
Create active corners, vibrant ground floors and build from existing cultural hubs



Streetscape/sidewalk and tree canopy enhancements

Mid-City Center

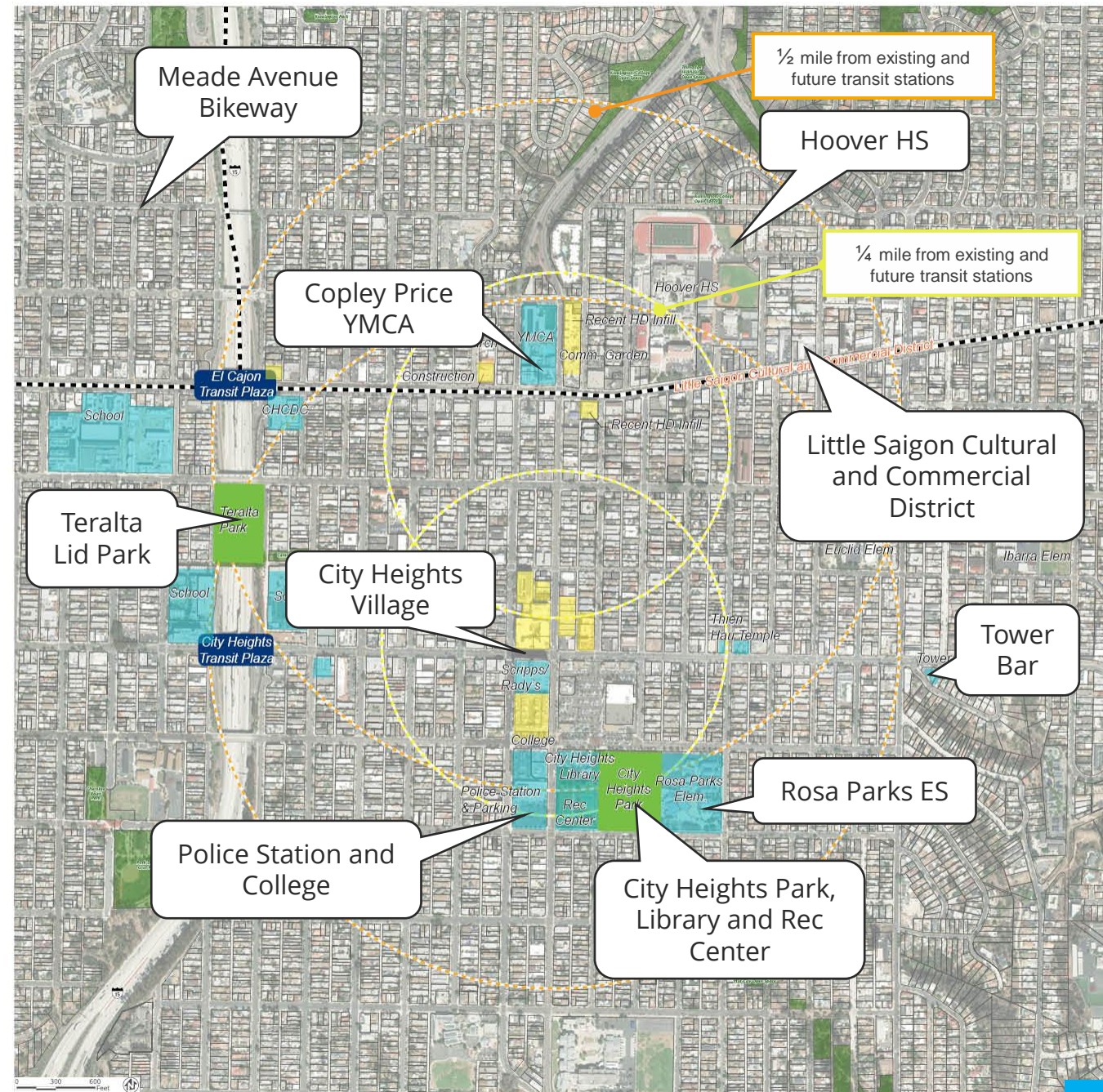
- Study Area 1



Site Context

Study Area 1: Mid-City Center

- Plan for future Purple Line transit stop in City Heights
- Connect missing bike lane links
- Improve crossings, transit stops and damaged sidewalks
- Enhance cultural districts, community centers, civic areas and social hearts



Mobility

Study Area 1: Mid-City Center

Context

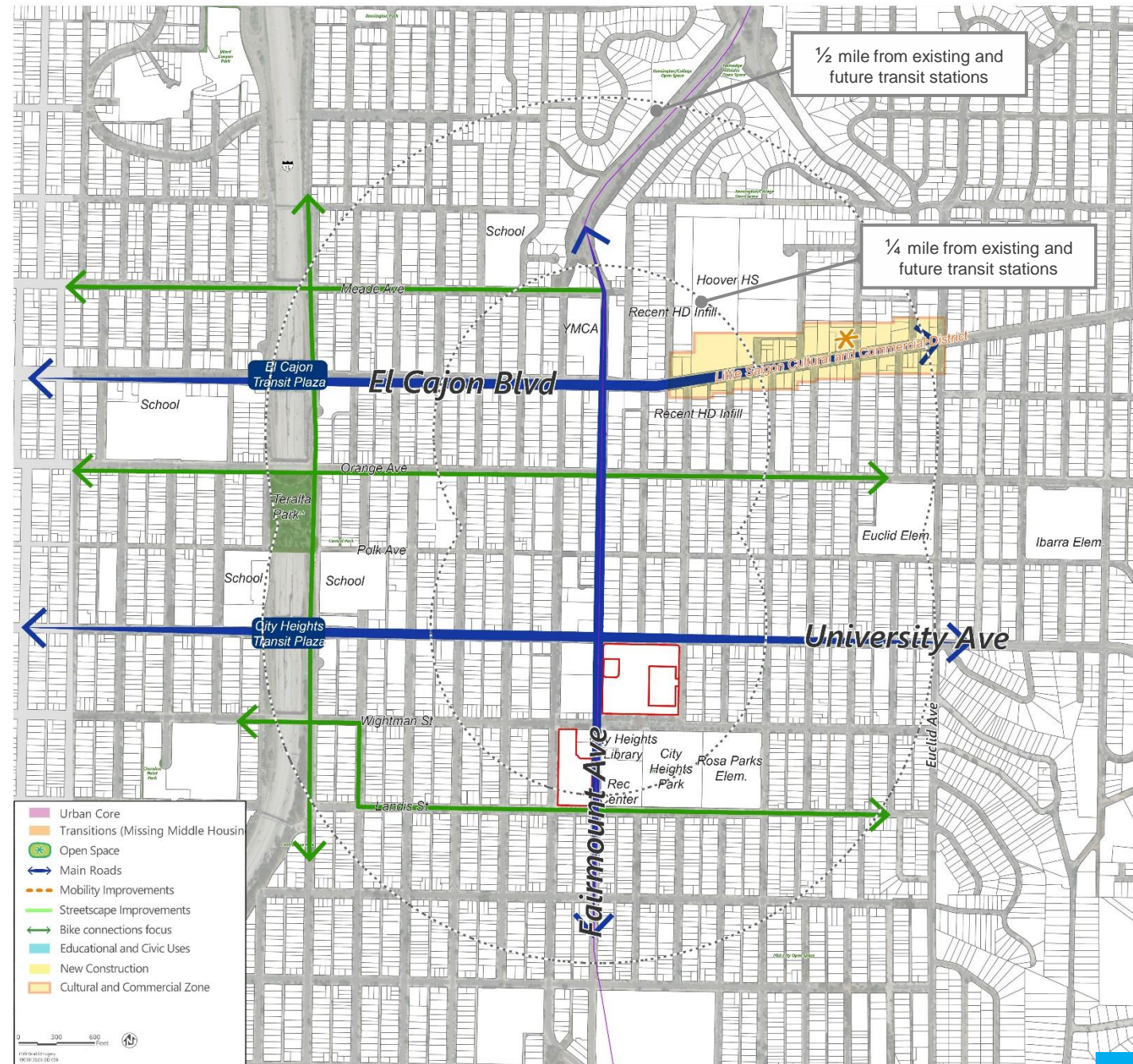
- High active transportation propensity
- High collision concentrations (all modes)
- High on-street parking demand
- 8 of 10 highest ridership bus stops in Mid-City

Potential Needs

- Intersection safety enhancements (El Cajon Boulevard, University Avenue and Fairmount Avenue)
- North-south bike facilities

Planned/Ongoing Improvements

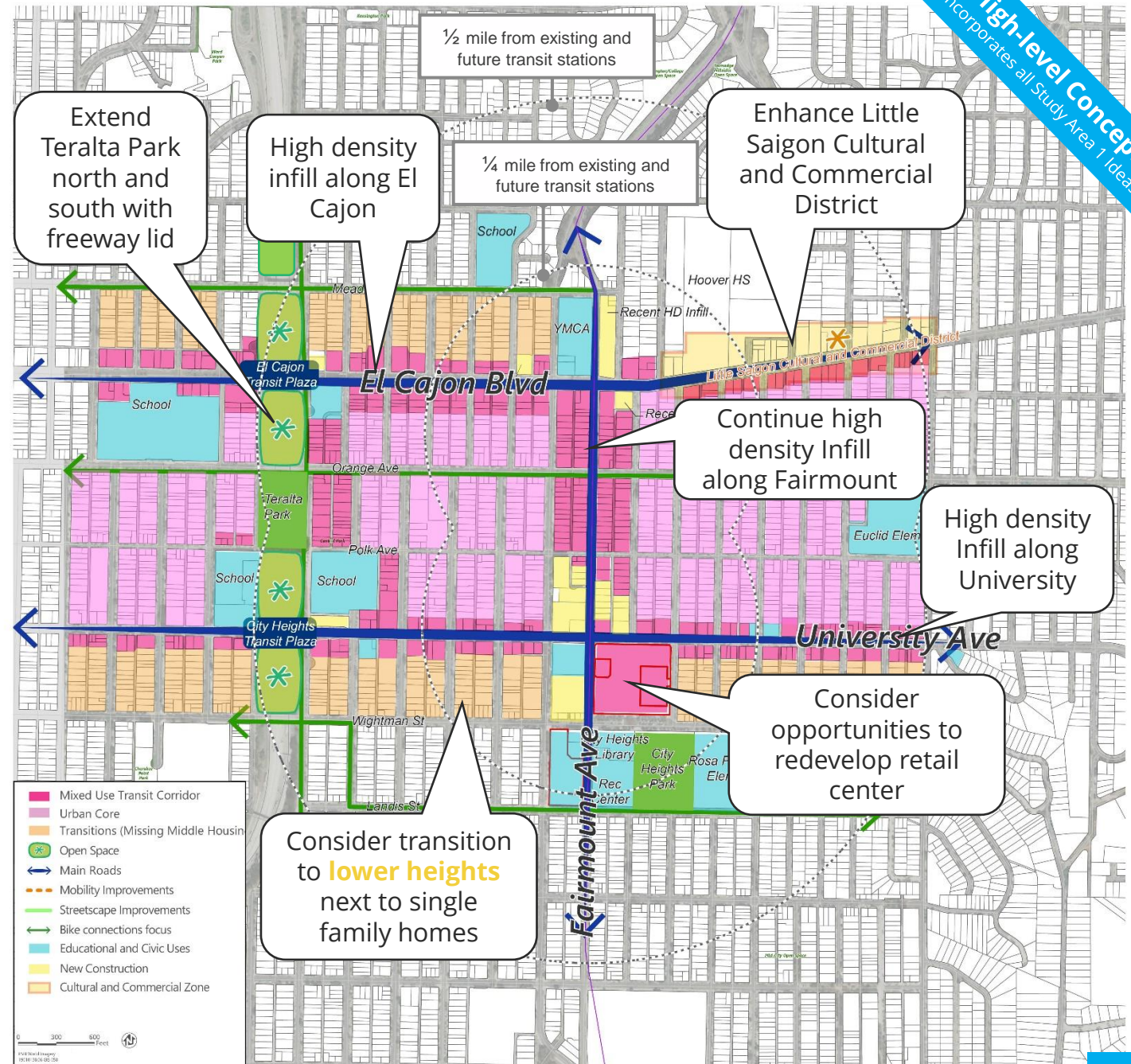
- University Avenue Improvements
- Orange Avenue Bikeway
- Route 10 → Rapid Route 210 (2032)
- Potential Purple Line Station



High-level Concept

Study Area 1: Mid-City Center

- Focus highest density infill along Fairmount Avenue, El Cajon Boulevard and University Avenue to leverage past/future transit investment
- Potential “station area” focus w/ future Purple Line
- Consider opportunities to redevelop retail center
- Enhance Little Saigon Cultural and Commercial District
- Expand Teralta Lid Park north and south
- Extend/connect bike infrastructure and street/streetscape improvements



Marketplace at the Grove (College Grove Shopping Center)

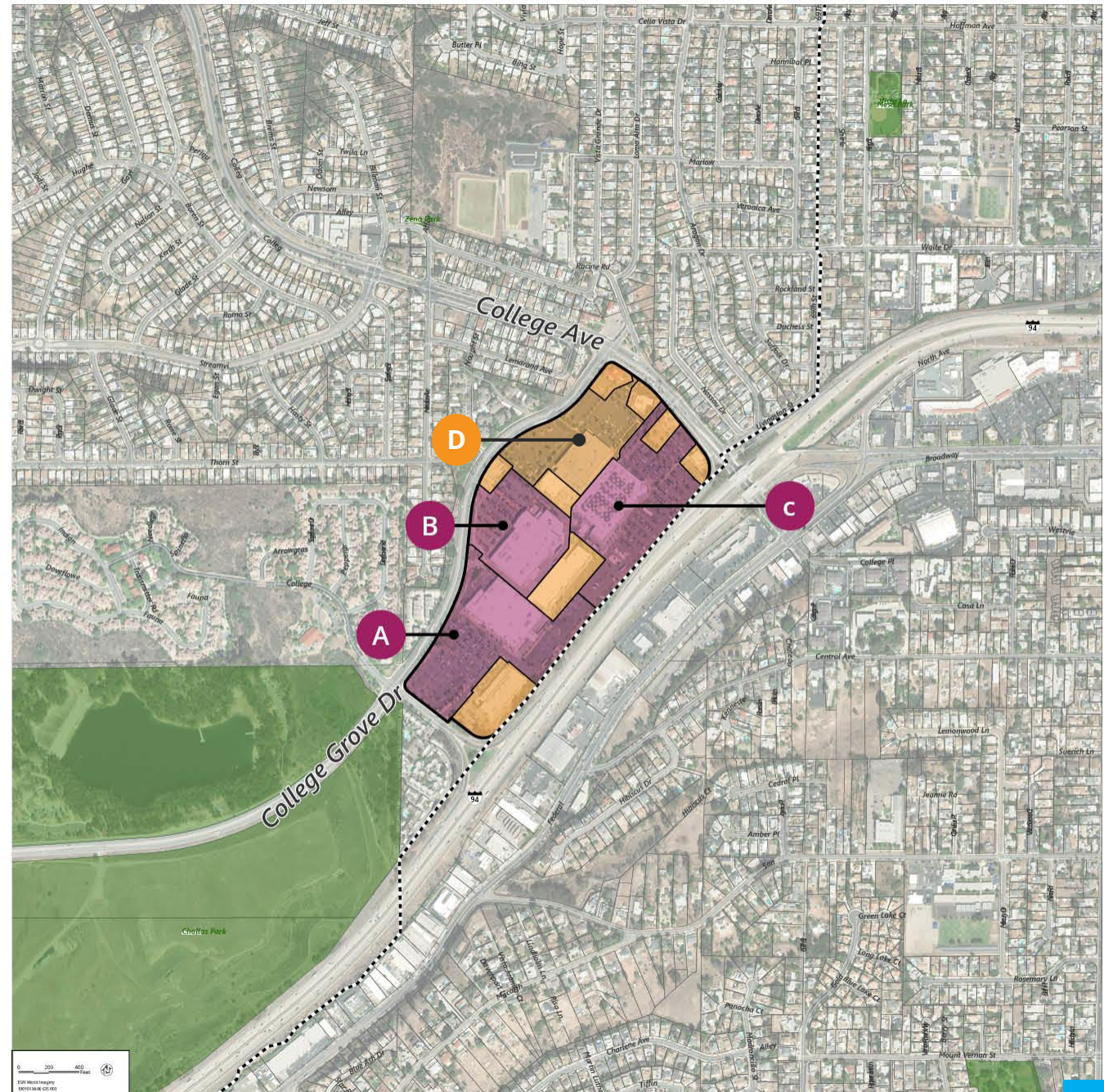
- Study Area 2



Parcels/ Ownership

Study Area 2: Marketplace at the Grove

- A. Sams Real Estate Business Trust (Sam's Club)
- B. Target Corporation
- C. Wal-Mart Real Estate Business Trust
- D. Ultimate Capital LLC (Joseph Daneshgar)



Mobility

Study Area 2: Marketplace at the Grove

Context

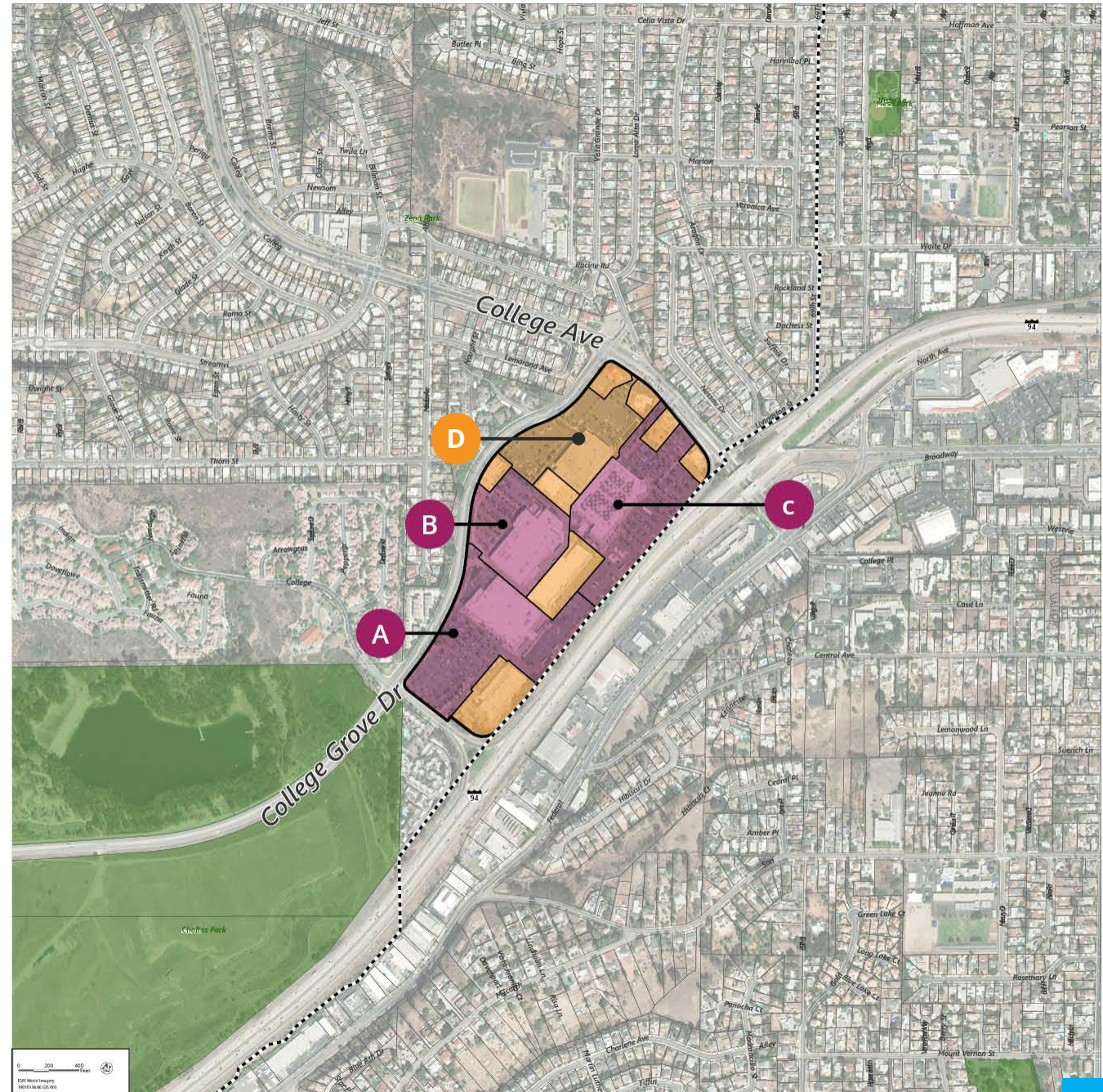
- Isolated property with SR-94 Freeway Frontage

Potential Needs

- Improved bike facilities along College Avenue and College Grove Drive
- Improved crossings at major intersections
- Sidewalk infill
- Better connection to Chollas Lake Park

Planned/Ongoing Improvements

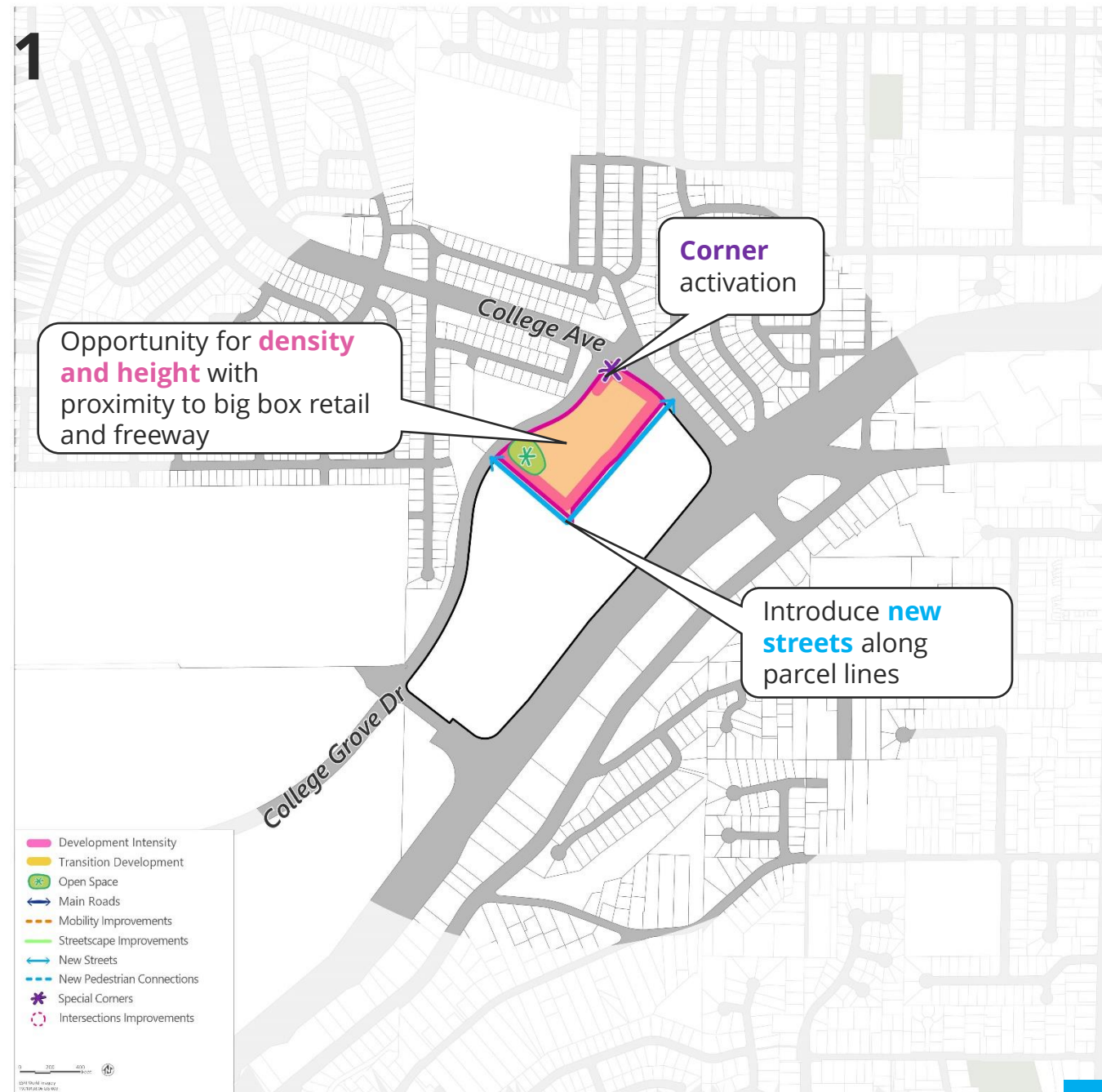
- College Avenue separated bike facilities
- Microtransit Service Area
- Rapid 256 (SDSU – Rancho SD/Cuyamaca College)



High-level Concept – Phase 1

Study Area 2: Marketplace at the Grove

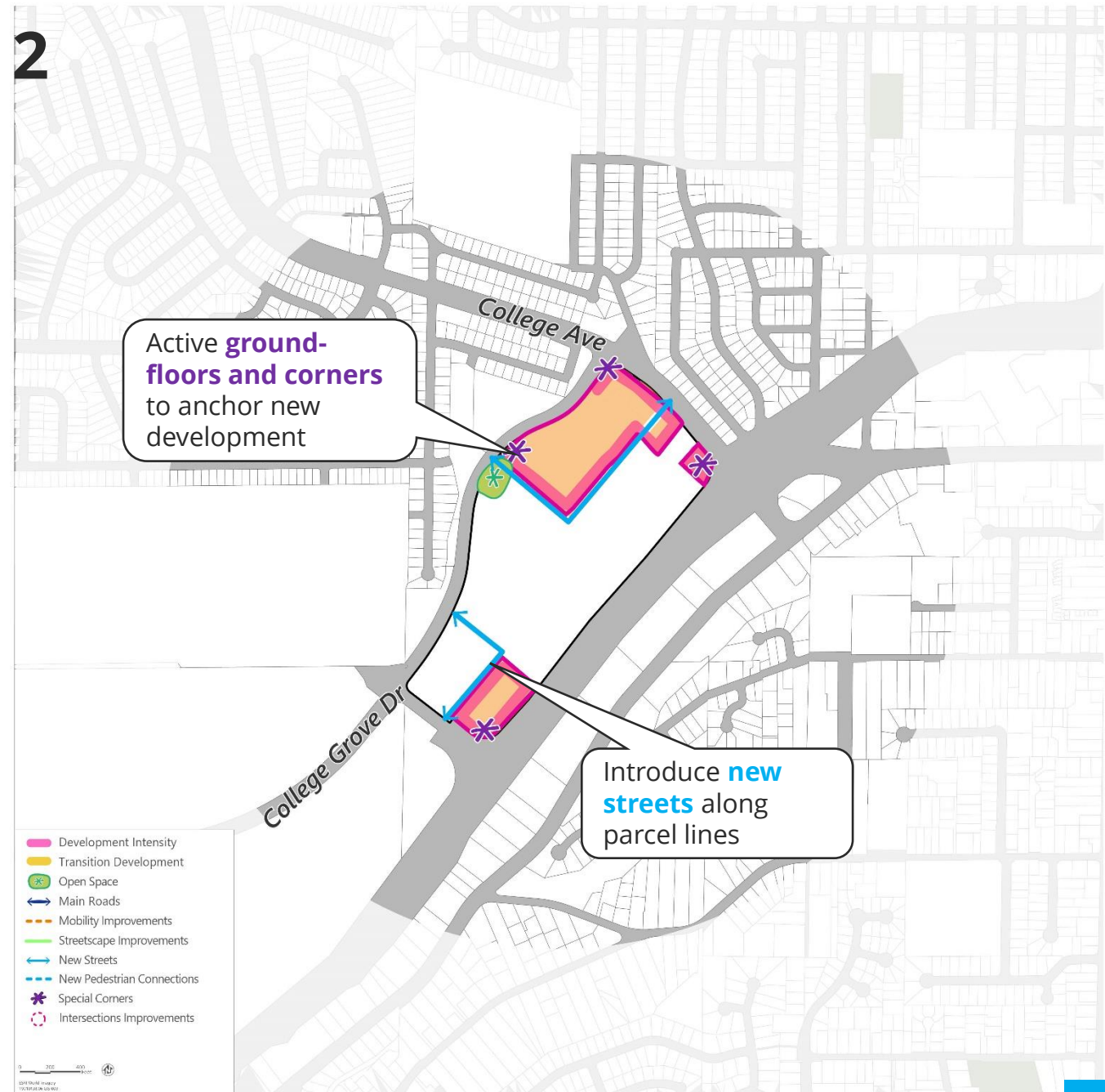
- Opportunity for corner activation and placemaking
- Introduce new streets along parcel lines
- Potential for density and height throughout entire site



High-level Concept – Phase 2

Study Area 2: Marketplace at the Grove

- Continue expanding on street network
- Locate active ground-floors and corners at strategic intersections

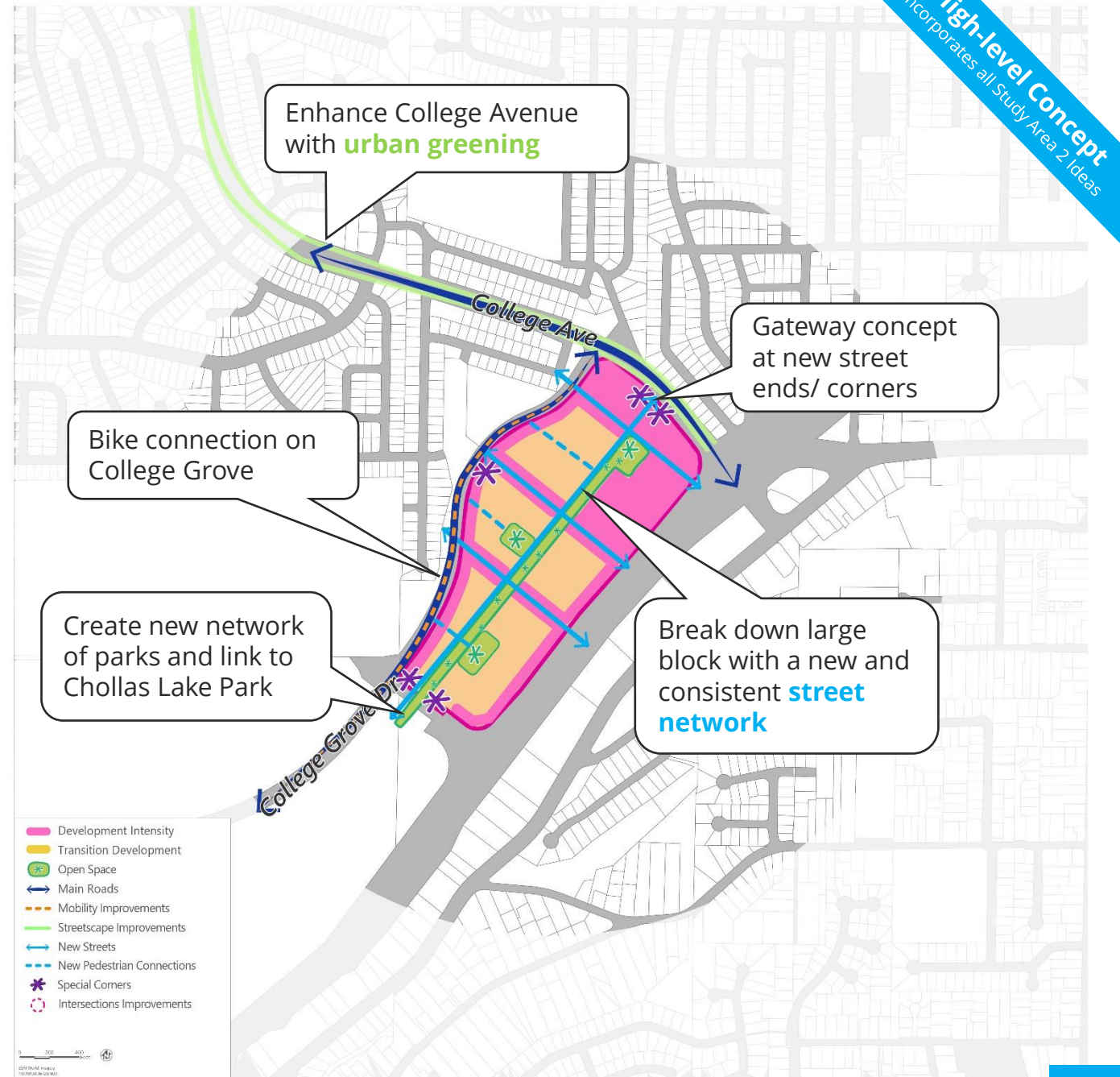
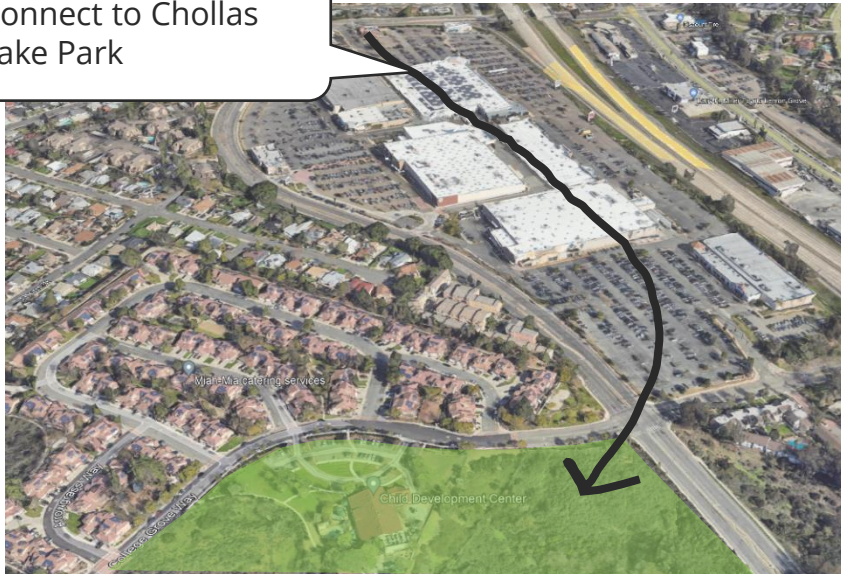


High-level Concept – Phase 3

Study Area 2: Marketplace at the Grove

- New street network that promotes walkable blocks
- Break down site to avoid parcel lengths larger than 500 ft
- Linear park concept that connects neighborhoods to existing open space at Chollas Lake Park

Connect to Chollas Lake Park



Federal Boulevard and Euclid Avenue

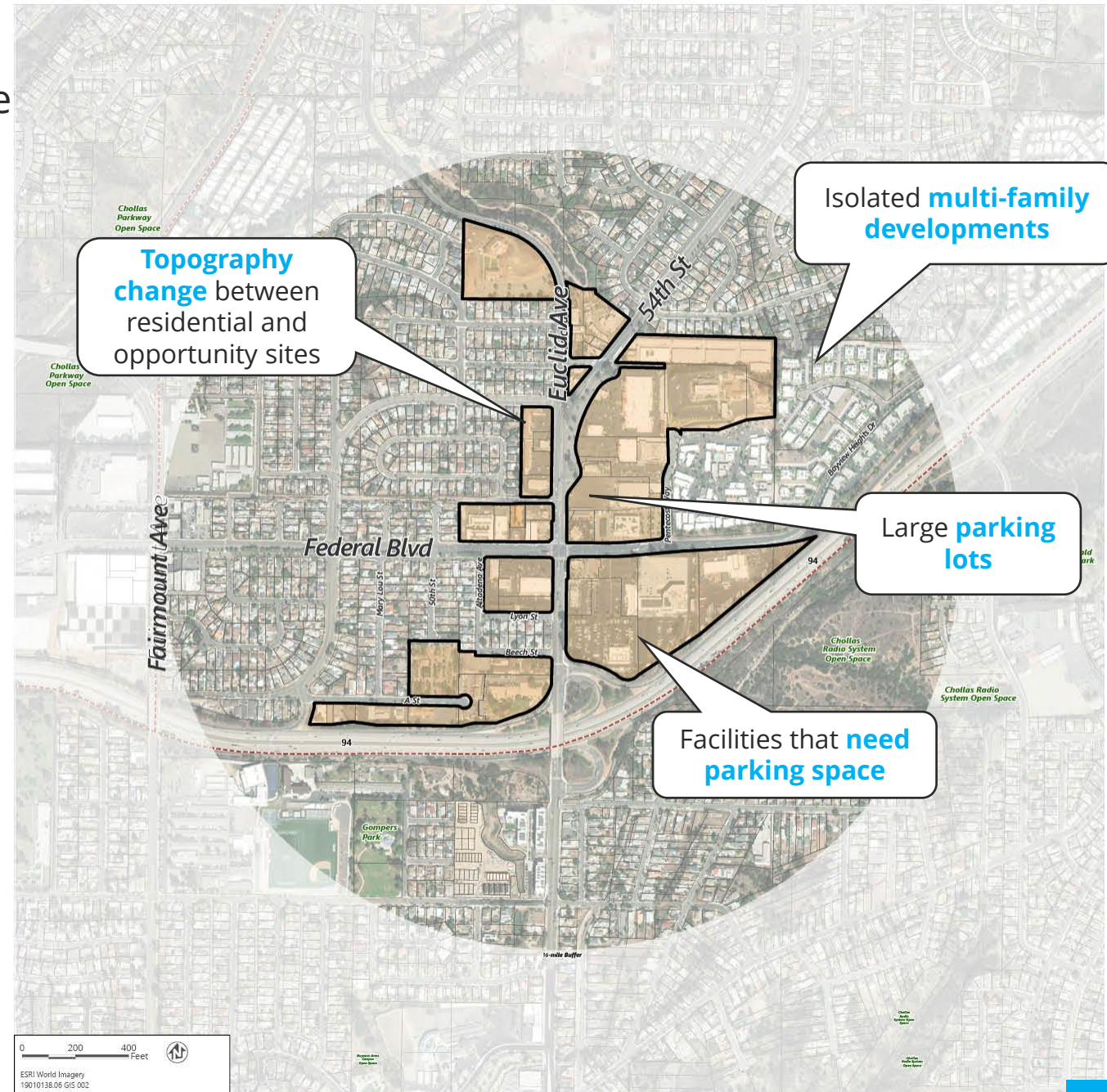
- Study Area 3



Site Context

Study Area 3: Federal Boulevard & Euclid Avenue

- Grade changes in/along sites
- Big parking lots with limited access
- Large setbacks from main streets
- Large retails next to single family housing
- Large right-of-way widths affecting walkability



Mobility

Study Area 3: Federal Boulevard & Euclid Avenue

Context

- High active transportation propensity to the west
- High pedestrian and vehicular collisions at intersection
- Wide roadway (west leg)

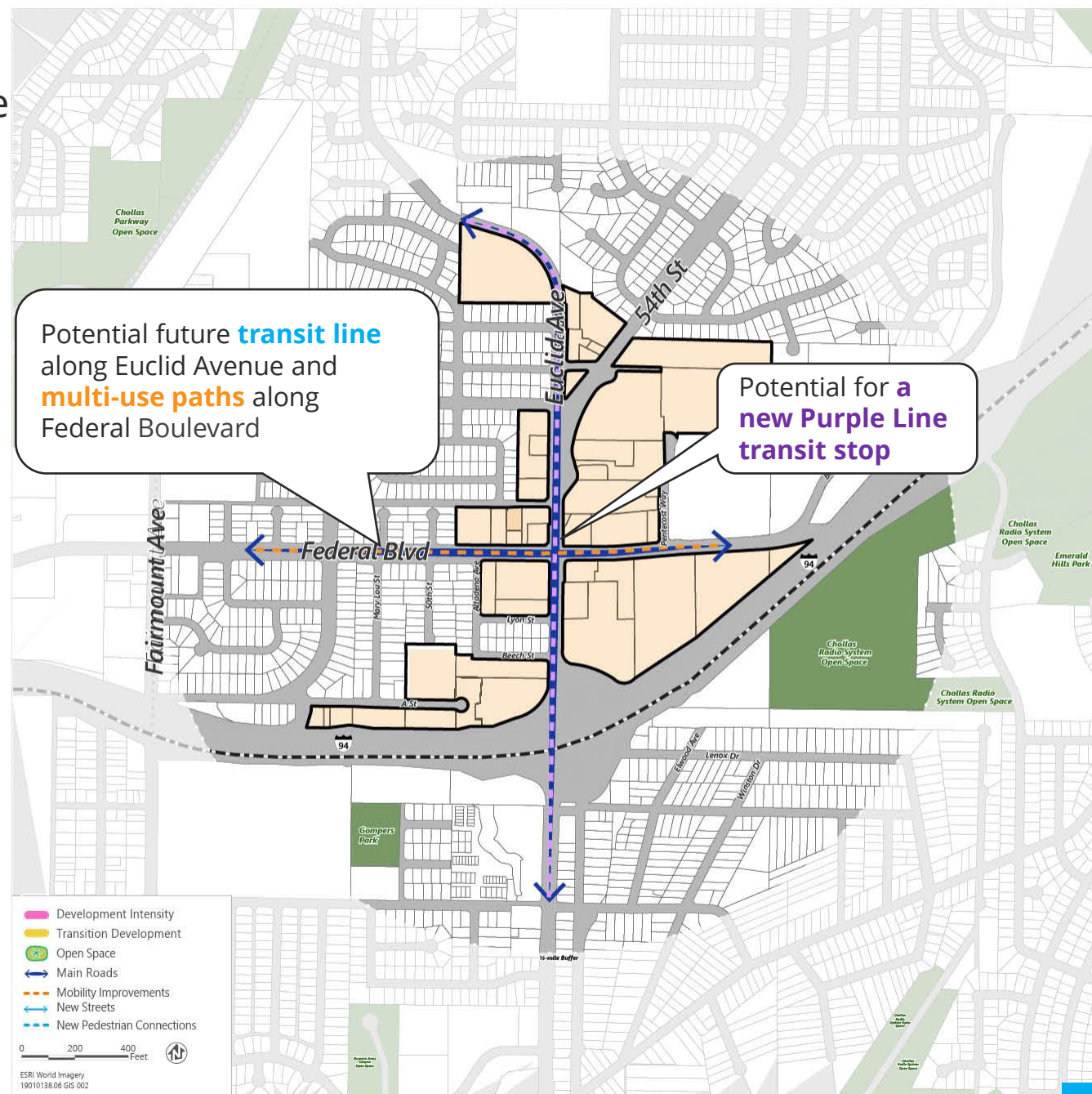
Potential Needs

- Improve bike facilities (Euclid Avenue and Federal Boulevard)
- Sidewalk infill in surrounding neighborhoods
- Improve complicated intersections

Planned/Ongoing Improvements

- Rapid 625 (SDSU – Palomar Station)
- Purple Line Alignment/ Station*

Note: Purple line is currently planned to “transition” from below grade to at-grade as it moves south through the site.

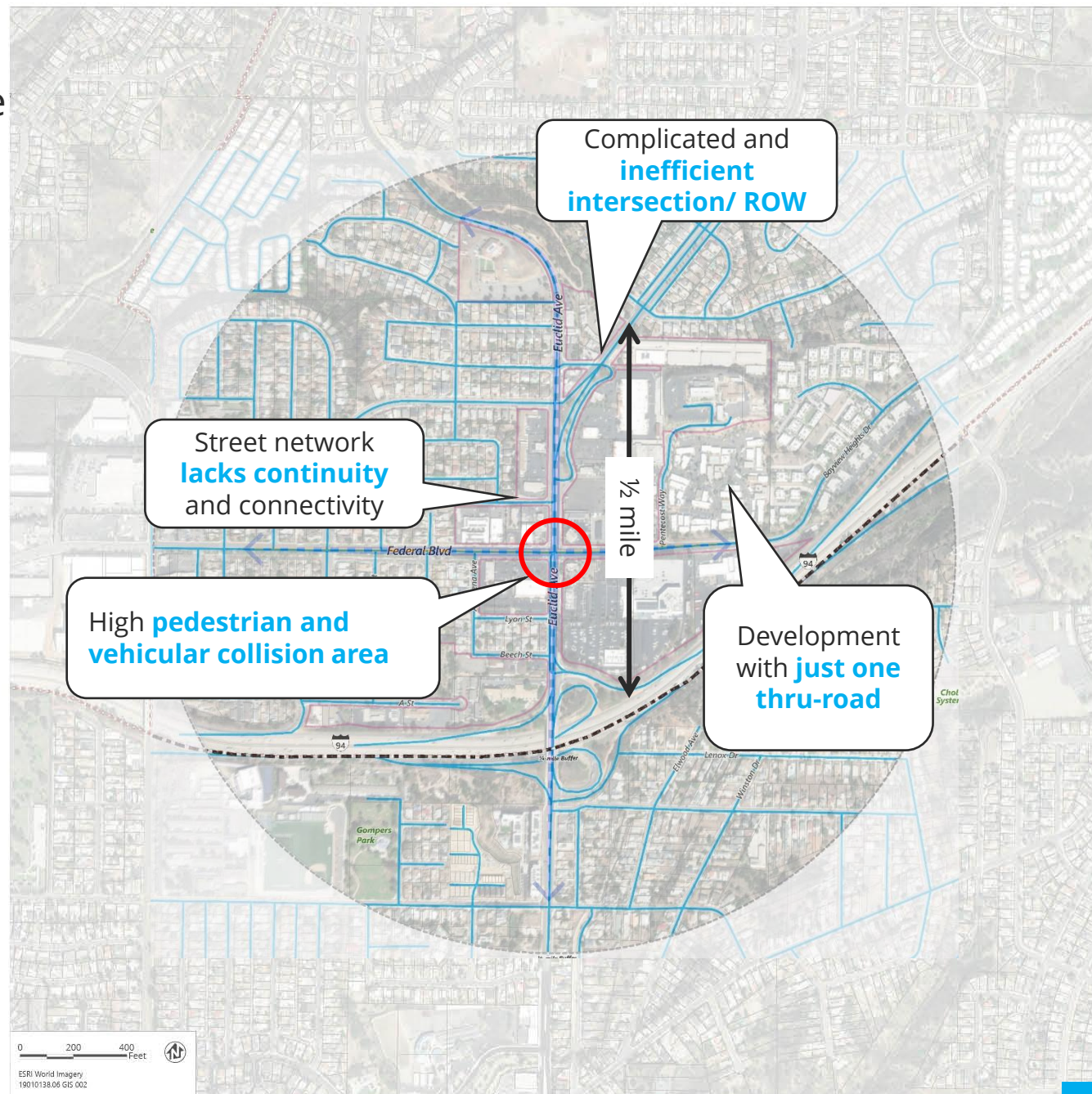


Street Network Observations

Study Area 3: Federal Boulevard & Euclid Avenue



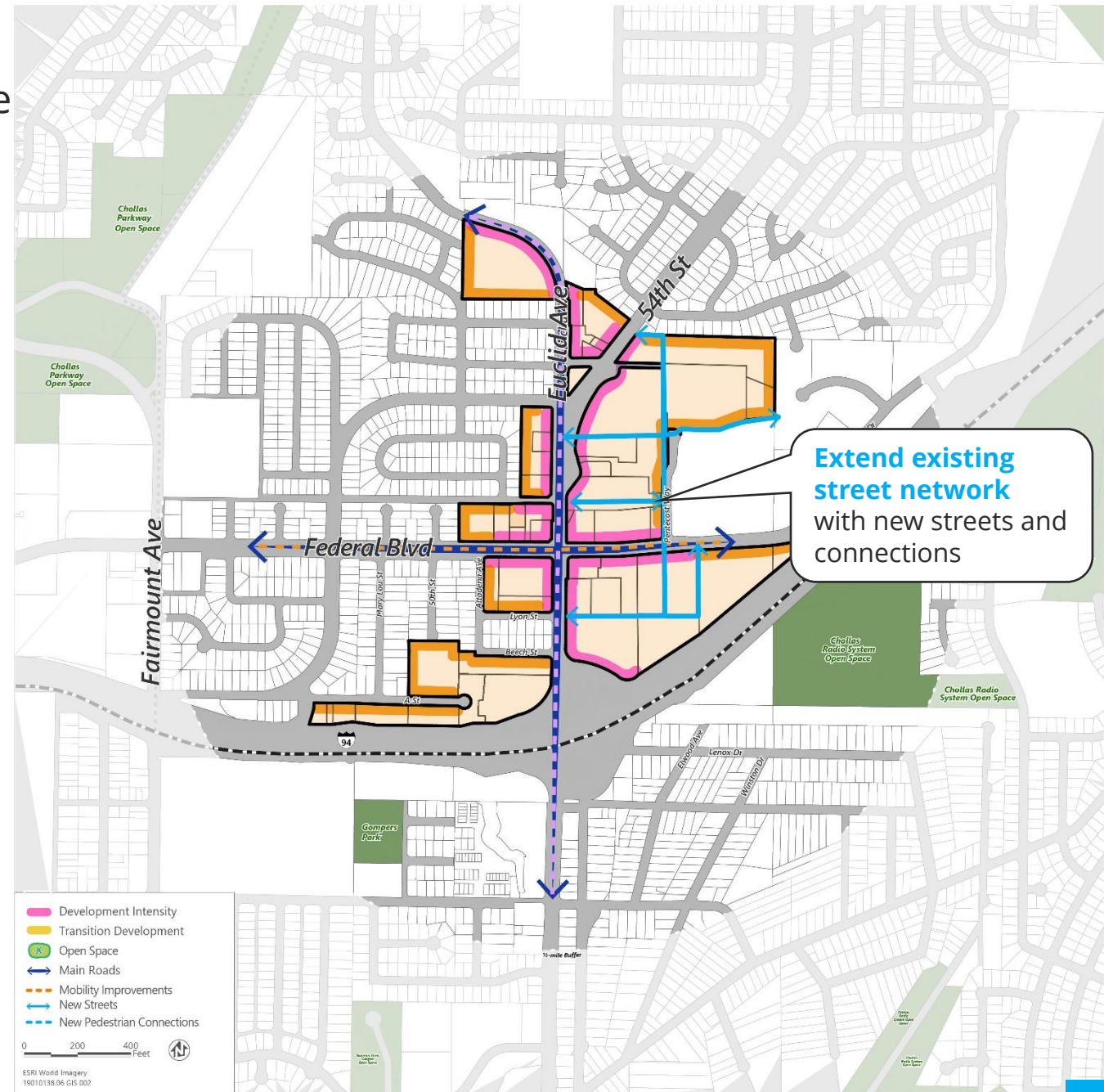
Improve complicated **traffic intersections**



New Streets Concept

Study Area 3: Federal Boulevard & Euclid Avenue

- Create pedestrian-scaled blocks
- Add new roads to improve connections to Euclid Avenue and Federal Boulevard
- Improve streetscape conditions to facilitate walkability
- Provide urban greening and tree canopy



Parks and Scale Comparisons

Study Area 3: Federal Boulevard & Euclid Avenue

Reference scales for framework concepts at Federal Boulevard and Euclid Avenue

LARGE

District/Regional/Major Parks/Community Parks



Chollas Lake Park
170 ac



Colina del Sol Park
30 acres
Eight blocks

MEDIUM

Neighborhood Parks/Sports Centers/Joint Use Facilities



Teralta Park
5 acres
One block



Vista la Mesa
2 acres
½ block

SMALL

Mini Parks/Pocket Parks



Kensington Park
0.6 acres
¼ block

Study Area 3: Federal Boulevard & Euclid Avenue

For scale comparison purposes only.



Teralta Park

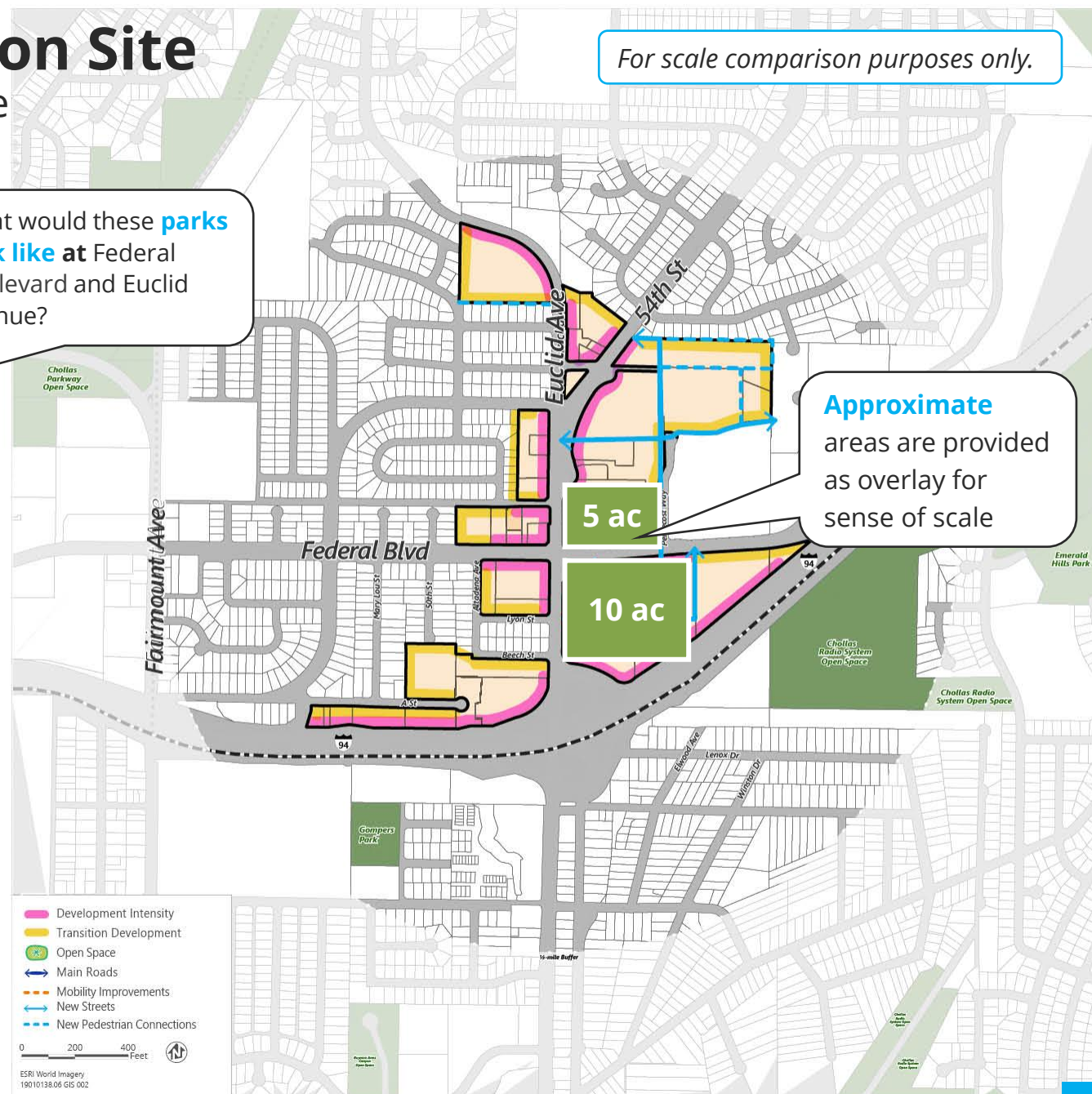


What would these **parks look like** at Federal Boulevard and Euclid Avenue?

Vista la Mesa



City Heights Park



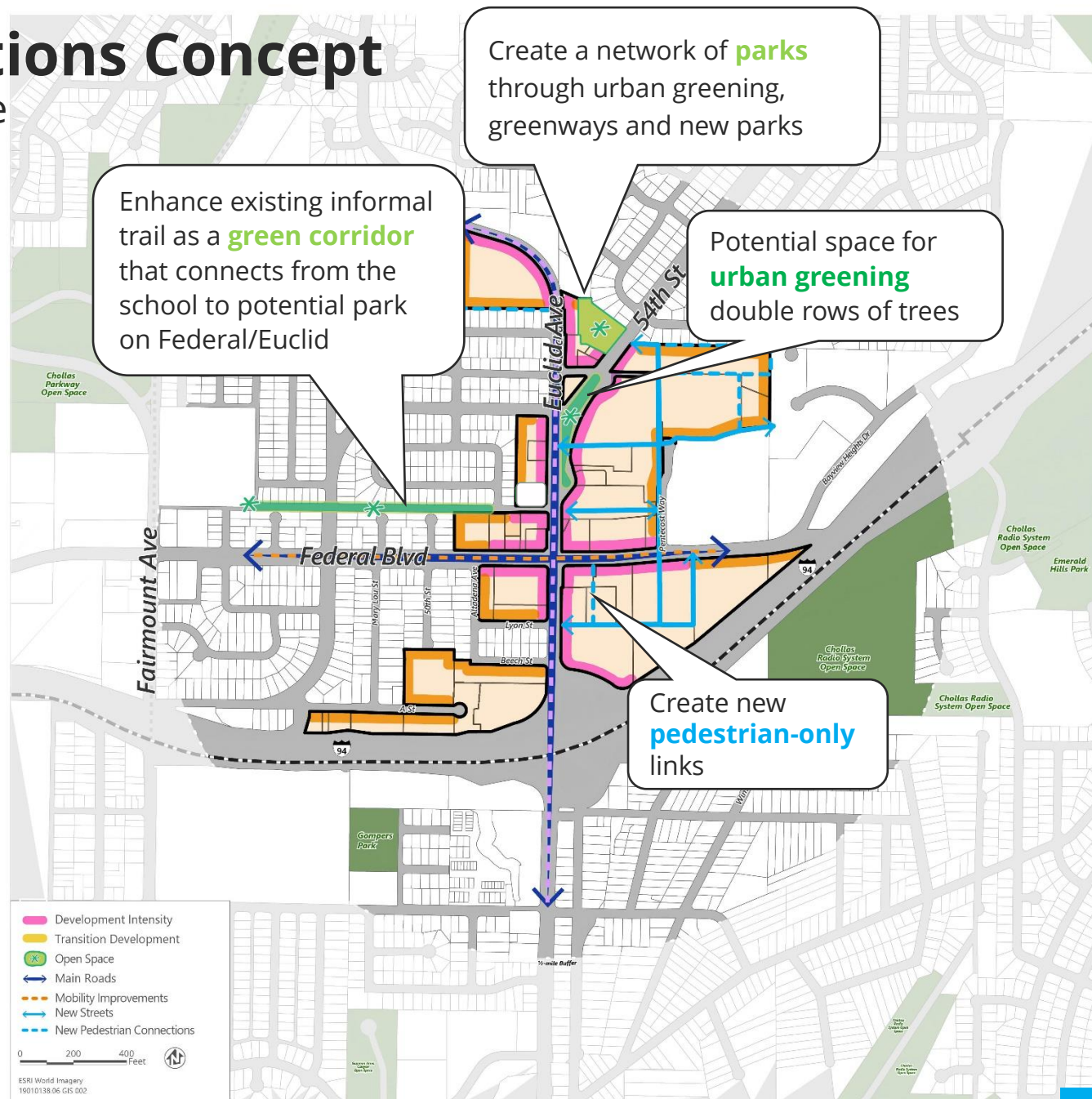
Parks and Pedestrian Connections Concept

Study Area 3: Federal Boulevard & Euclid Avenue

- Introduce new parks and/or greenways that connect community spaces
- Incorporate a range of pedestrian links and smaller parks as sites redevelop



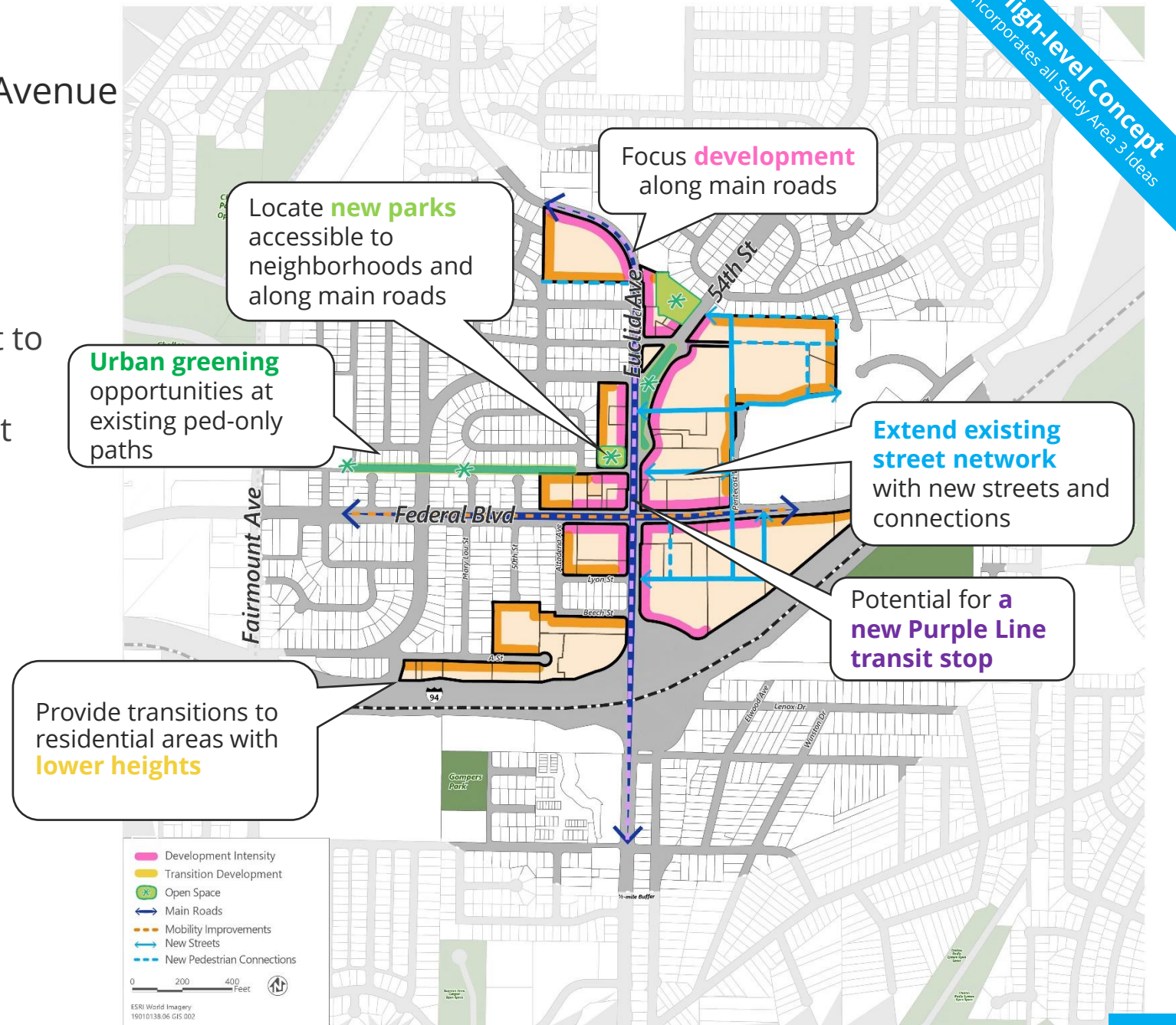
Potential for **urban greening** in existing informal pedestrian-only connection



High-level Concept

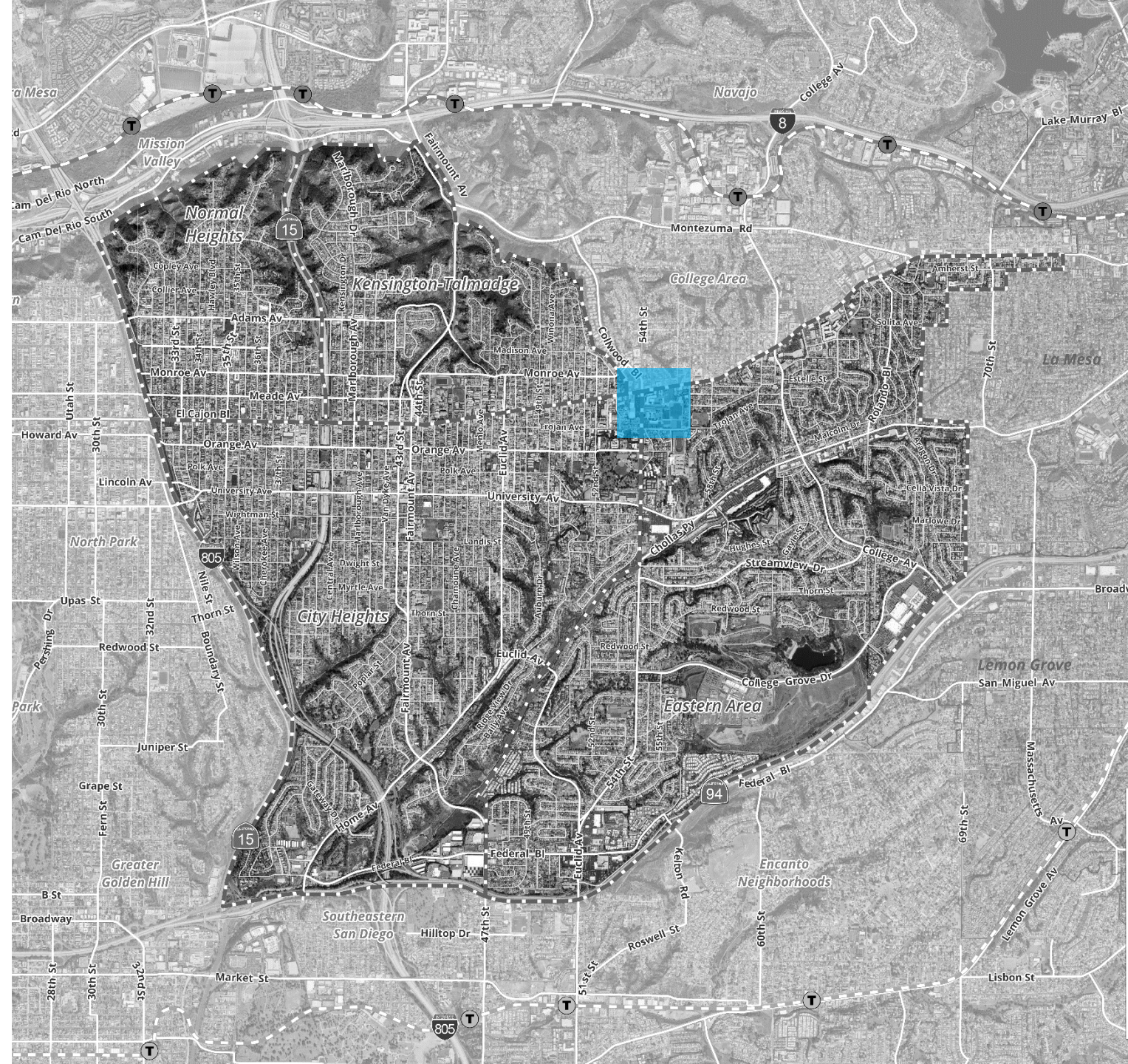
Study Area 3: Federal Boulevard & Euclid Avenue

- Intensity and height along Euclid Avenue, Federal Boulevard and large parcels
- Transitions and stepbacks to single-family
- Missing middle housing as typology adjacent to single family neighborhoods
- New parks, paseos and pedestrian paths that connect new and existing neighborhoods
- Streets that extend existing network
- Potential for Purple Line transit stop



El Cajon Boulevard and 54th Street

- Study Area 4



Site Context

Study Area 4: El Cajon Boulevard and 54th Street

- Outdated commercial uses and aging buildings, several very large parcels/sites
- Proximity to Colina Del Sol Park and “Crawford Cluster”
- Considerable grade change north and south of El Cajon Boulevard



Mobility

Study Area 4: El Cajon Boulevard and 54th Street

Context

- High active transportation propensity
- Higher vehicular and pedestrian collisions at and surrounding intersection
- Driveways right at intersection (northwest and southeast)

Potential Needs

- Improved bike facilities (north to south and east to west)
- Improved pedestrian facilities

Planned/Ongoing Improvements

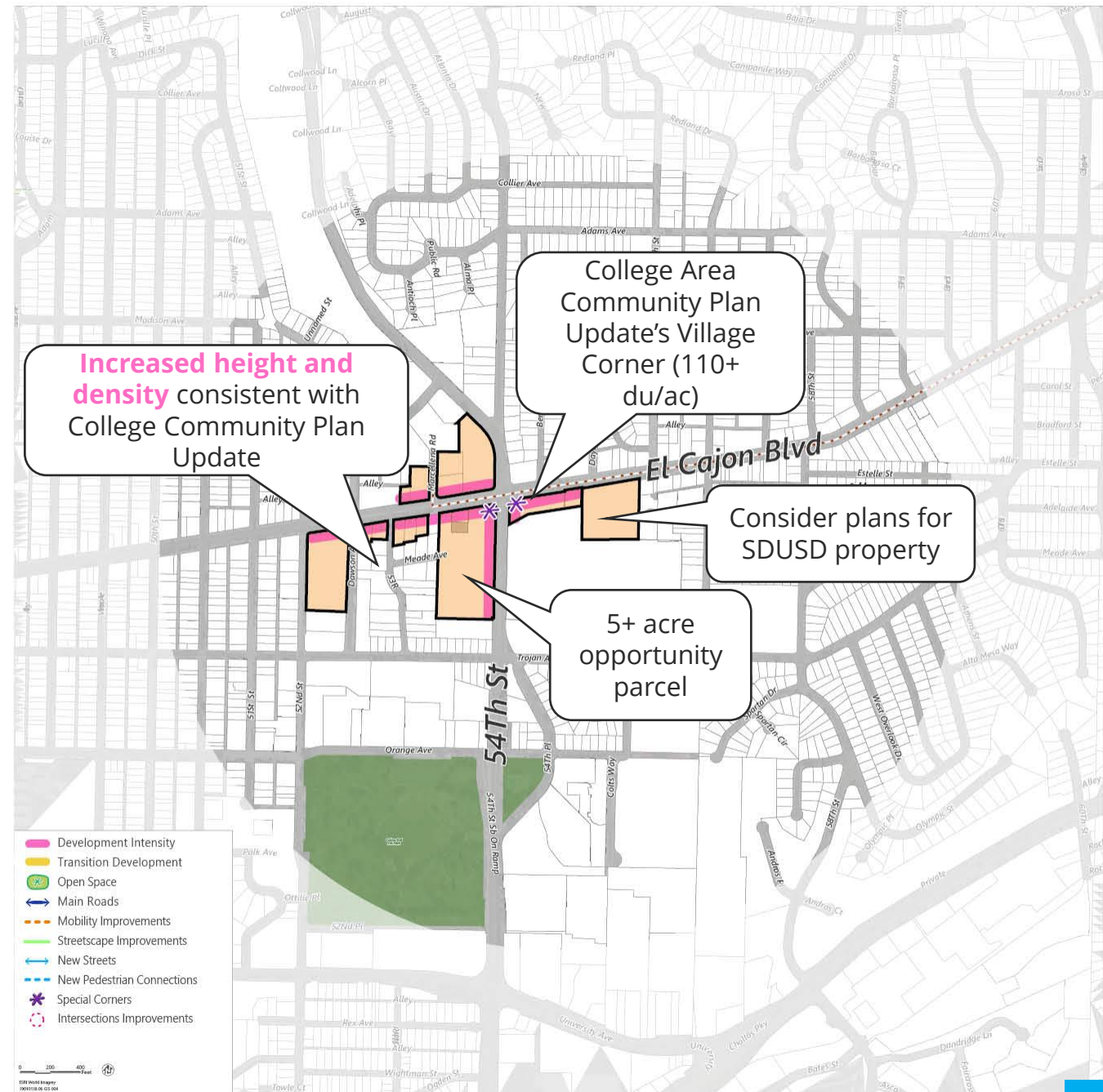
- El Cajon Boulevard bus-bike lane under evaluation



Development Concept

Study Area 4: El Cajon Boulevard and 54th Street

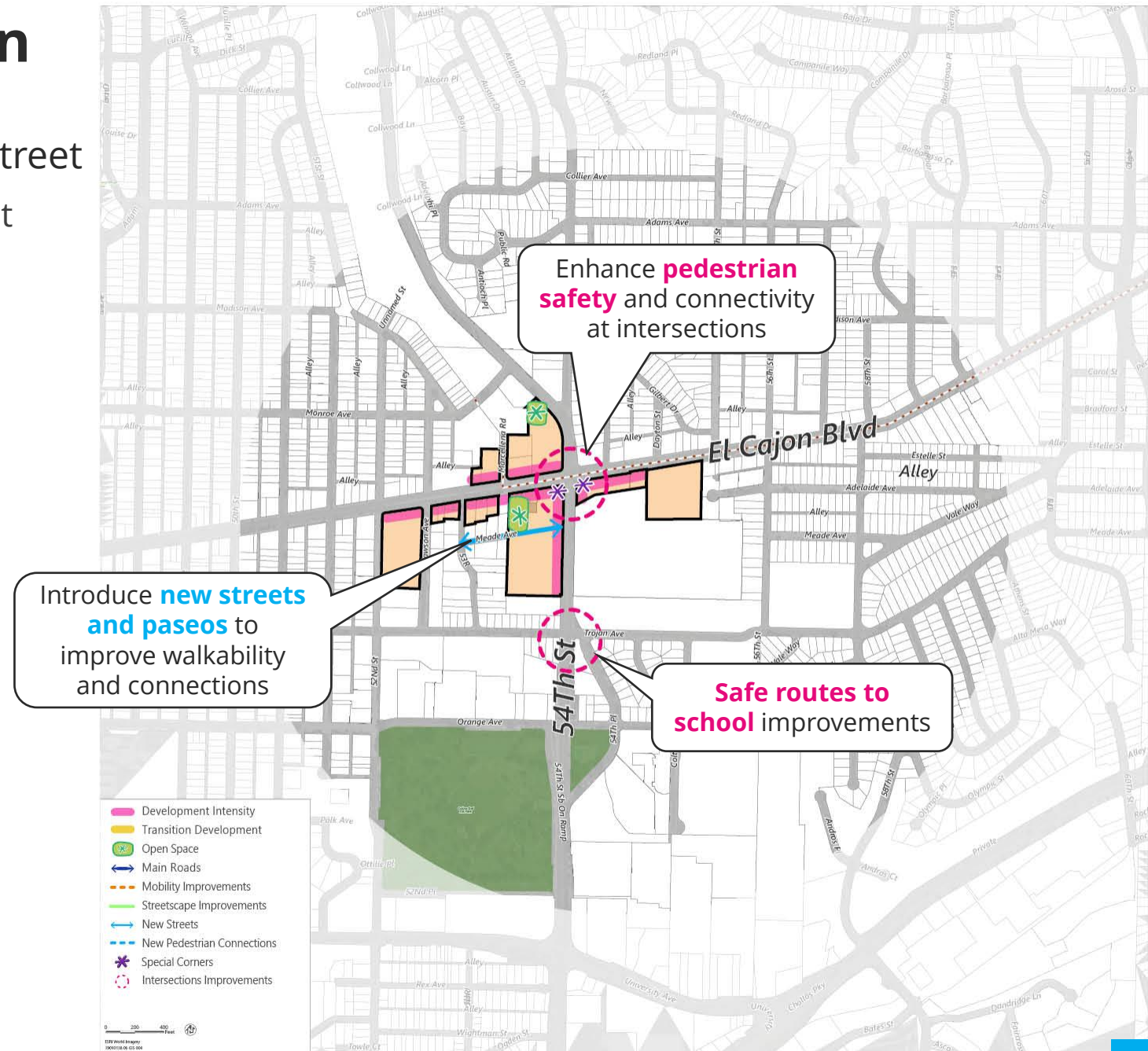
- Focus density and height along El Cajon Boulevard and 54th Street
- Leverage several large sites, including 5+ acre corner parcel
- Opportunity to complete high density “Boulevard Corner” proposed in College Area CPU
- Consider future plans for San Diego Unified School District property- including opportunities for development along El Cajon Boulevard



New Streets and Pedestrian Improvements Concepts

Study Area 4: El Cajon Boulevard and 54th Street

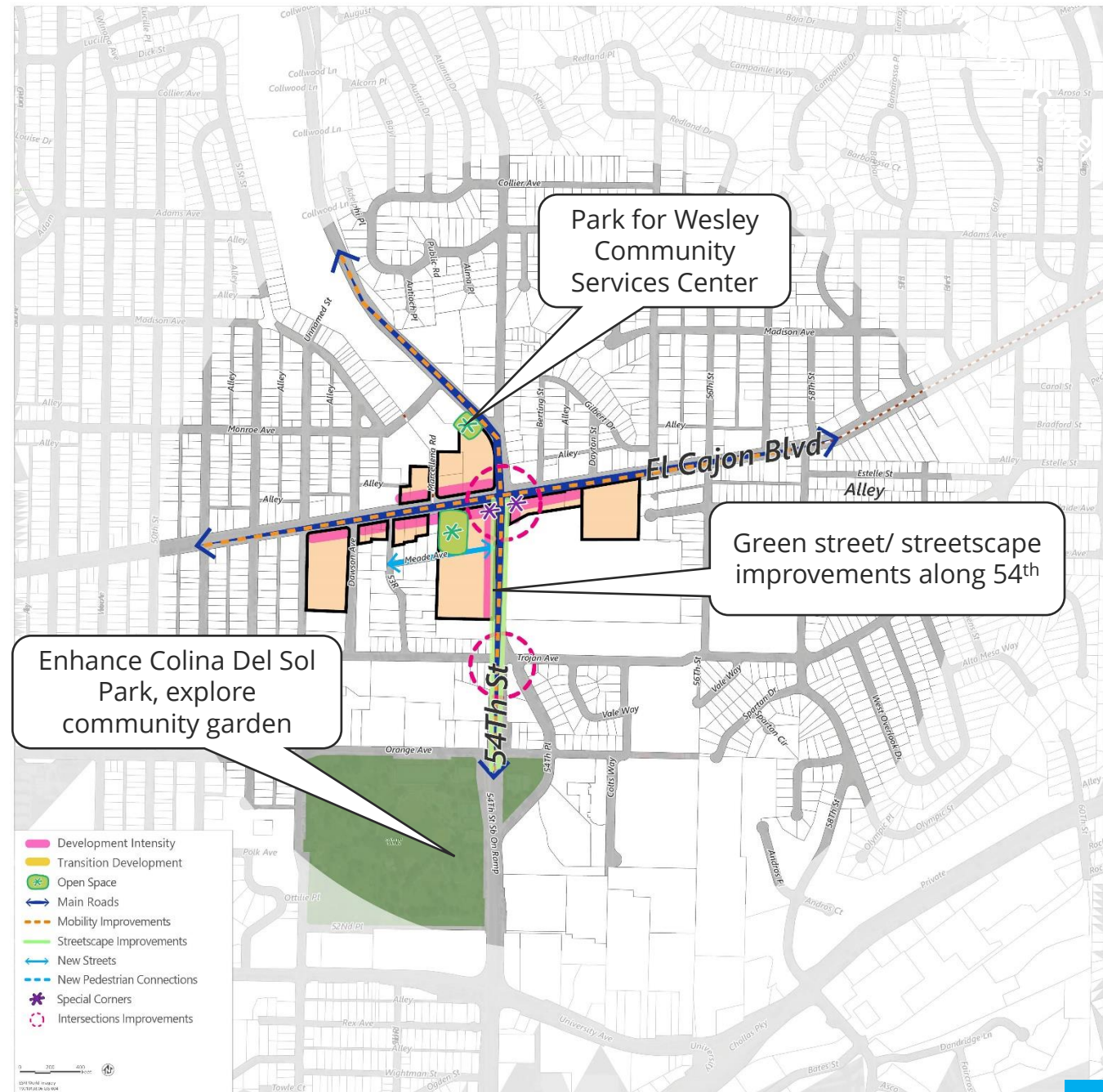
- Reduce block scale by extending existing street network
- Enhance sidewalks and intersections for pedestrian safety and safe routes to school



Open Space Concept

Study Area 4: El Cajon Boulevard and 54th Street

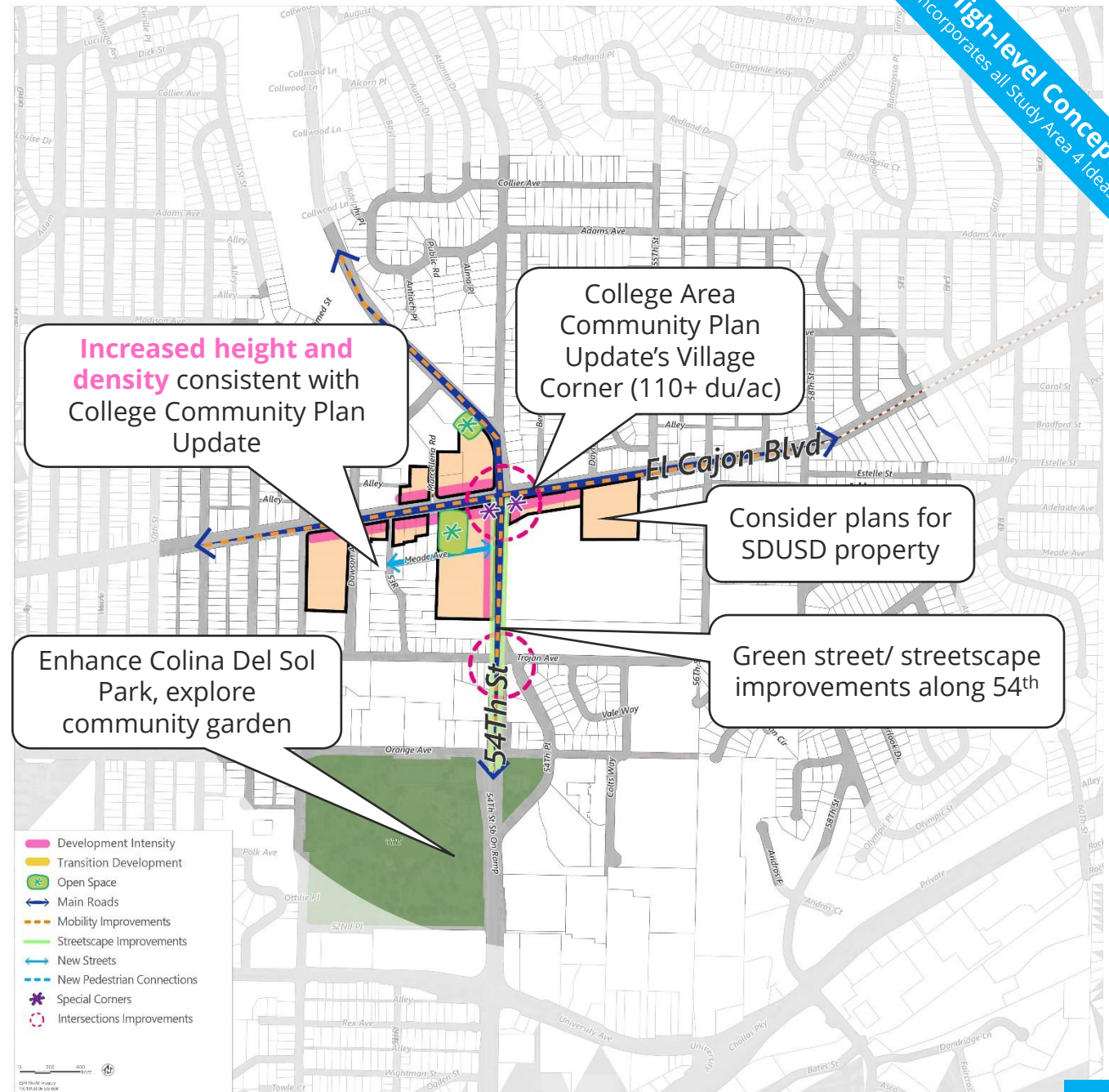
- Streetscape improvements along 54th St
- Consider park partnership with Wesley United Methodist Church on 54th St



High-level Concept

Study Area 4: El Cajon Boulevard and 54th Street

- Focus density and height on large parcels along El Cajon Boulevard and 54th Street
- Leverage several large sites, including 5+ acre corner parcel
- Complete high density “Boulevard Corner” proposed in College Area Community Plan Update
- Activate ground floor and corners of El Cajon Boulevard and 54th Street
- Incorporate bike, transit and streetscape improvements along El Cajon Boulevard and 54th Street
- Consider future plans for SDUSD property- including opportunities for development along El Cajon Boulevard



El Cajon Boulevard and College Avenue

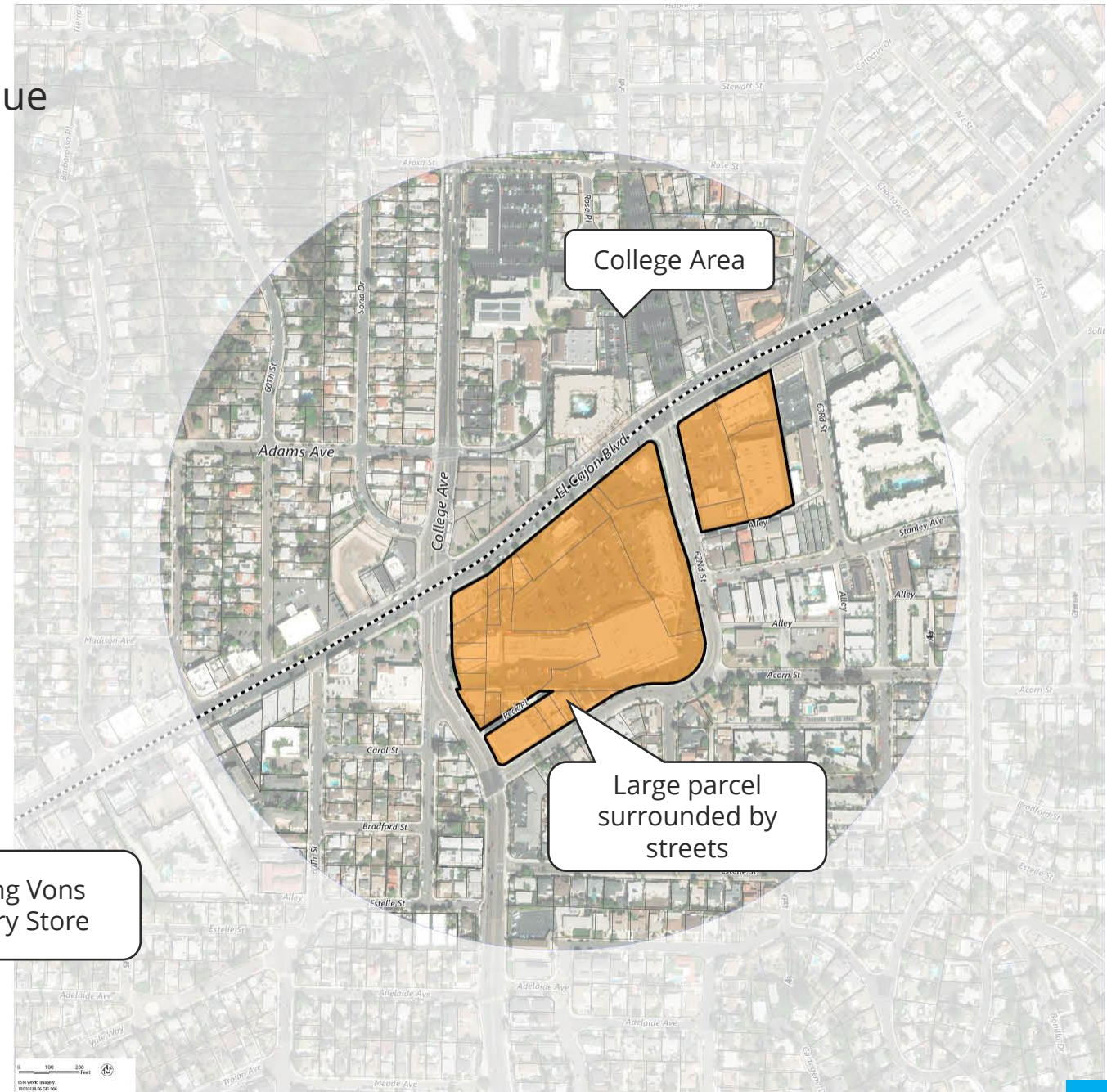
- Study Area 5



Site Context

Study Area 5: El Cajon Boulevard & College Avenue

- Shopping center with chain restaurants, grocery store and other shops
- Large surface parking lot servicing existing commercial



Mobility

Study Area 5: El Cajon Boulevard & College Avenue

Context

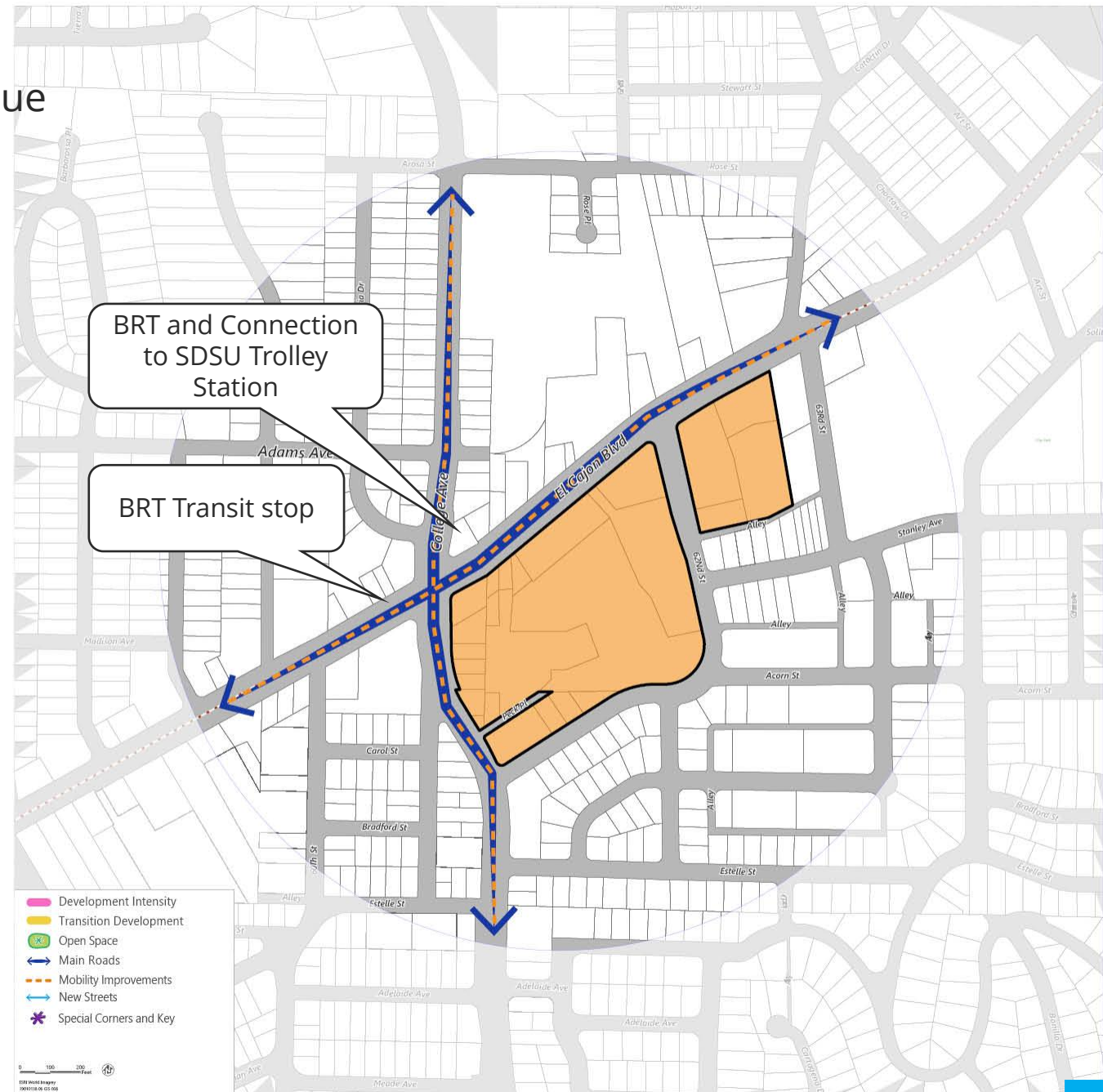
- High active transportation propensity
- High pedestrian collision intersection
- 2 BRT stops and trolley stop w/in 1 mile

Potential Needs

- Improved bike and pedestrian facilities (NS and EW)
- Improved pedestrian environment (south leg)

Planned

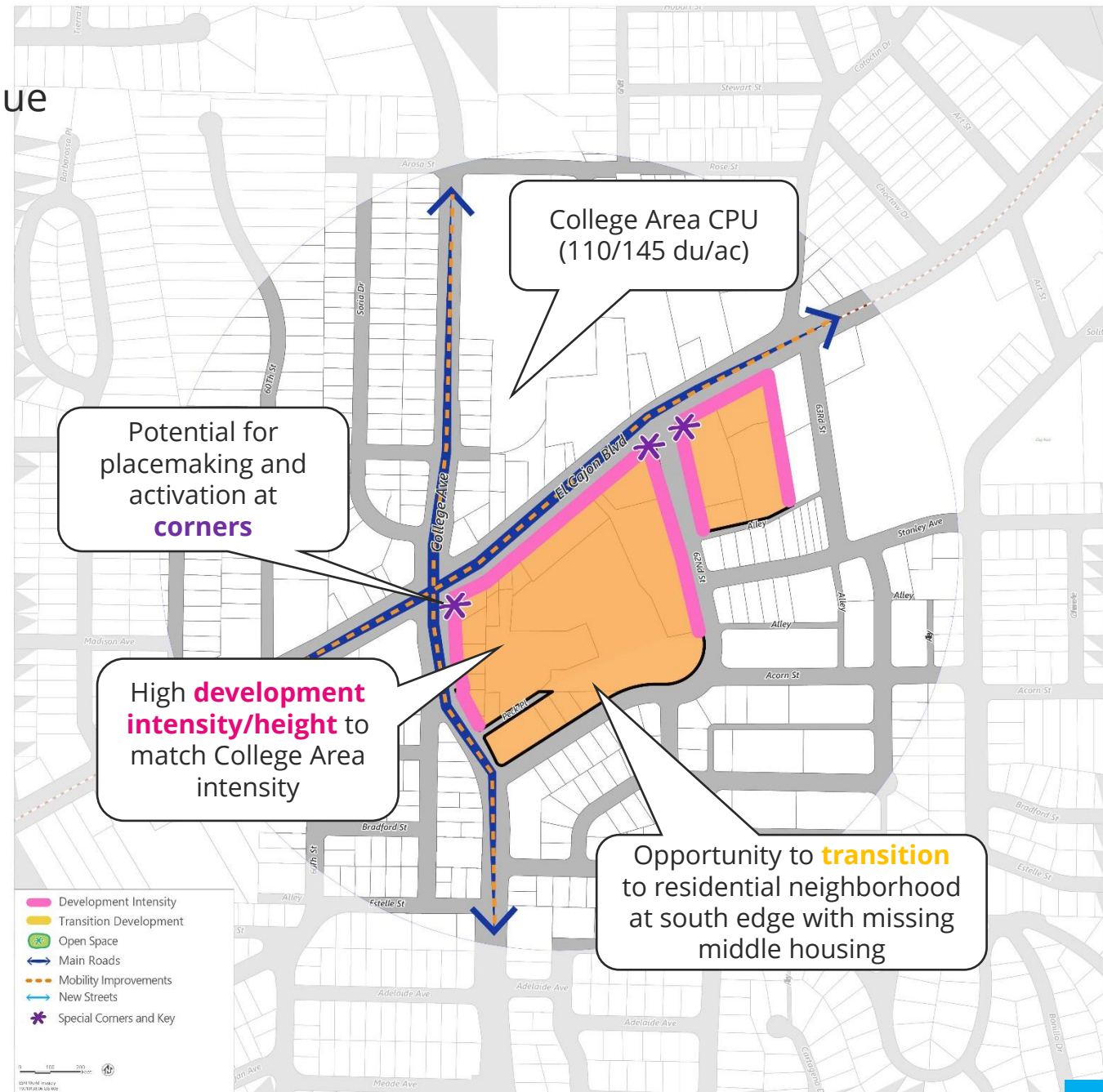
- El Cajon Boulevard bus-bike lane under evaluation
- Rapid 625 (SDSU – Palomar Station)
- Rapid 256 (SDSU – Rancho SD/ Cuyamaca College)



Development Concept

Study Area 5: El Cajon Boulevard & College Avenue

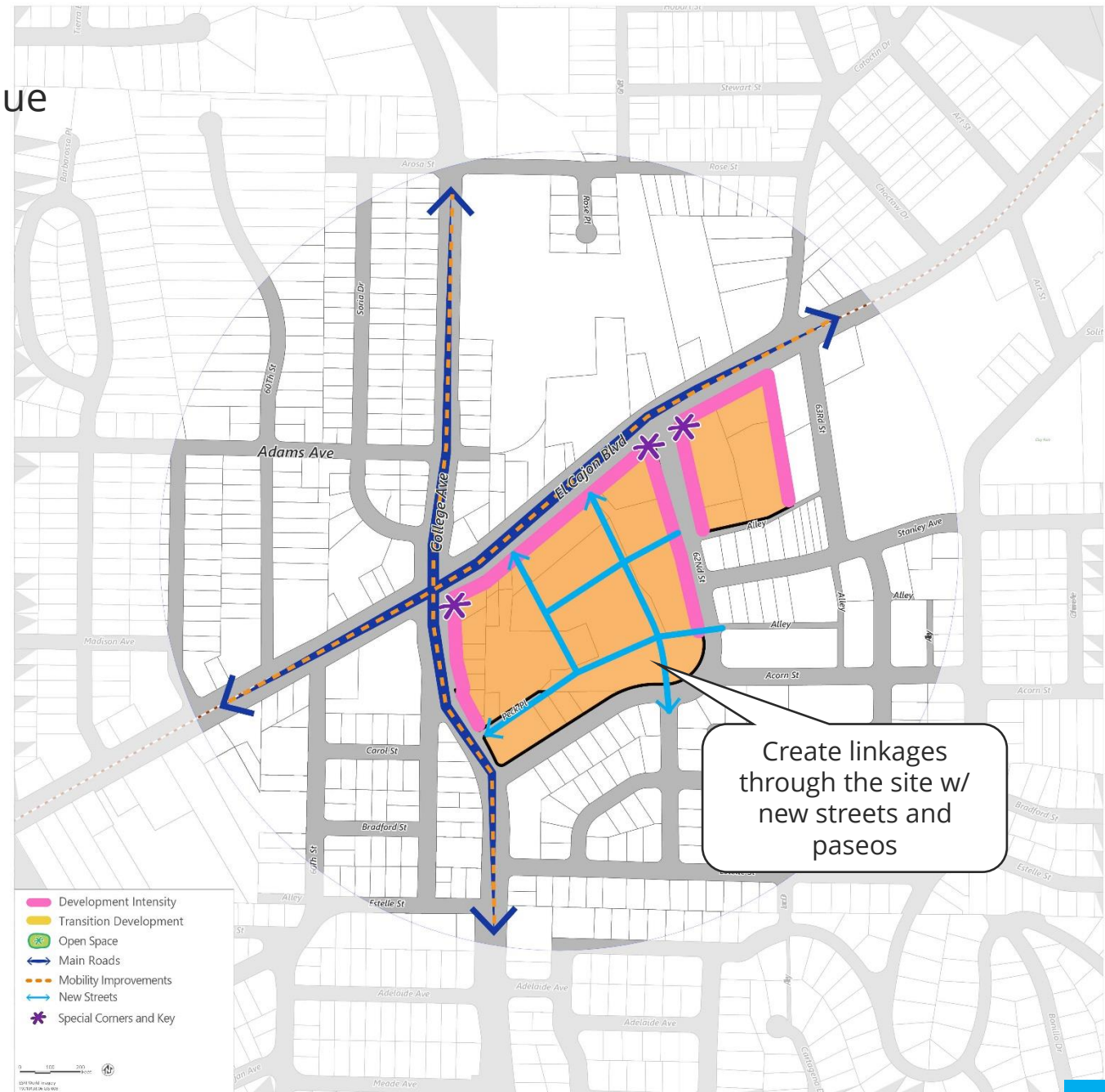
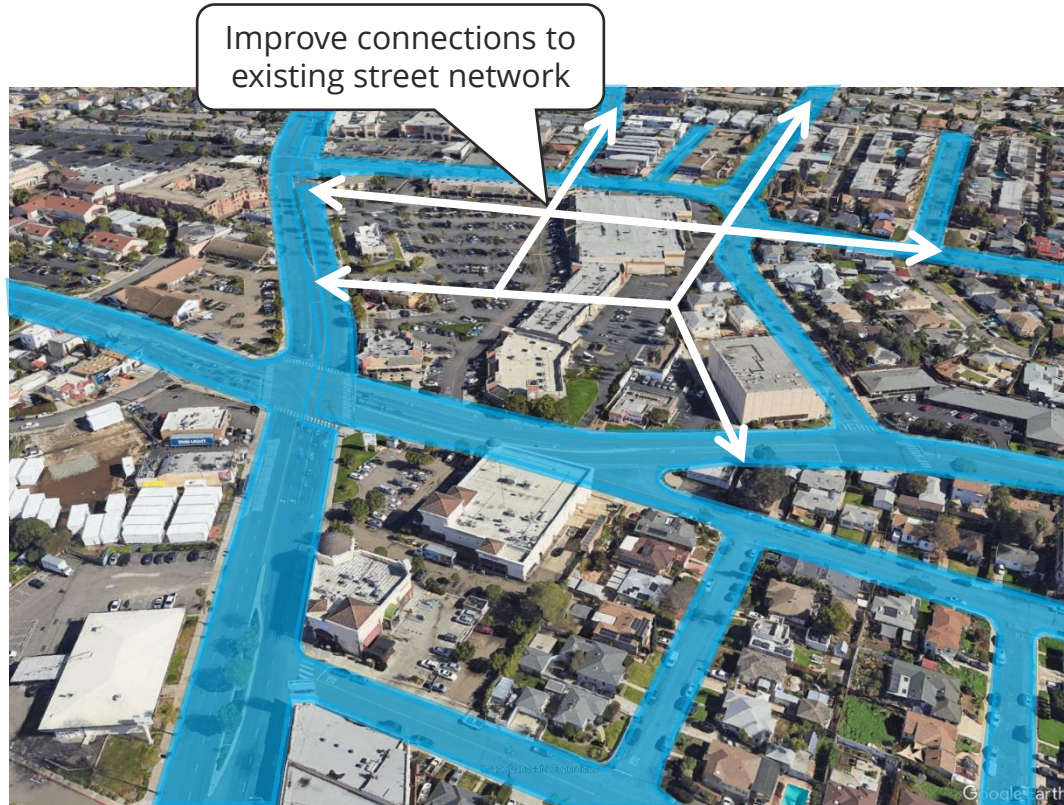
- Potential to maximize development throughout site
- Active corners and placemaking to anchor the main street intersections
- Consider transition w/ missing middle housing at south edge



New Streets Concept

Study Area 5: El Cajon Boulevard & College Avenue

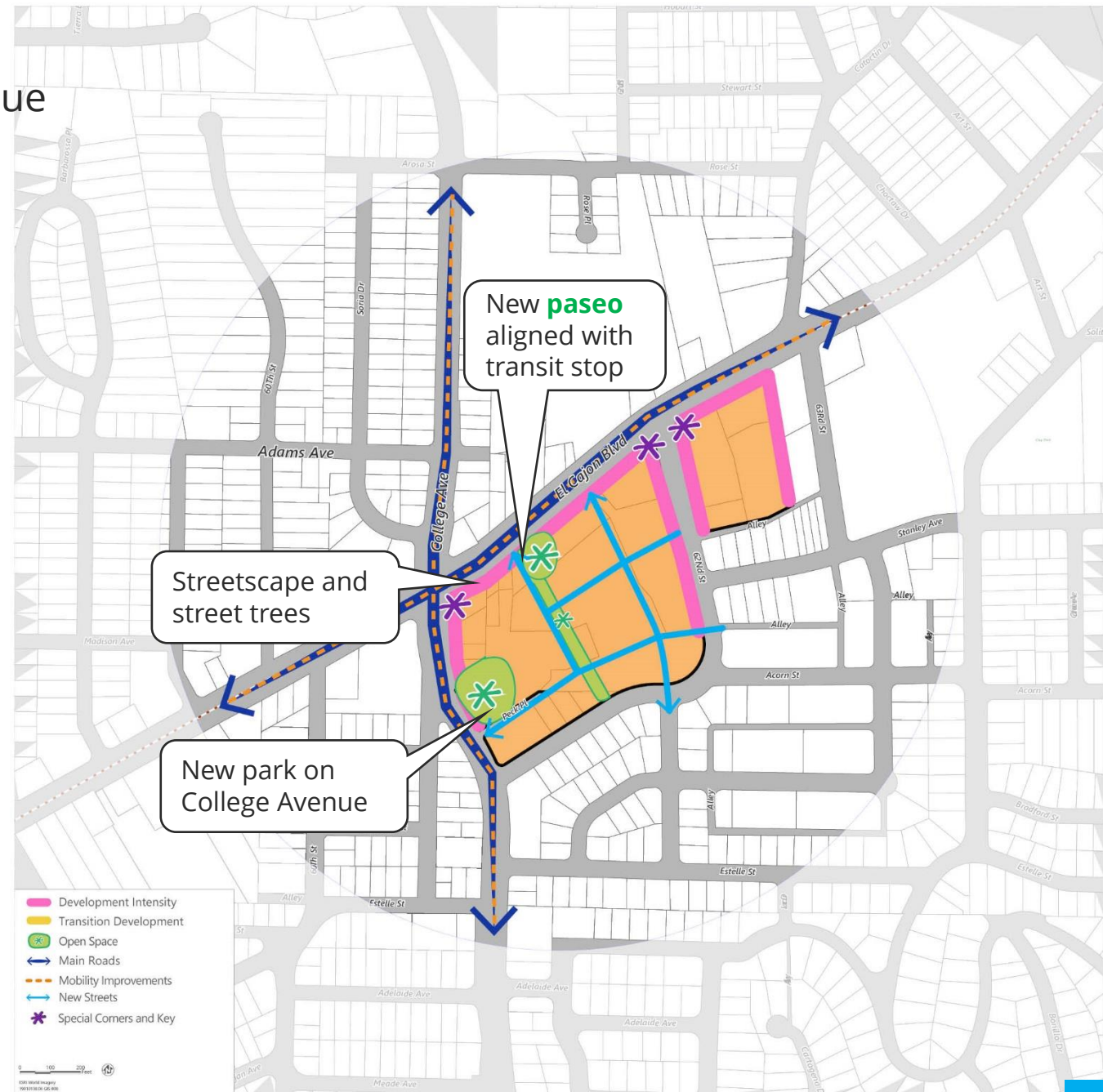
- Improve connections to existing street network with new streets and pedestrian paseos
- Break down scale of blocks via pedestrian paseos



Open Space Concept

Study Area 5: El Cajon Boulevard & College Avenue

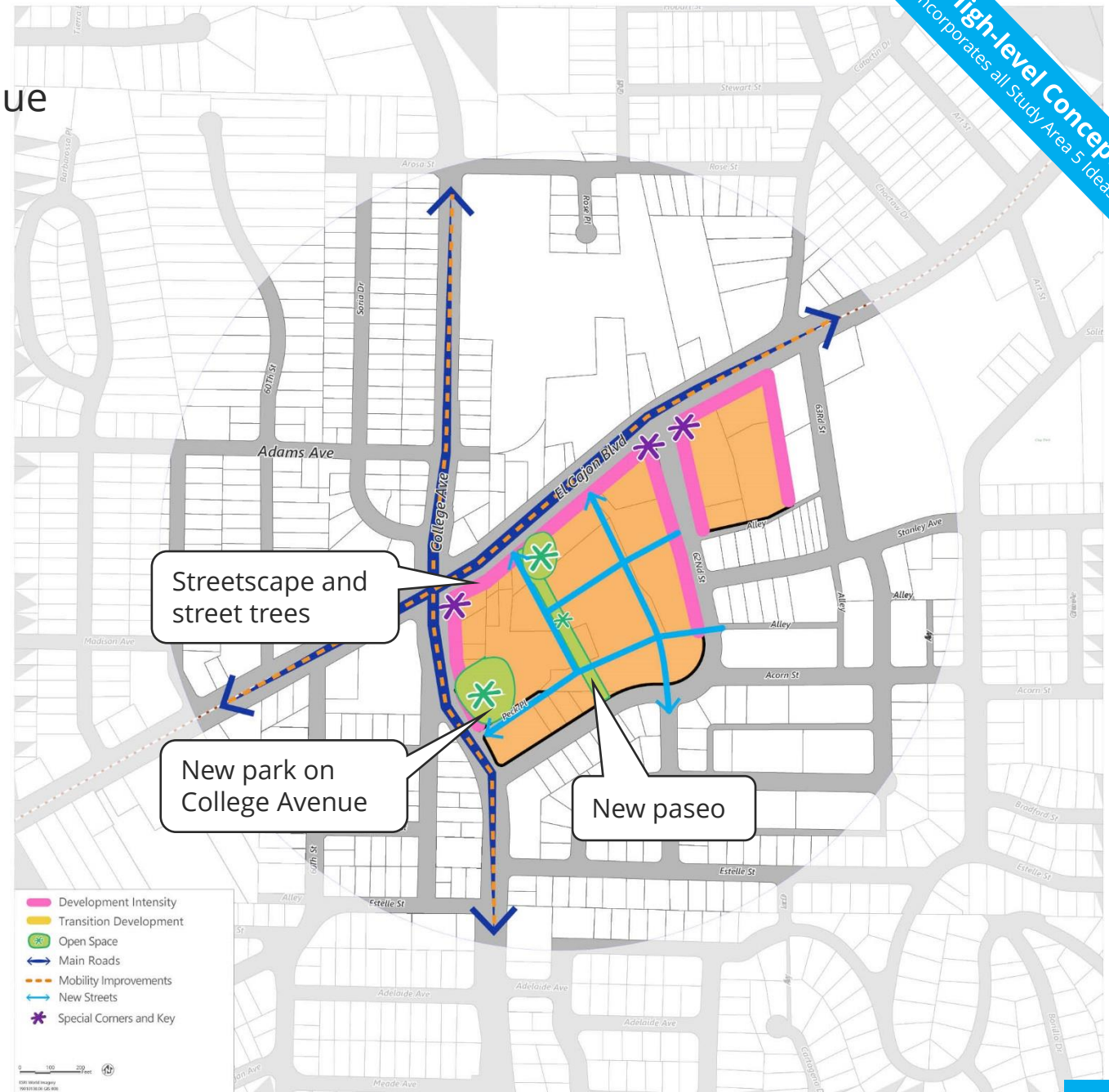
- Introduce new urban-scaled parks, plazas and paseos as part of new development
- Greening of El Cajon Boulevard and College Avenue w/ street trees
- Incorporate parks along College Avenue and El Cajon Boulevard



High-level Concept

Study Area 5: El Cajon Boulevard & College Avenue

- Development intensity focused along El Cajon Boulevard
- New streets that break down the scale of the block
- Introduce new urban-scaled parks, plazas and paseos as part of new development
- Greening of El Cajon Boulevard and College Avenue w/ street trees
- Retain grocery store and community-serving retail



Alternative: Preservation of Existing Commercial

Study Area 5: El Cajon Boulevard & College Avenue

- Potential to preserve some existing commercial and utilize surface parking for development

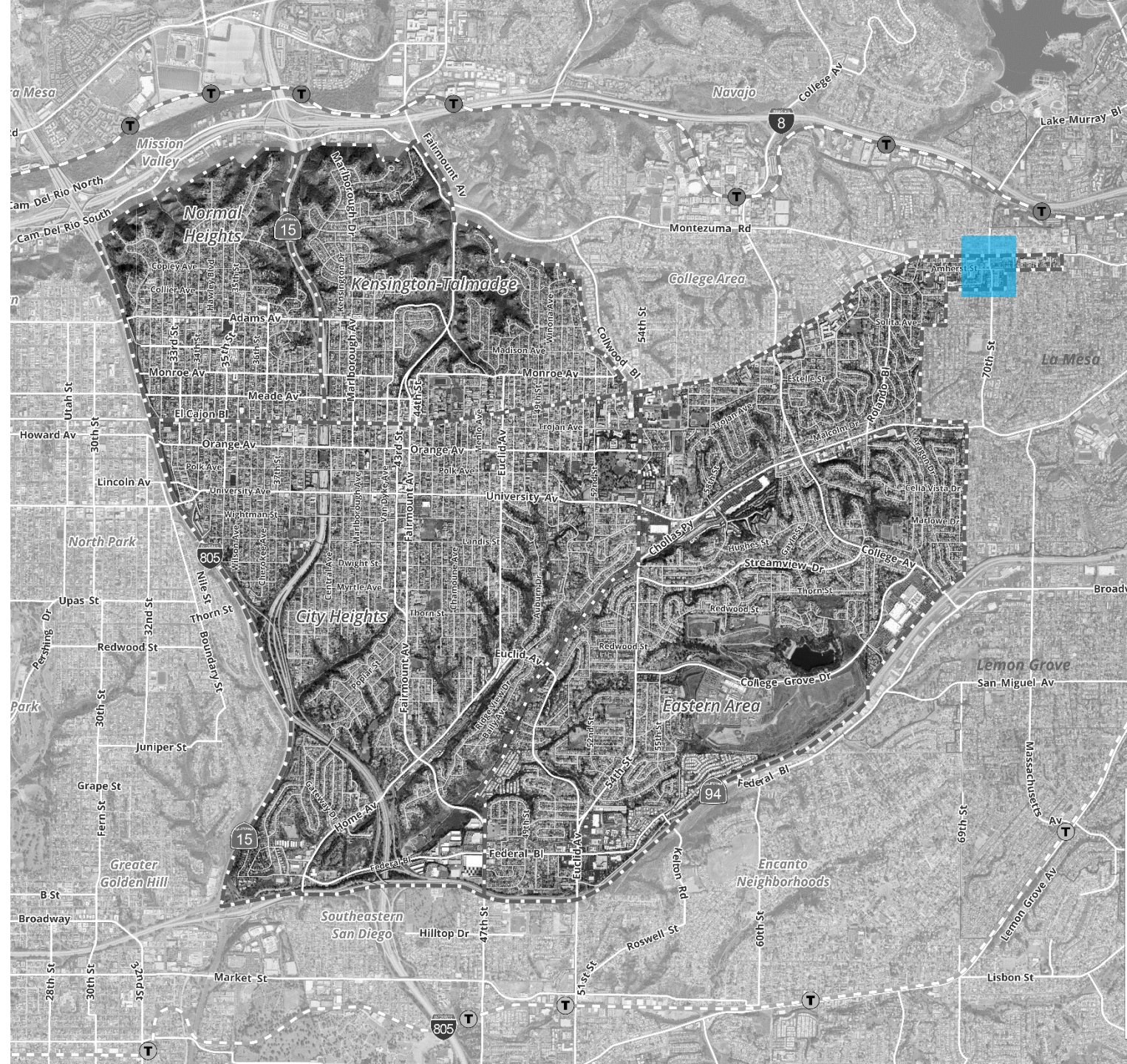


Precedent example:
Stonestown Galleria
Redevelopment in SF



El Cajon Boulevard (Montezuma Road to 73rd Street)

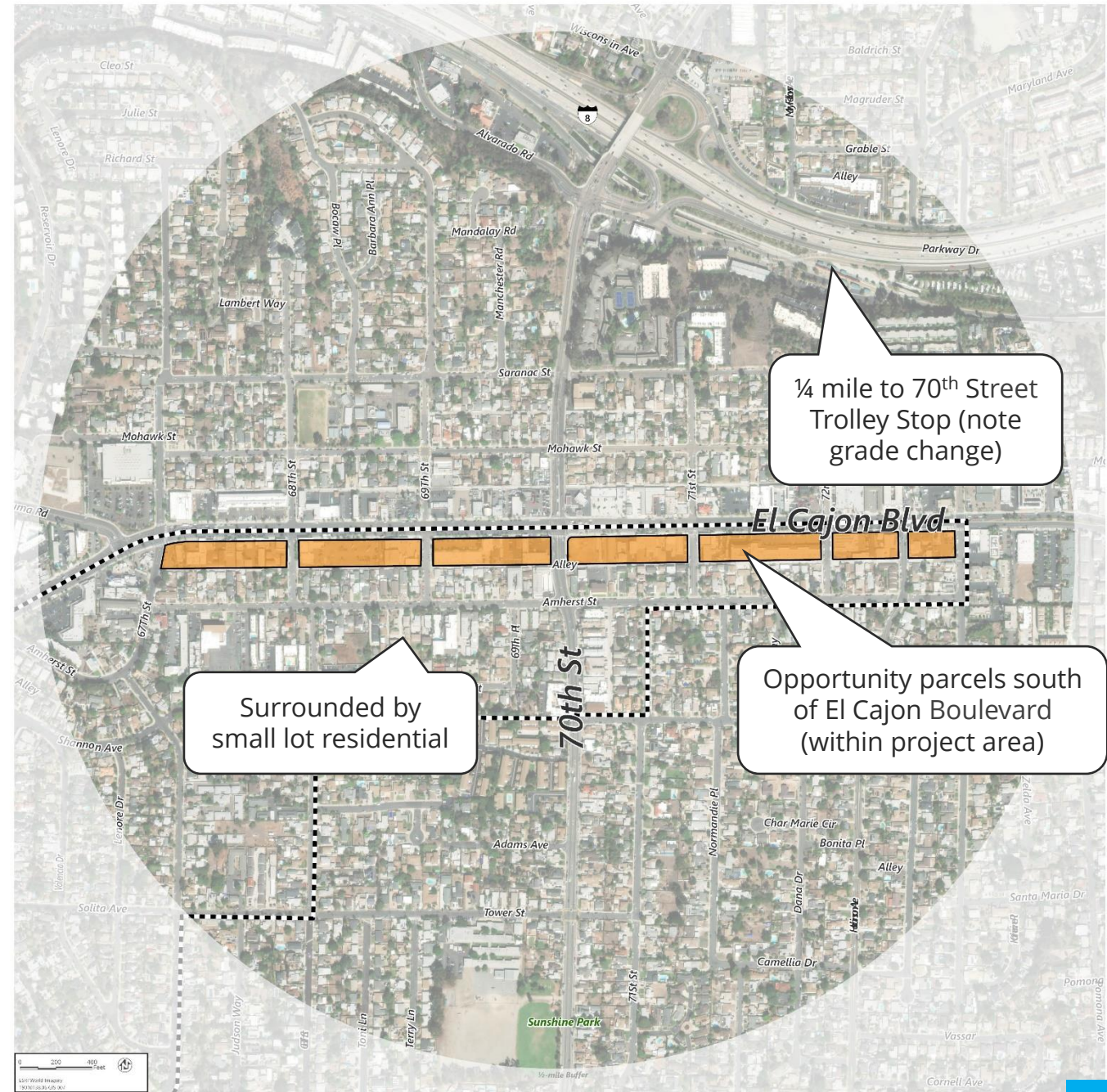
- Study Area 6



Site Context

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

- Retail along El Cajon Boulevard Parking facing main streets
- Small and shallow alley-loaded parcels
- Proximity to College Area and 70th Street Trolley



Mobility

Study Area 6: Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

Context

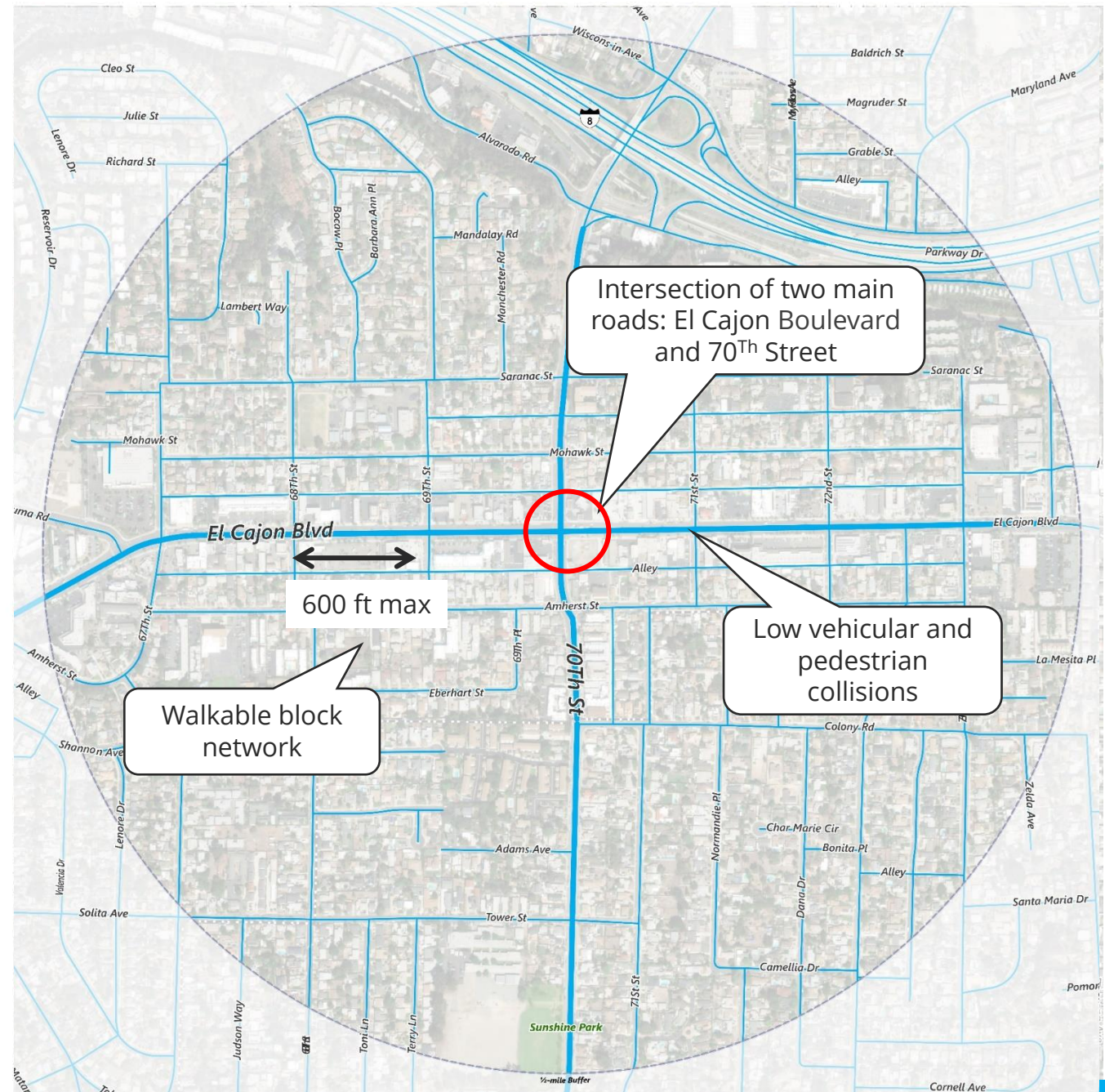
- High active transportation propensity
- North-south pedestrian crossings 0.4-miles apart

Potential Needs

- Improved bicycle facility along El Cajon Boulevard

Planned/Ongoing Improvements

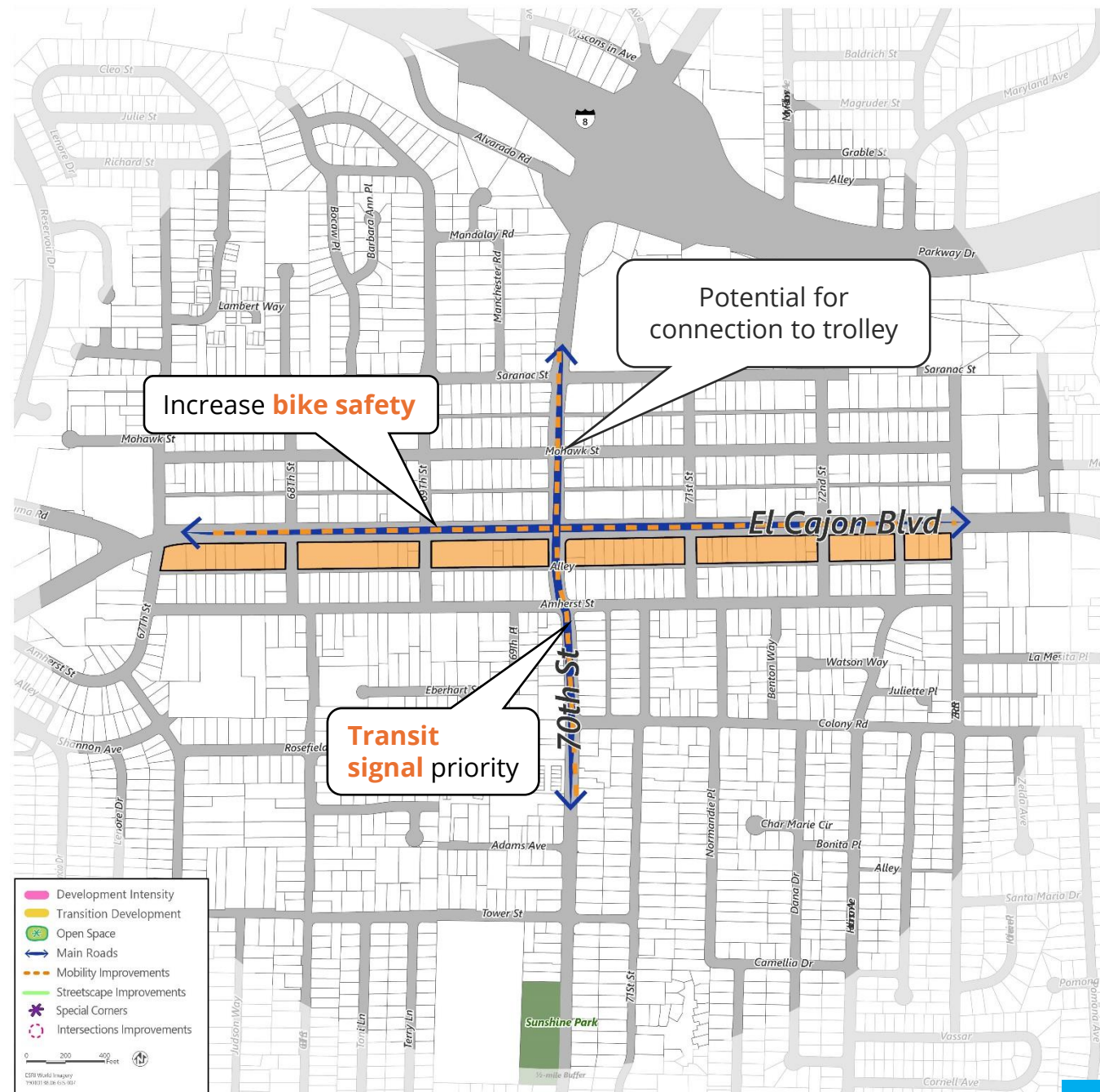
- Rapid 295 (South Bay – Clairemont)
- 70th Street: Regional Bike Early Action Program



Mobility Concept

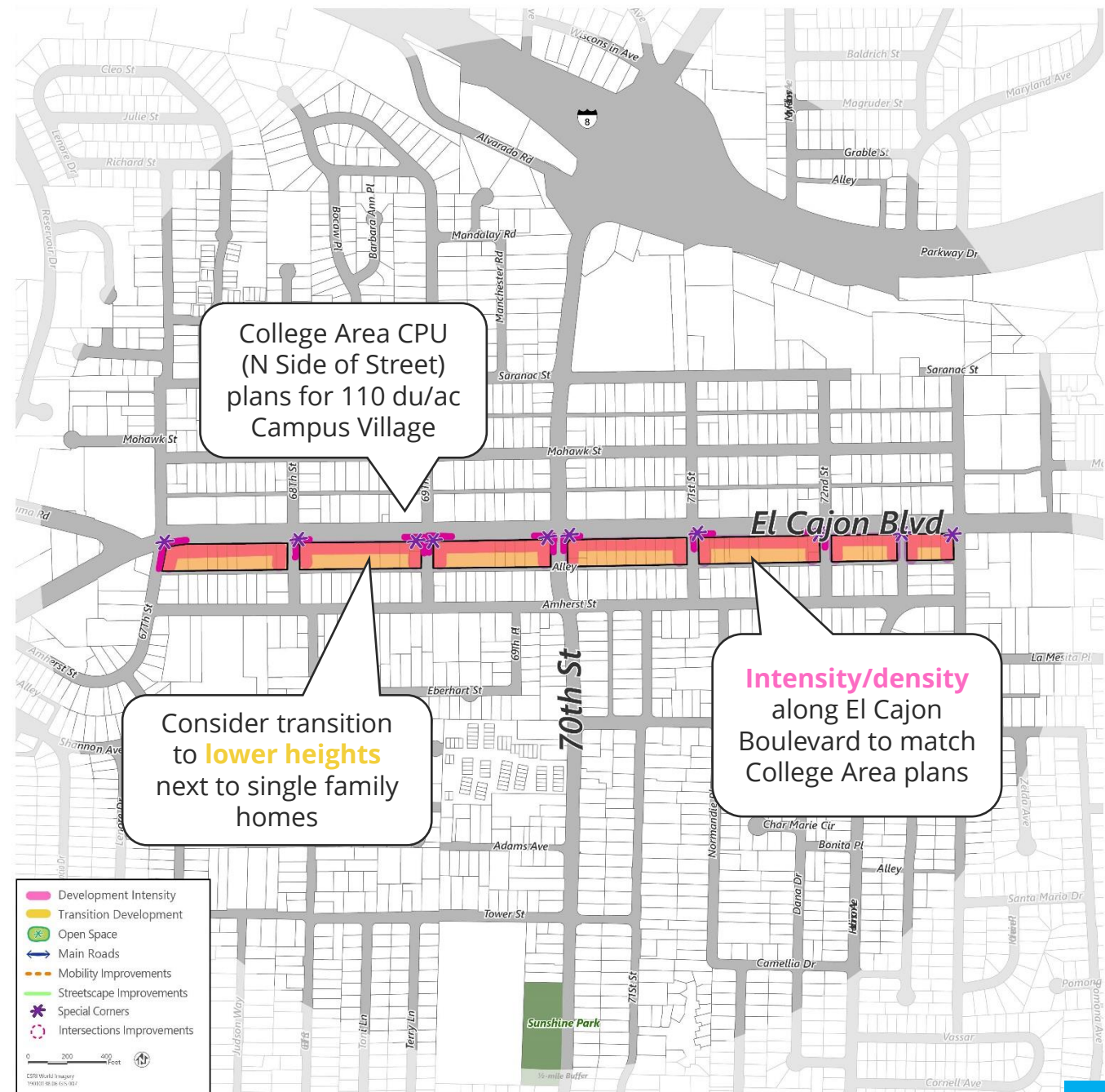
Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

- Connect to trolley
- Incorporate shared bus-bike lanes
- Transit signal priority
- Add tree canopy along sidewalks of El Cajon Boulevard and 70th Street
- Increase bike safety



Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

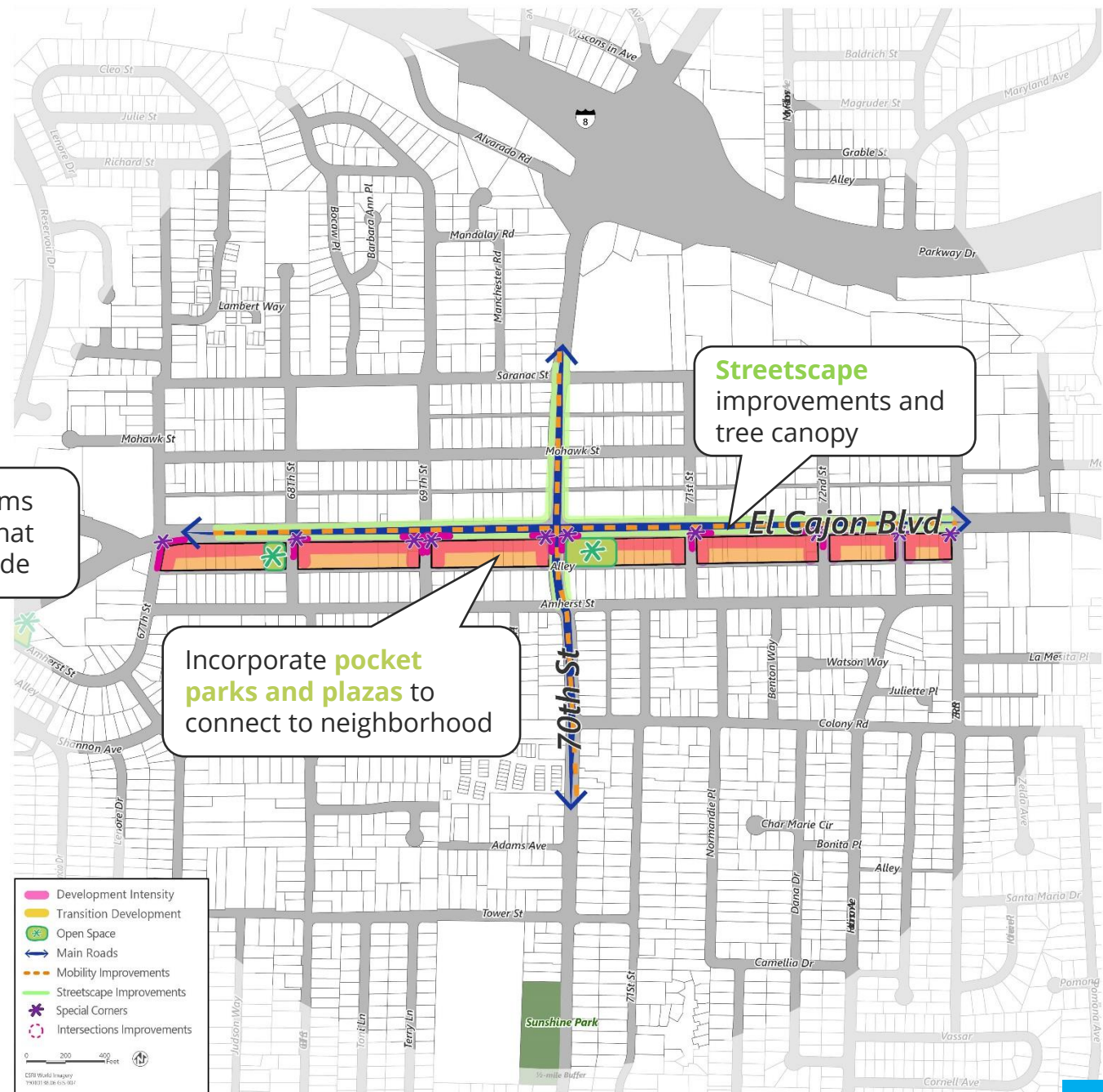
- Opportunity w/ surface lots and vacant sites
- Activate corners along El Cajon Boulevard
- Match approach to intensity/density with other side of the street (College Area Community Plan Update)



Open Space and Streetscape Improvements Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

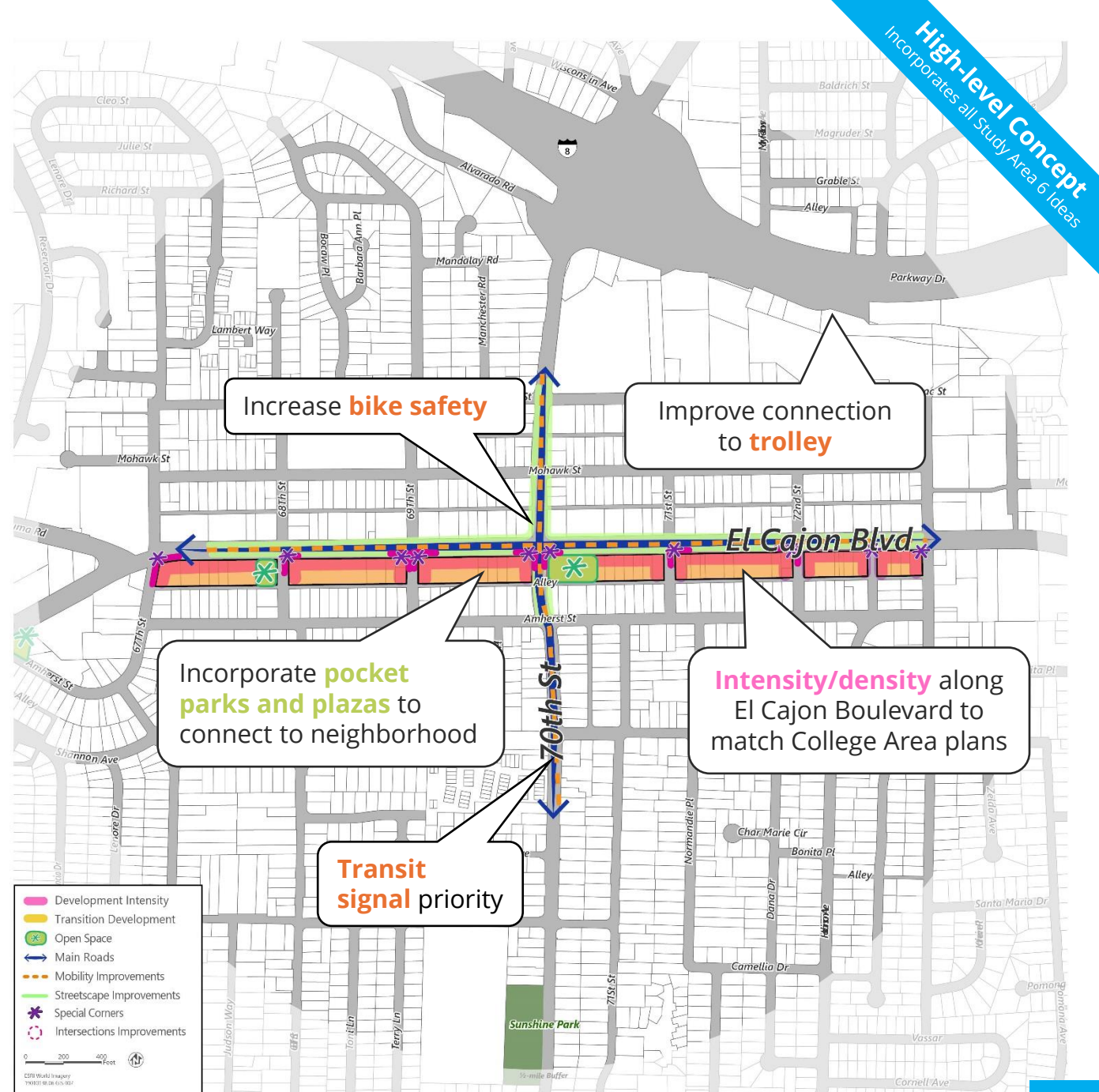
- Incorporate small-medium open space that connects to existing neighborhood
- Identify underutilized pockets of space for parks or development



High-level Concept

Study Area 6: El Cajon Boulevard (Montezuma Road to 73rd Street)

- Streetscape improvements along El Cajon Boulevard and 70th Street
- Intensity focused on El Cajon Boulevard
- Incorporate active ground floors and corners along El Cajon Boulevard
- Add new pocket parks and plazas facing main streets



University Avenue (54th Street to 69th Street)

- Study Area 7



Site Context

Study Area 7: University Avenue (54th Street to 69th Street)

- University Avenue is a central retail spine for Eastern Area
- Corridor length is approx. 1.6 miles
- Connects Chollas Triangle to Kroc Center
- Significant grade changes to north and south with suburban block/street pattern limits access



Mobility

Study Area 7: University Avenue (54th Street to 69th Street)

Context

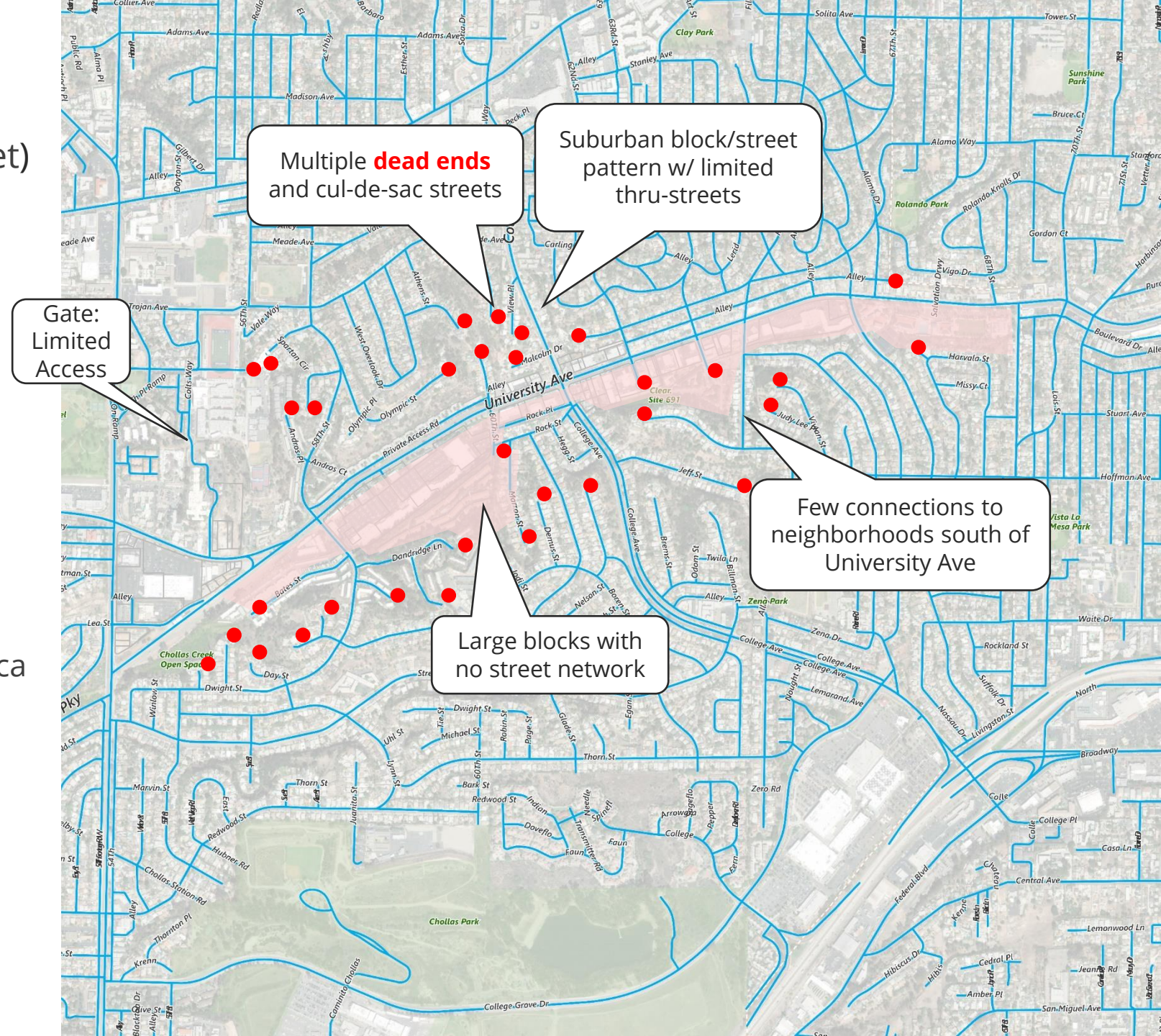
- High active transportation propensity
- High bike collisions
- Suburban block pattern w/ circuitous connections from University Avenue to adjacent neighborhoods

Potential Needs

- Improved bike and pedestrian facilities

Planned

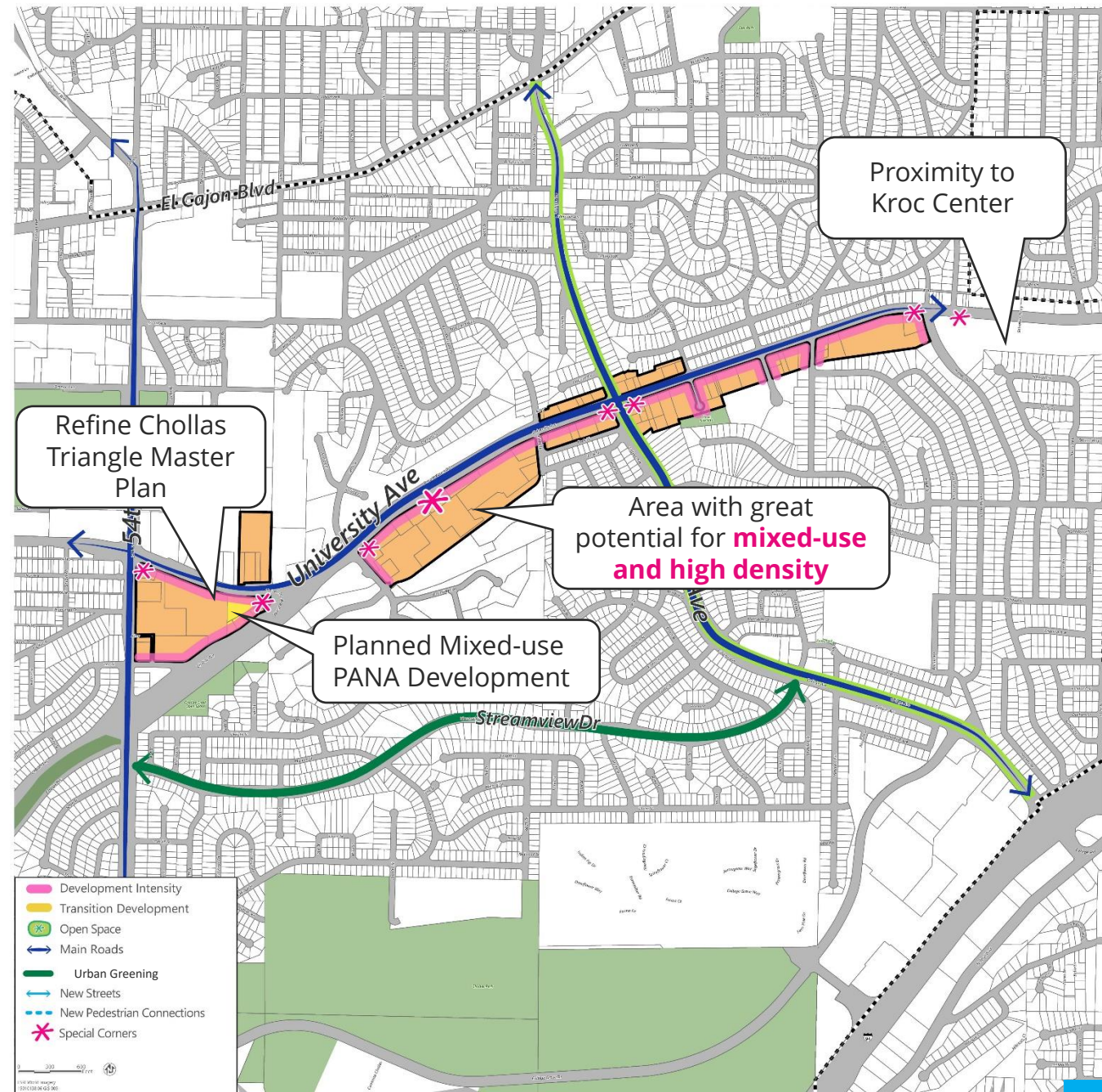
- Rapid 625 (SDSU – Palomar Station)
- Rapid 256 (SDSU – Rancho SD/Cuyamaca College)
- Micro-transit Service Area
- University Avenue Bikeway



Development Concept

Study Area 7: University Avenue (54th Street to 69th Street)

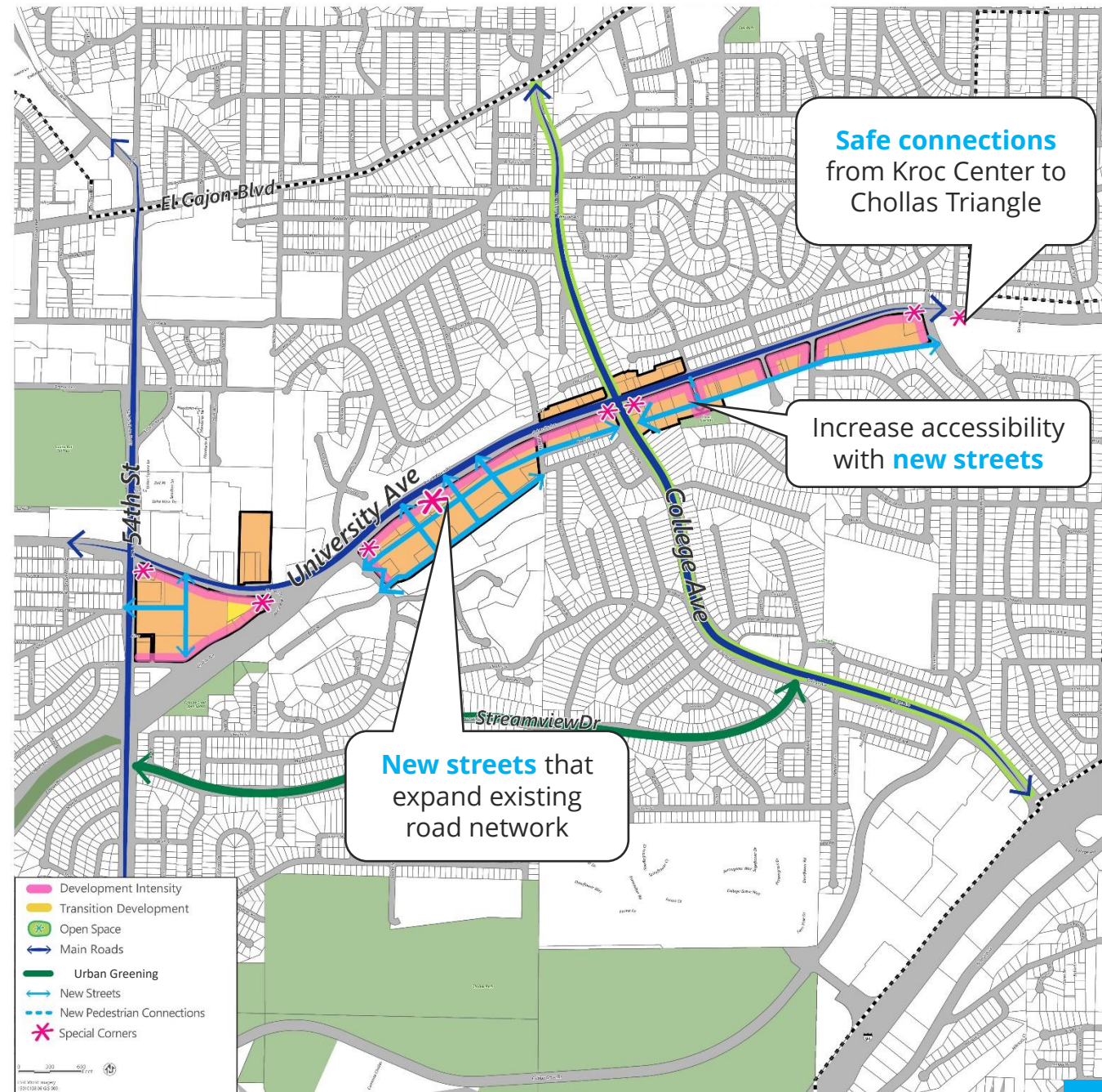
- Infill/ redevelopment of large parking lots and strip centers along University Ave
- Active corners throughout University Ave



New Streets Concept

Study Area 7: University Avenue (54th Street to 69th Street)

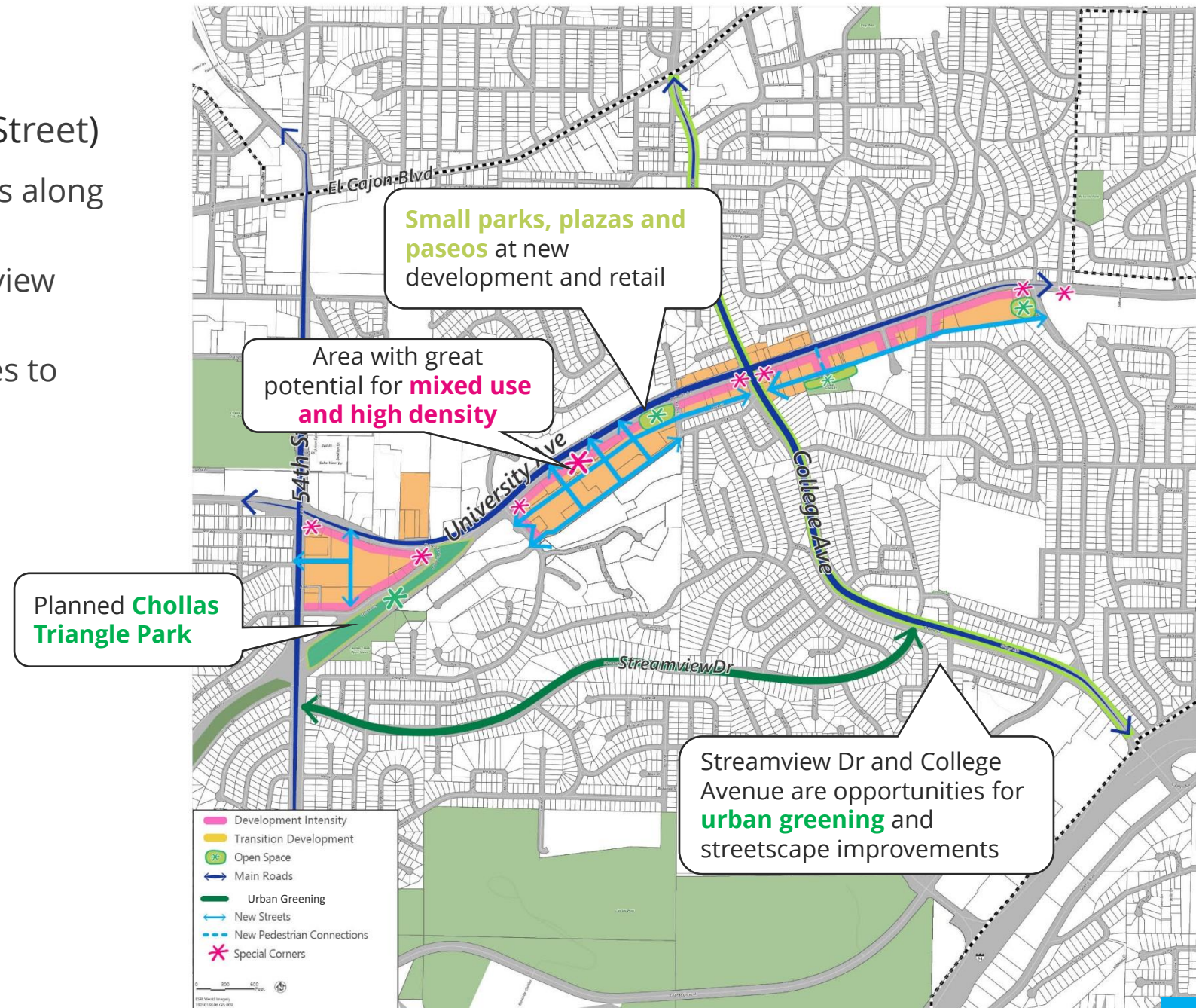
- Extend street network while addressing topographic challenges
- Connect Kroc Center to Chollas Triangle through safe pedestrian connections



Open Space Concept

Study Area 7: University Avenue (54th Street to 69th Street)

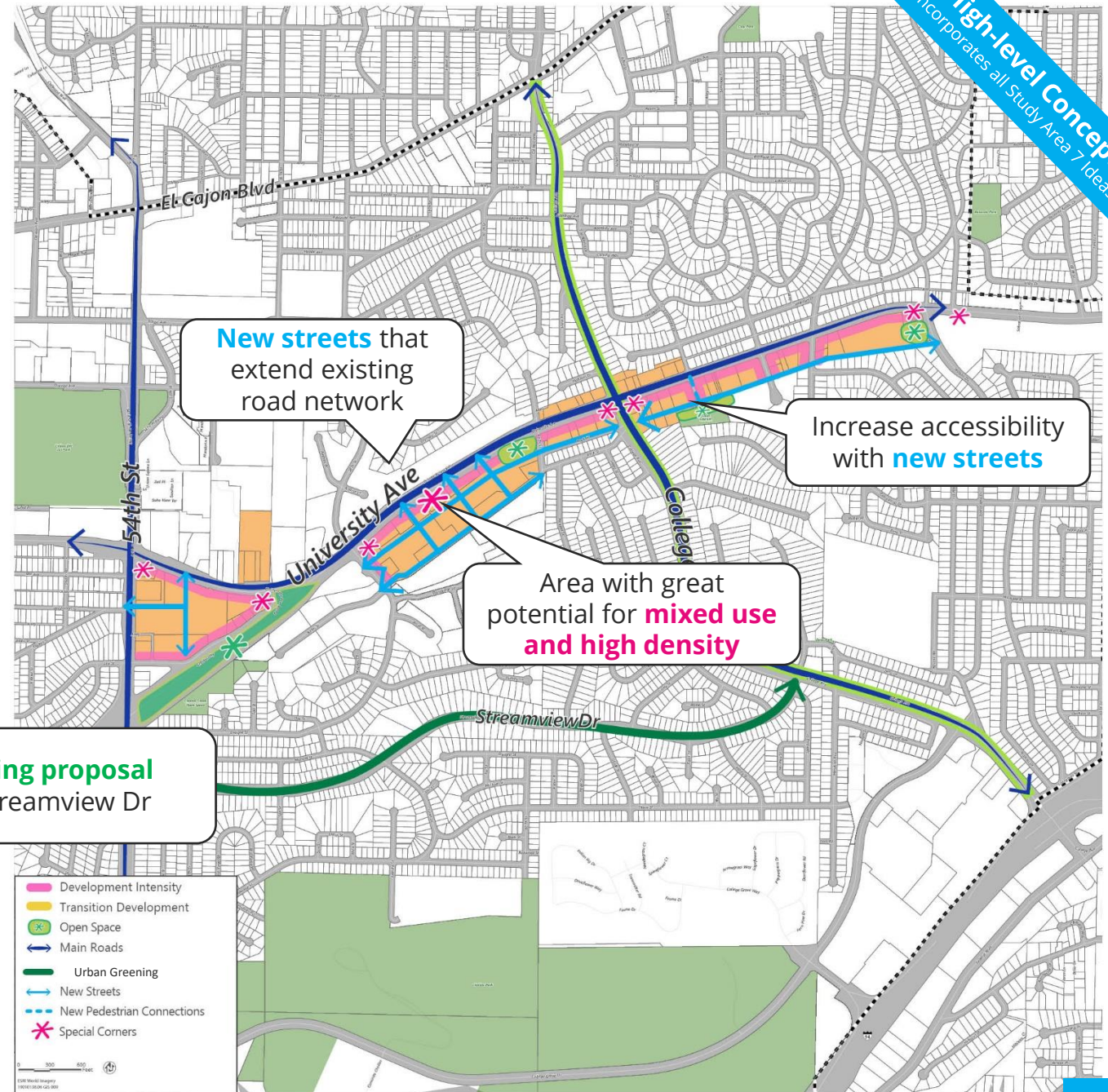
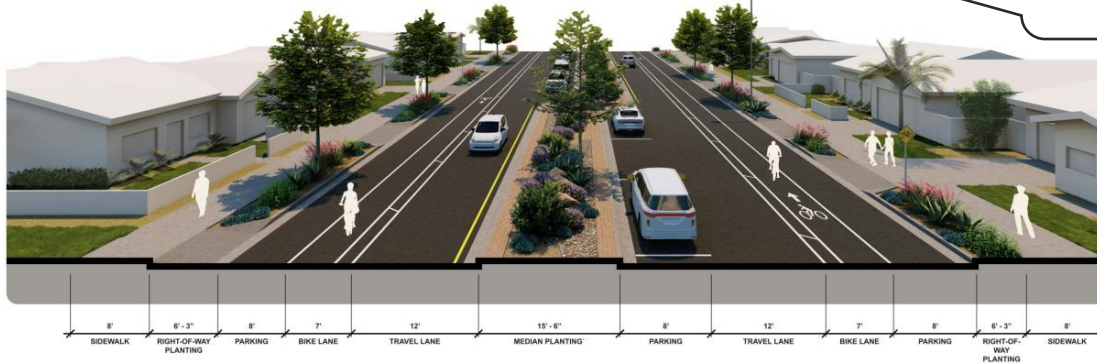
- Integrate small parks, plazas and paseos along University Avenue
- Consider urban greening along Streamview Drive and College Avenue
- Consider other connections and linkages to Chollas Lake Park



High-level Concept

Study Area 7: University Avenue and Chollas Pkwy

- Focus development intensity and heights along University Avenue
- Extend street network while addressing topographic challenges
- Integrate small parks, plazas and paseos



Adams Avenue

- Study Area 8



Site Context

Study Area 8: Adams Avenue

- Active mix of uses and center of community activity in Normal Heights and Kensington.
- Small lots and existing small-scale development.



Mobility

Study Area 8: Adams Avenue



Context

- High active transportation propensity
- Bike collisions throughout corridor; pedestrian collisions at 32nd Street
- High on-street parking demand

Potential Needs

- Intersection daylighting
- Potential for curb extensions
- Reconsider permissive left-turns phasing/treatments

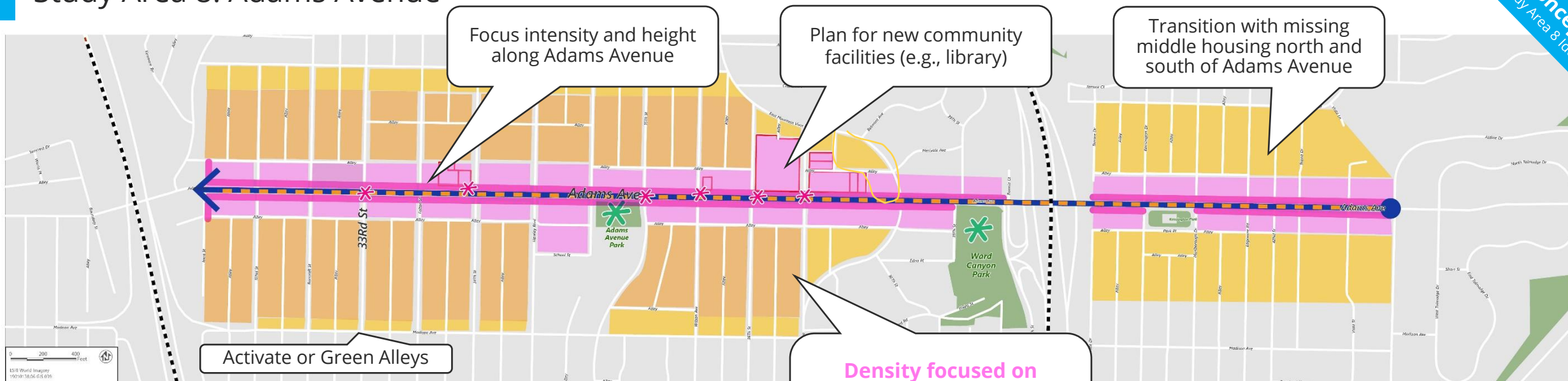
Planned Projects

- Route 11 → Rapid Route 211 (2035)

Preliminary Concept

Study Area 8: Adams Avenue

High-level Concept
Incorporates all Study Area 8 Ideas



- Heights and density oriented towards Adams Ave
- Transition heights adjacent to single family homes
- Active ground floors and mix of uses along Adams Ave
- Identify underutilized commercial areas and lots for increased housing density and community amenities



Key Policies

Urban Design

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Strengthen Mid-City's identity as a local cultural and arts center through art in public spaces such as the Transit Plazas, City Heights Urban Village and along transit villages, corridors and main streets
- Use streetscape elements, like street furniture, pedestrian-scale lighting and signage to enhance the appearance and function of commercial developments and cultural districts, like Little Saigon
- Support enhancements to the public realm by integrating parks, plazas, paseos and promenades into future development that are publicly accessible and rich with amenities unique to each of the four Mid-City communities
- Encourage a pattern and hierarchy of building massing and forms to help reduce the visual bulk of new development along transit corridors



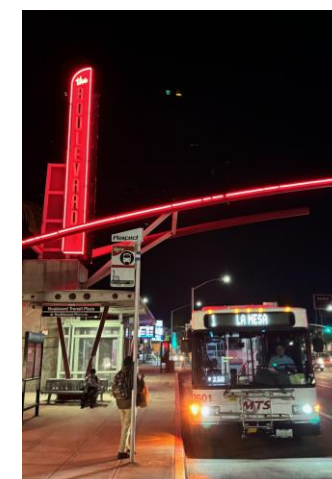
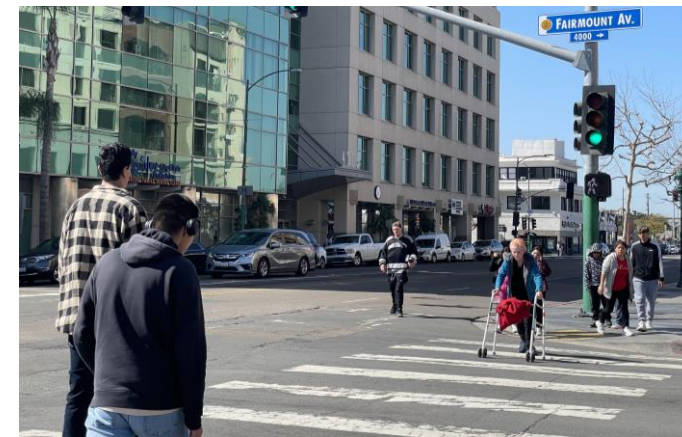
Mobility



Goals

Mobility

- **Build an interconnected street system** that prioritizes safety and provides seamless multimodal linkages within and between communities
- **Improve walkability/rollability** on all community connections, trails and roadways achieved through pedestrian-friendly street, site and building design
- **Develop a safe and comprehensive local and regional bikeway network** that connects both community resources and citywide/regional destinations
- Provide infrastructure that delivers **reliable, high-quality transit service** that is **competitive with vehicular travel**, including enhancements on El Cajon Boulevard, University Avenue, College Avenue, 54th Street, Fairmount Avenue and Adams Avenue
- **Integrate emerging technologies into a balanced multimodal system** to enhance connectivity, efficiency and user experience throughout Mid-City



Framework

Mobility

Pedestrian

- Currently Planned Pedestrian Facilities
- Pedestrian Amenities
- Pedestrian Master Plan and Street Design Manual Update
- Mobility Master Plan

Bicycle

- Currently Planned Bike Network
- Bicycle Treatments
- Bicycle Master Plan and Street Design Manual Updates
- Mobility Master Plan

Transit

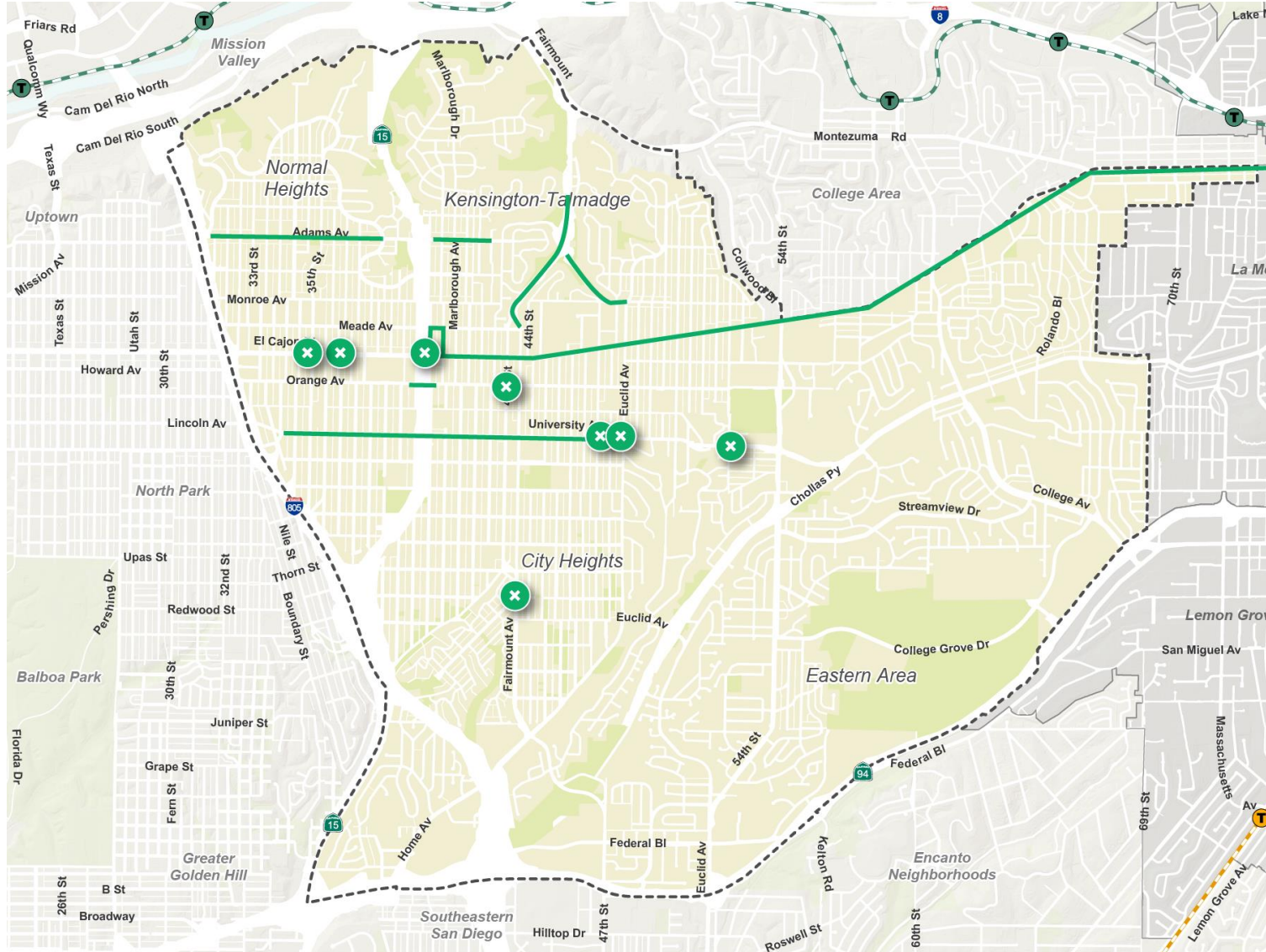
- Existing Transit Network
- Planned Transit Network (2025 Regional Plan)
- Transit Improvements
- Street Design Manual Update
- Mobility Master Plan

Vehicular

- Existing Roadway Classification
- Planned Regional Vehicular Network
- Complete Streets
- Street Design Manual Update
- Parking Management
- Recent and Currently Planned Projects
- Mobility Master Plan

Currently Planned Pedestrian Facilities

Currently planned pedestrian facilities, to be evaluated and expanded through the plan update



Intersection/Midblock Projects

May include treatments such as crosswalk improvements, curb extensions and signal improvements.

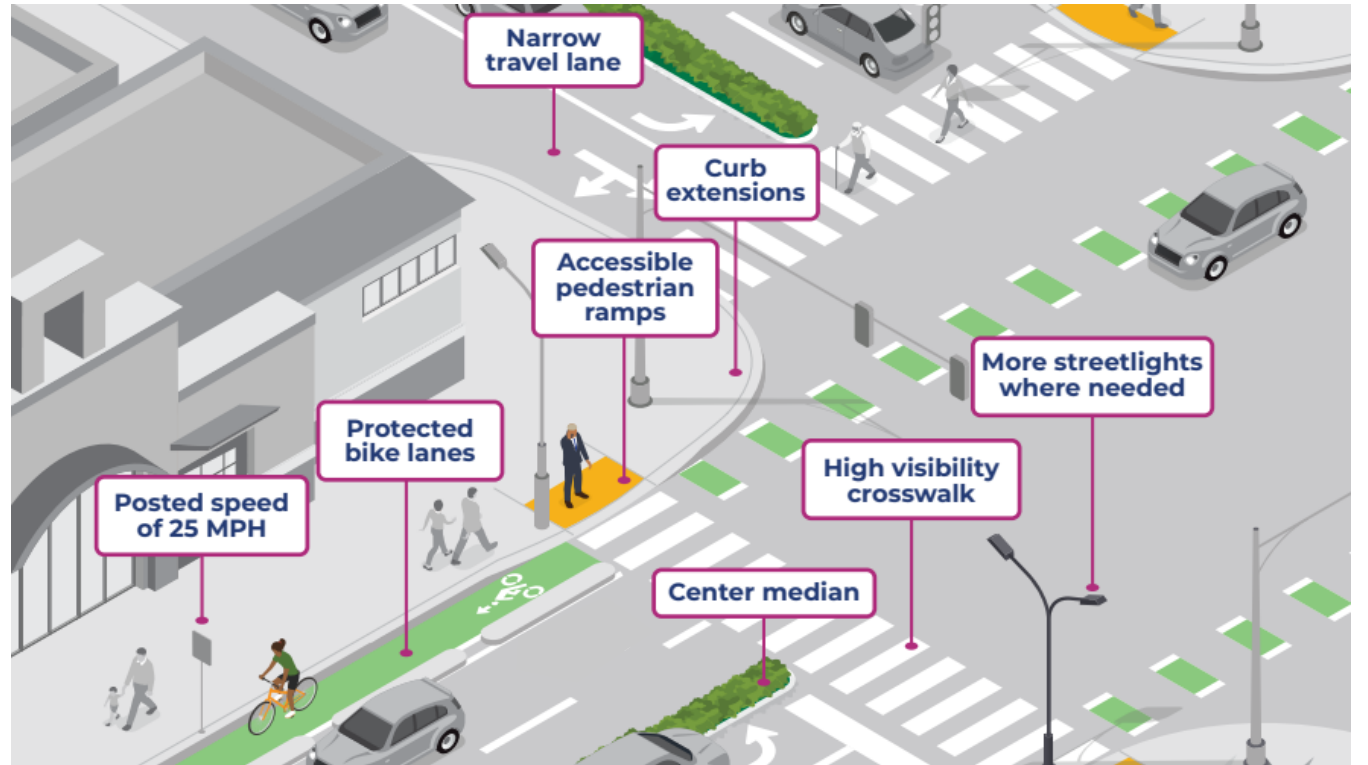


Corridor Projects

May include treatments such as center median installation, new sidewalk, access management, landscaping, or a network of intersection/mid-block projects.

Pedestrian Amenities

- Well-lit, continuous wide shaded sidewalks at and near public facilities and transit stops with wayfinding signage, public art and places to rest



Pedestrian Master Plan & Street Design Manual Update

- Pedestrian Master Plan provides a citywide recommendations on pedestrian routes and infrastructure improvements
- Street Design Manual help implement recommendations in the Mid-City Communities Plan Update



FIGURE 4-6 PROMENADE

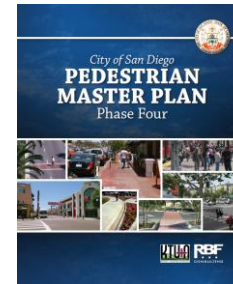
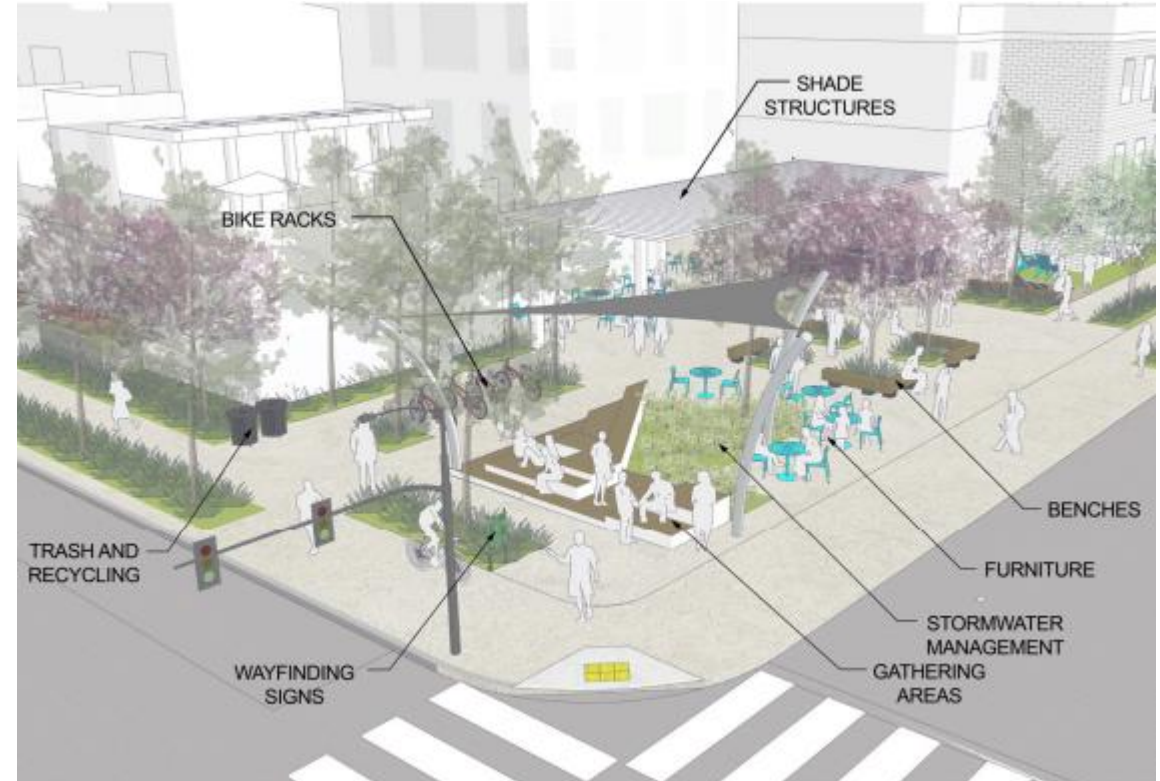


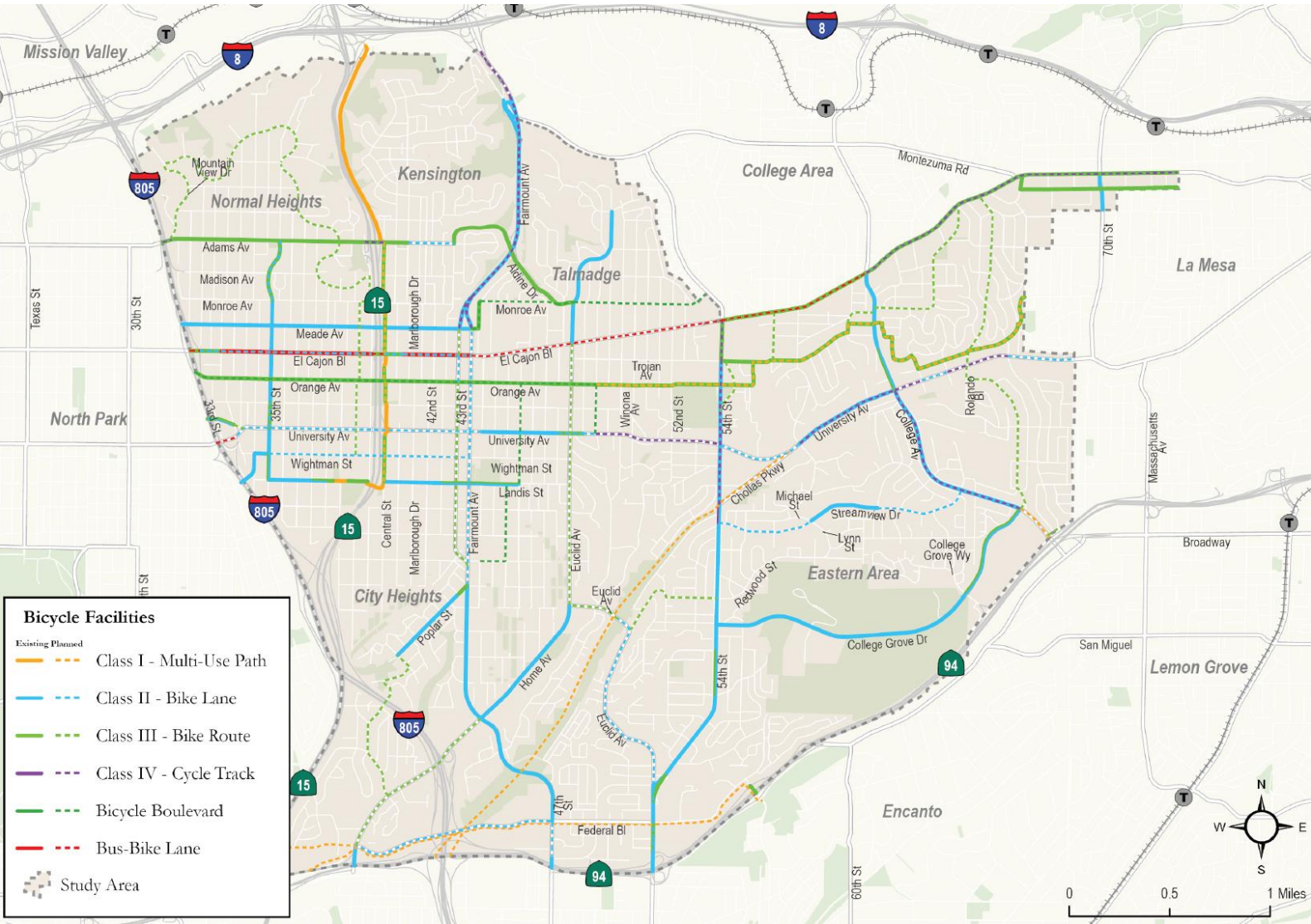
FIGURE 5-32 DESIGN SPEEDS PEDESTRIAN FATALITY RISK

Source: FHWA (2022)



Currently Planned Bicycle Network

Currently planned bicycle network, to be evaluated and expanded through the Community Plan Update and Bike Master Plan Update



Class I
Multi-use path



Class II
Bike Lane



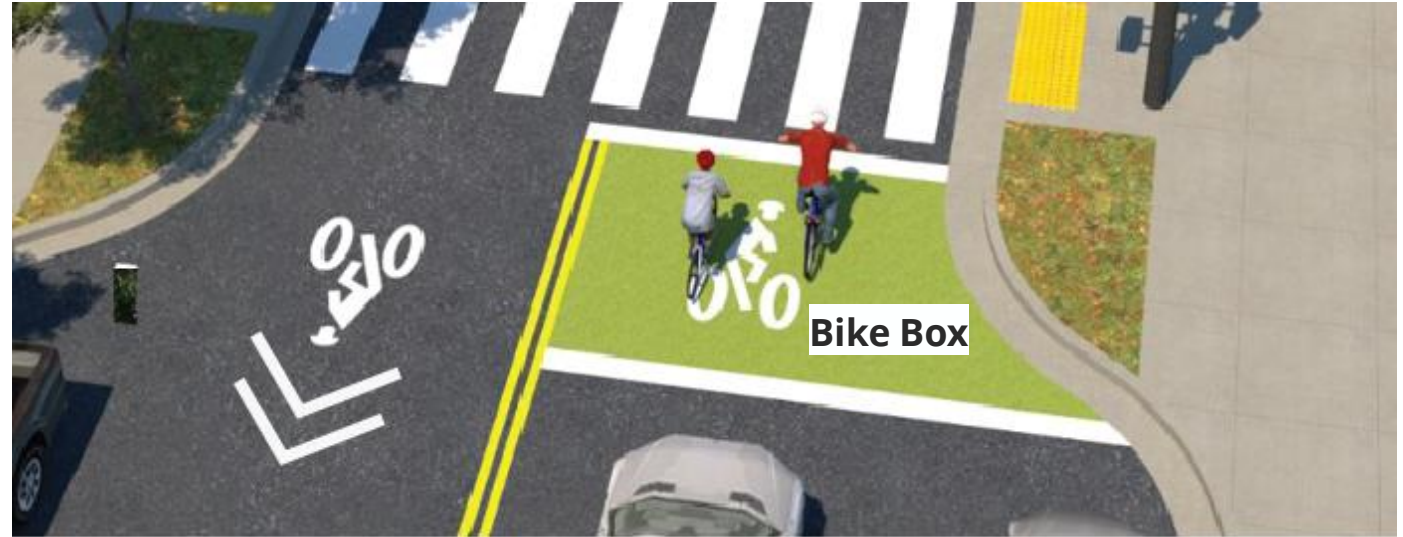
Class III
Bicycle Route



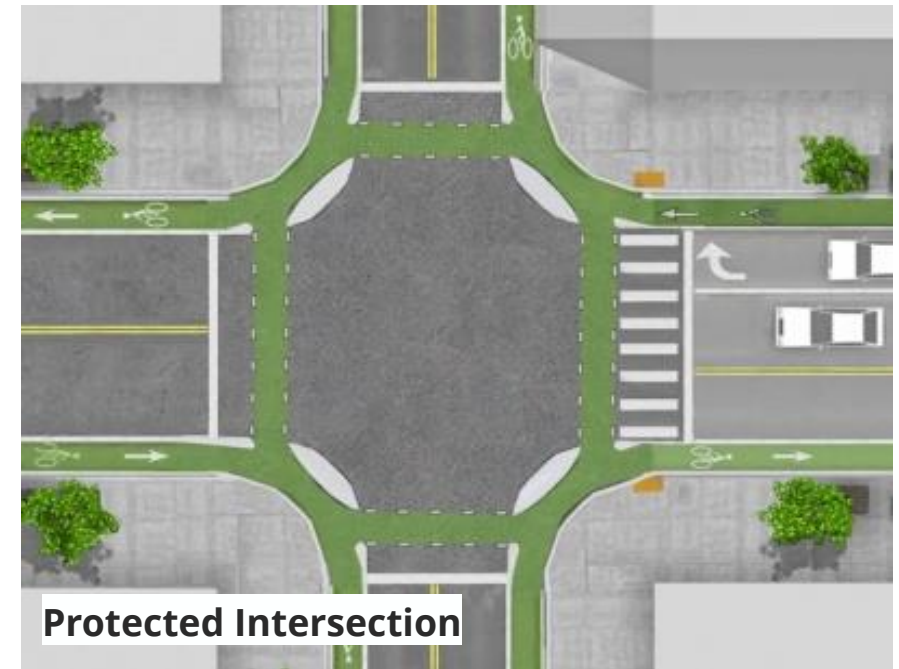
Class IV
Separated Bikeway

Bicycle Treatments

- Bike Signals, Bike Boxes, Two-Stage Turn Boxes
- Traffic Calming
- Wayfinding



Separated Bikeway (Cycle Track) Cross section

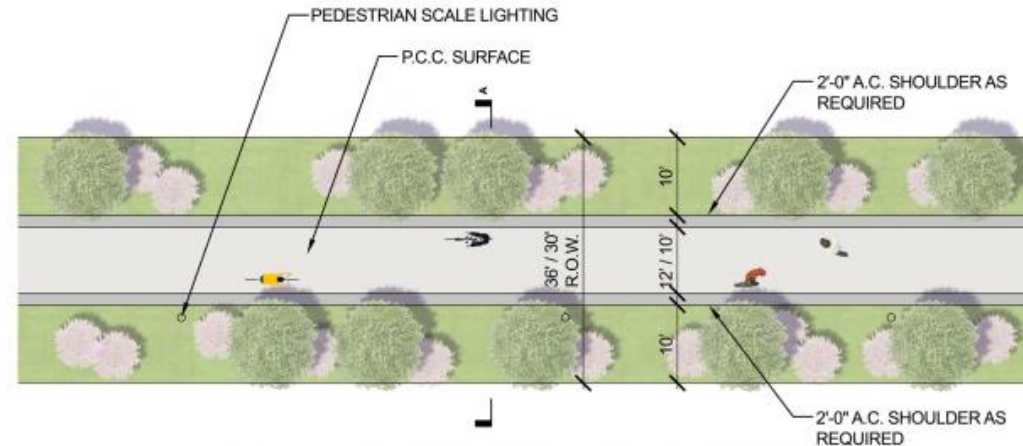
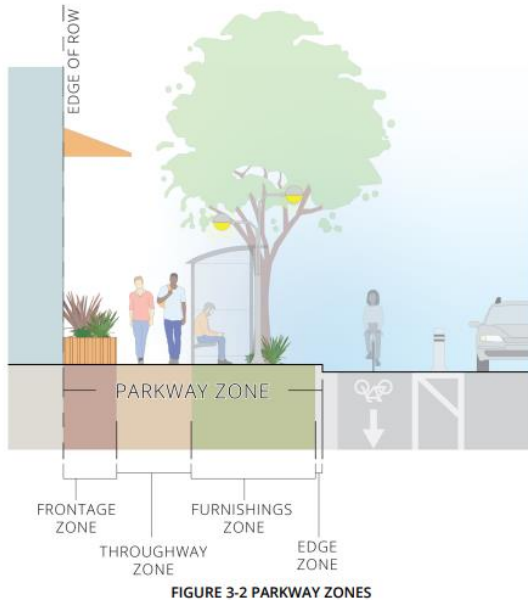
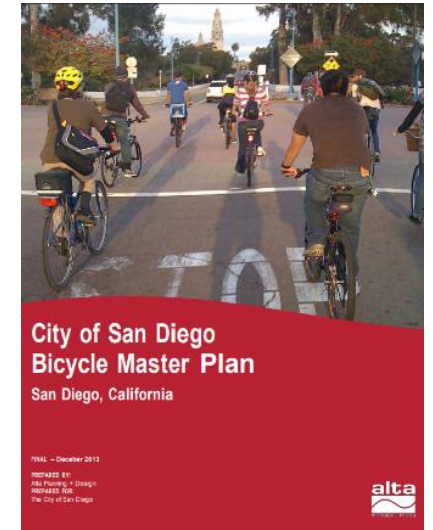


Bike Master Plan Update & Street Design Manual Update

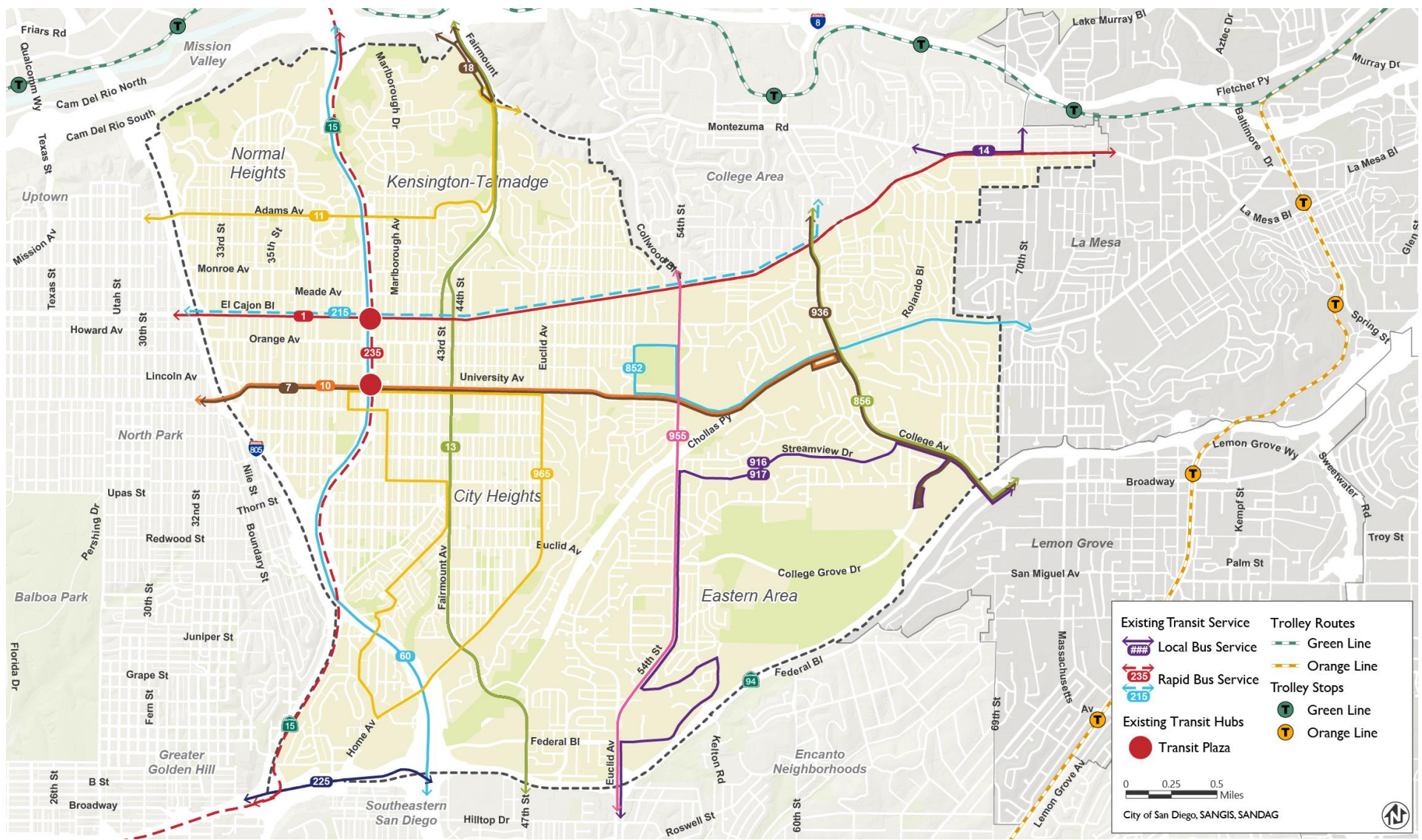
- The Bicycle Master Plan (2013) is being [updated](#) to refresh the City's bicycle facility recommendations.
- The Street Design Manual [Update](#) will help implement recommendations in the Mid-City Communities Plan Update



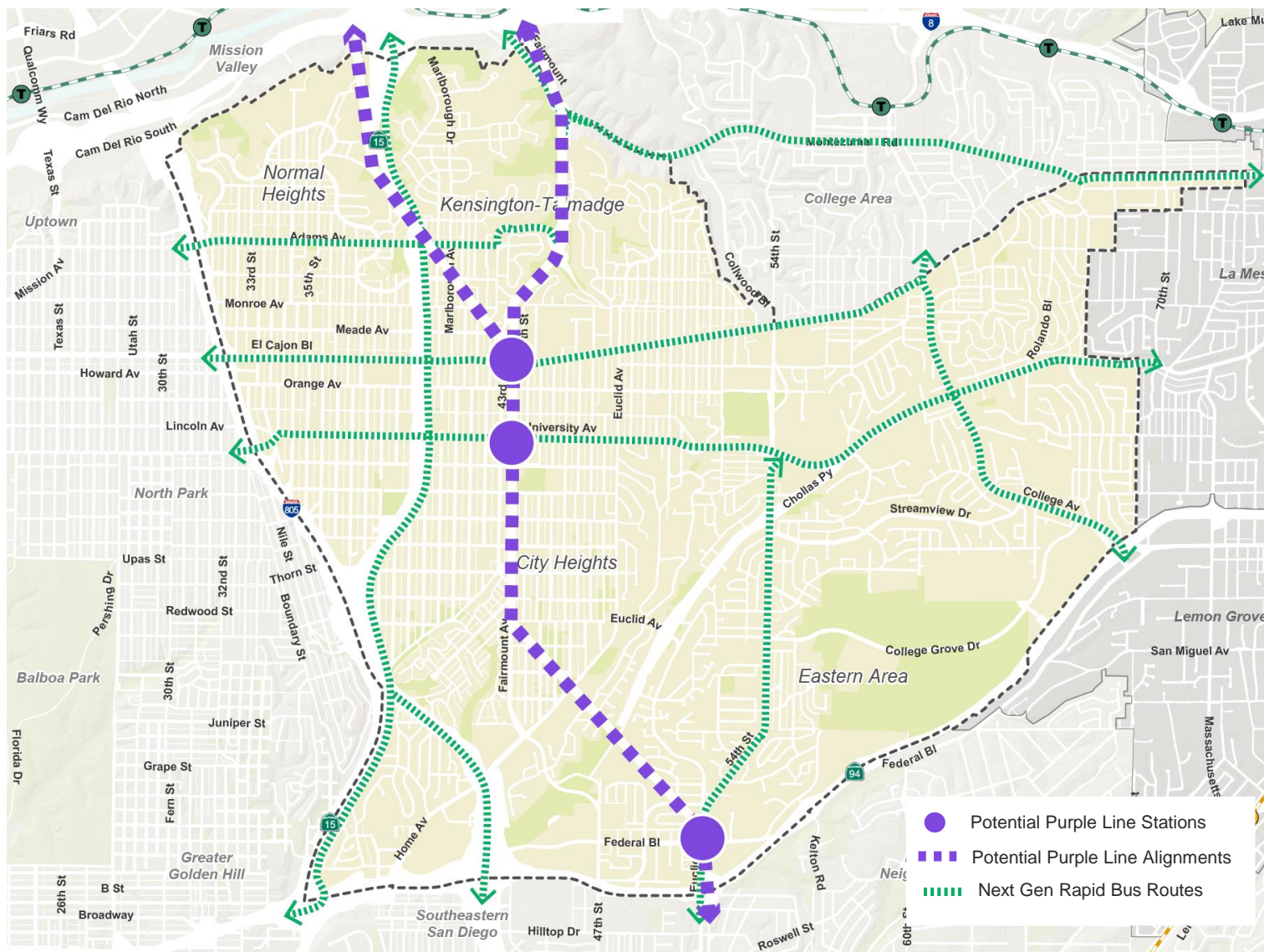
Bicycle Master Plan Update (2024-2026)



Existing Transit Network



Planned Transit Network

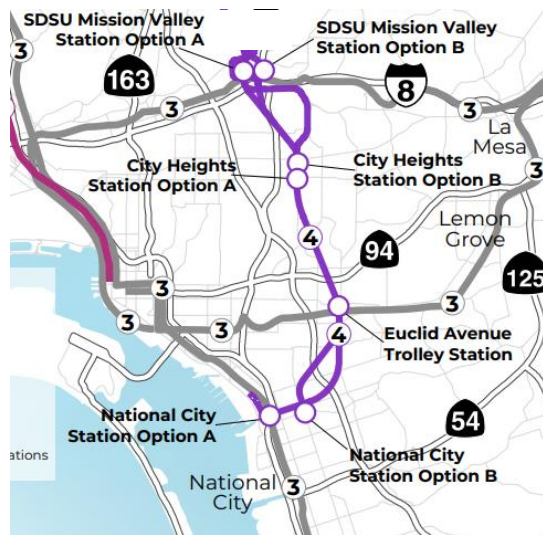


Disclaimer: Data is pulled from SANDAG's Draft 2025 Regional Plan.



Next Gen Rapid Bus

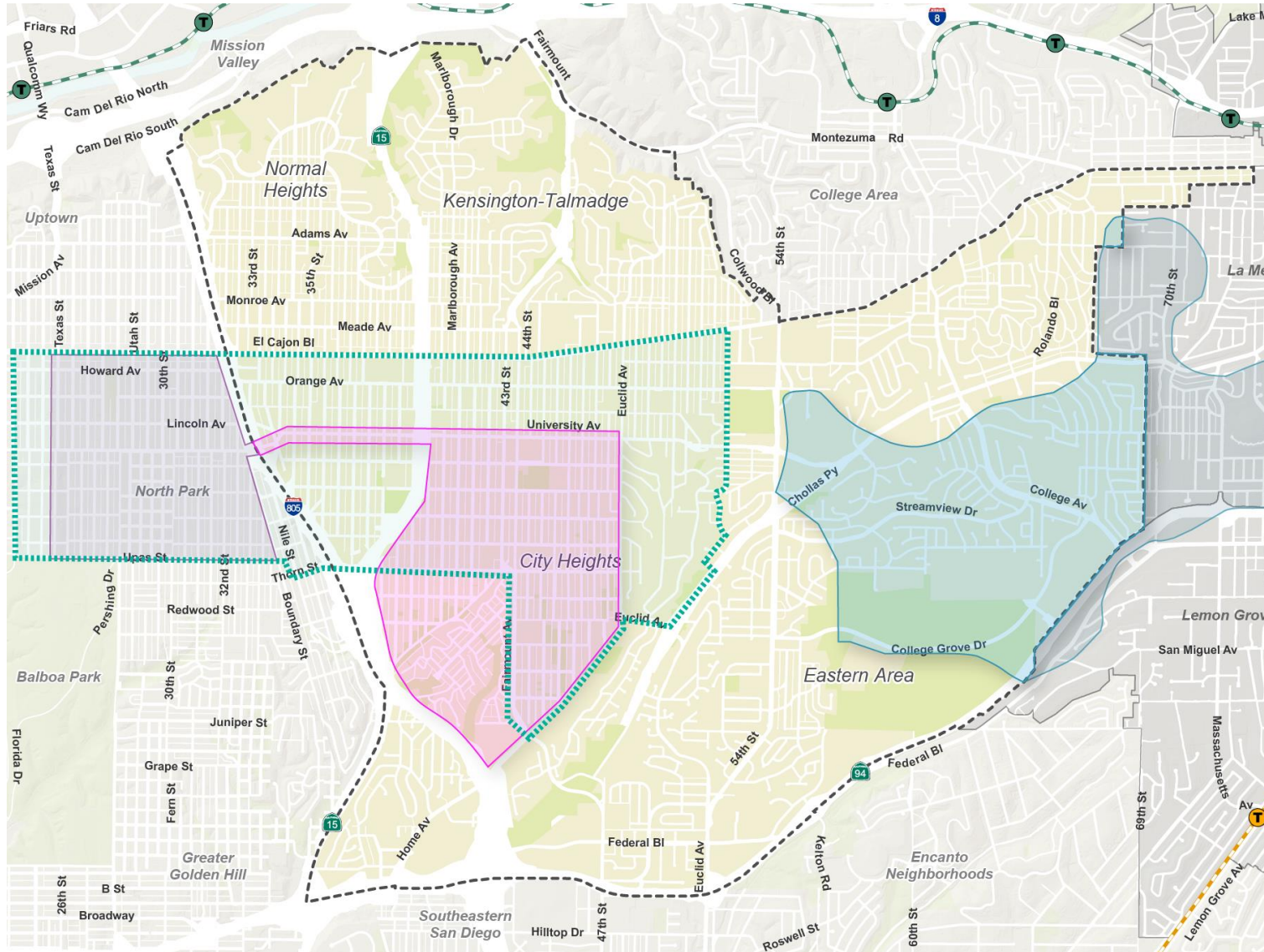
A bus route with limited stops that uses different infrastructure to get around traffic and speed up trips.



Purple Line

Enhance transit access via rail from the U.S.-Mexico border to SDSU Mission Valley, with stops in Mid-City.

Existing/Planned Microtransit & NEV Service Areas



Disclaimer: The NEV and Microtransit service areas are pulled from SANDAG's Draft 2025 Regional Plan.



Planned Neighborhood Electric Vehicle (NEV) Service

Small, on-demand electric shuttle available for short trips in a small area



Planned Microtransit/Flexible Fleets

On-demand public shuttle service for short trips within a neighborhood



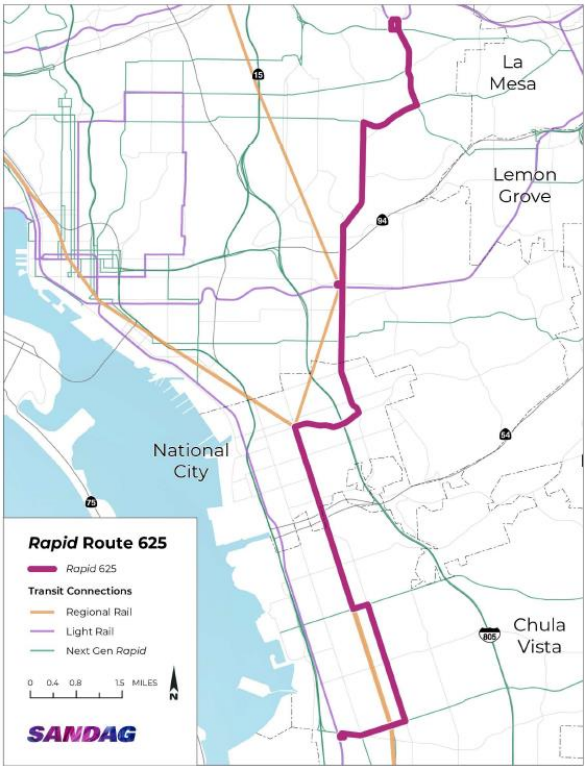
Existing Mid-City GO

Mid-City GO is a recently launched free, electric ride-share service designed to connect the communities of North Park and City Heights.

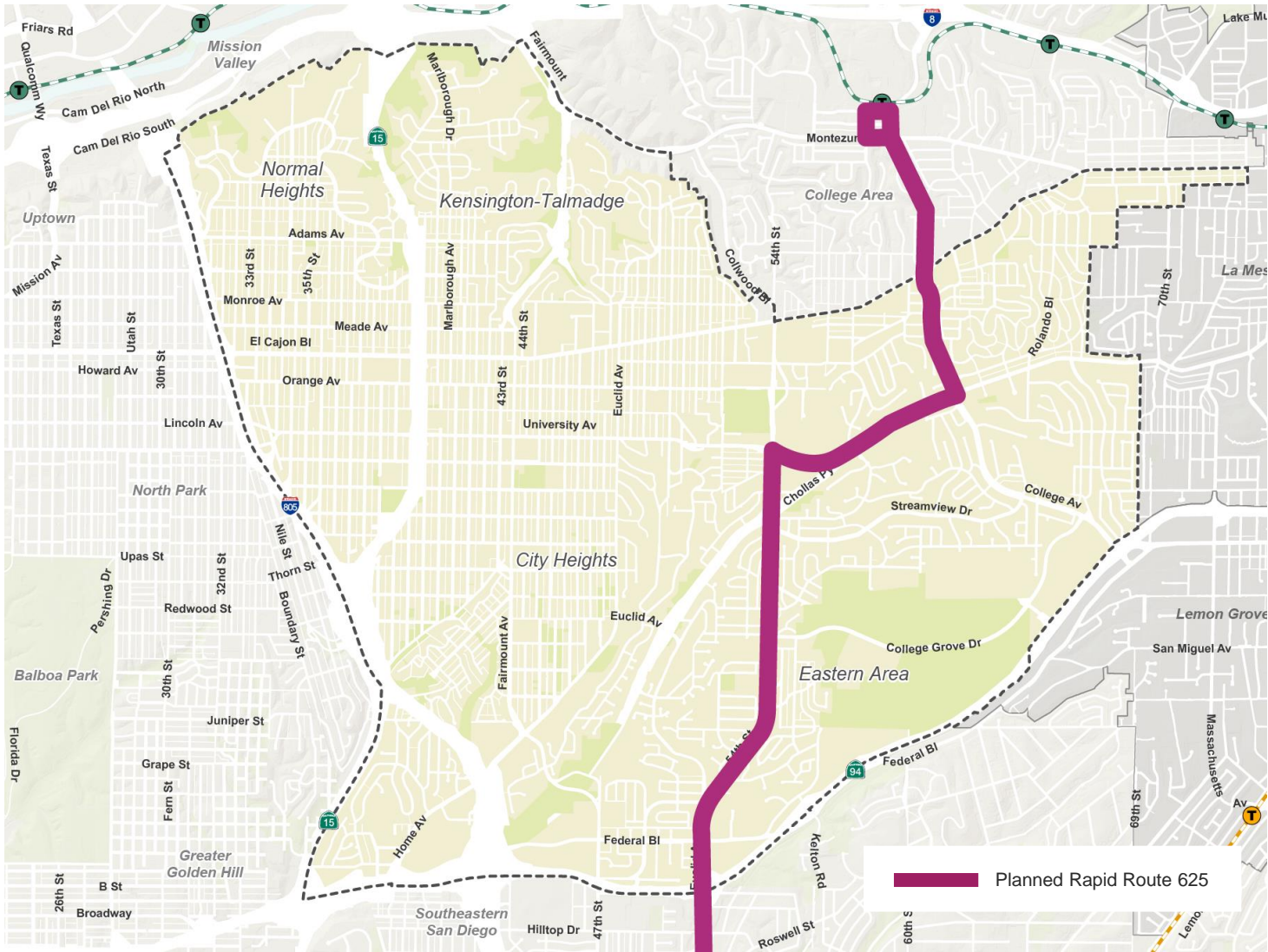
New Rapid Bus Route

Rapid 625

- Connects Chula Vista and National City to San Diego State University (SDSU)



Full Route Map

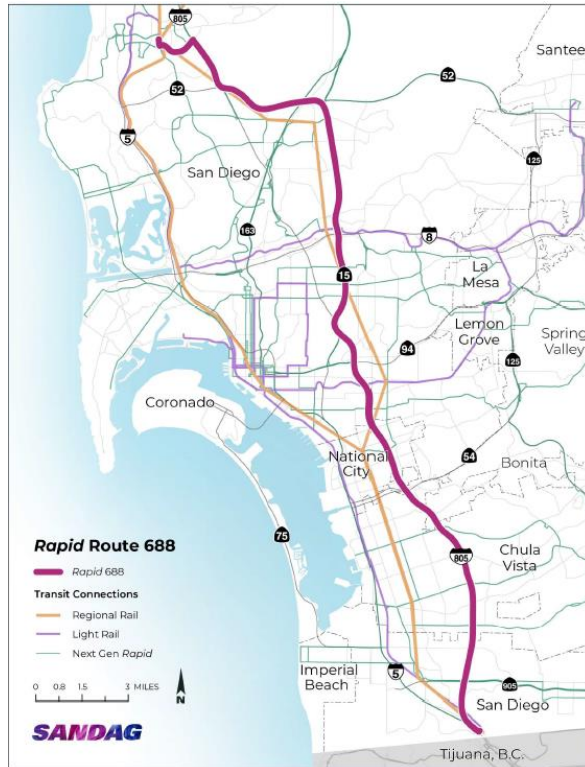


Mid-City Enlargement

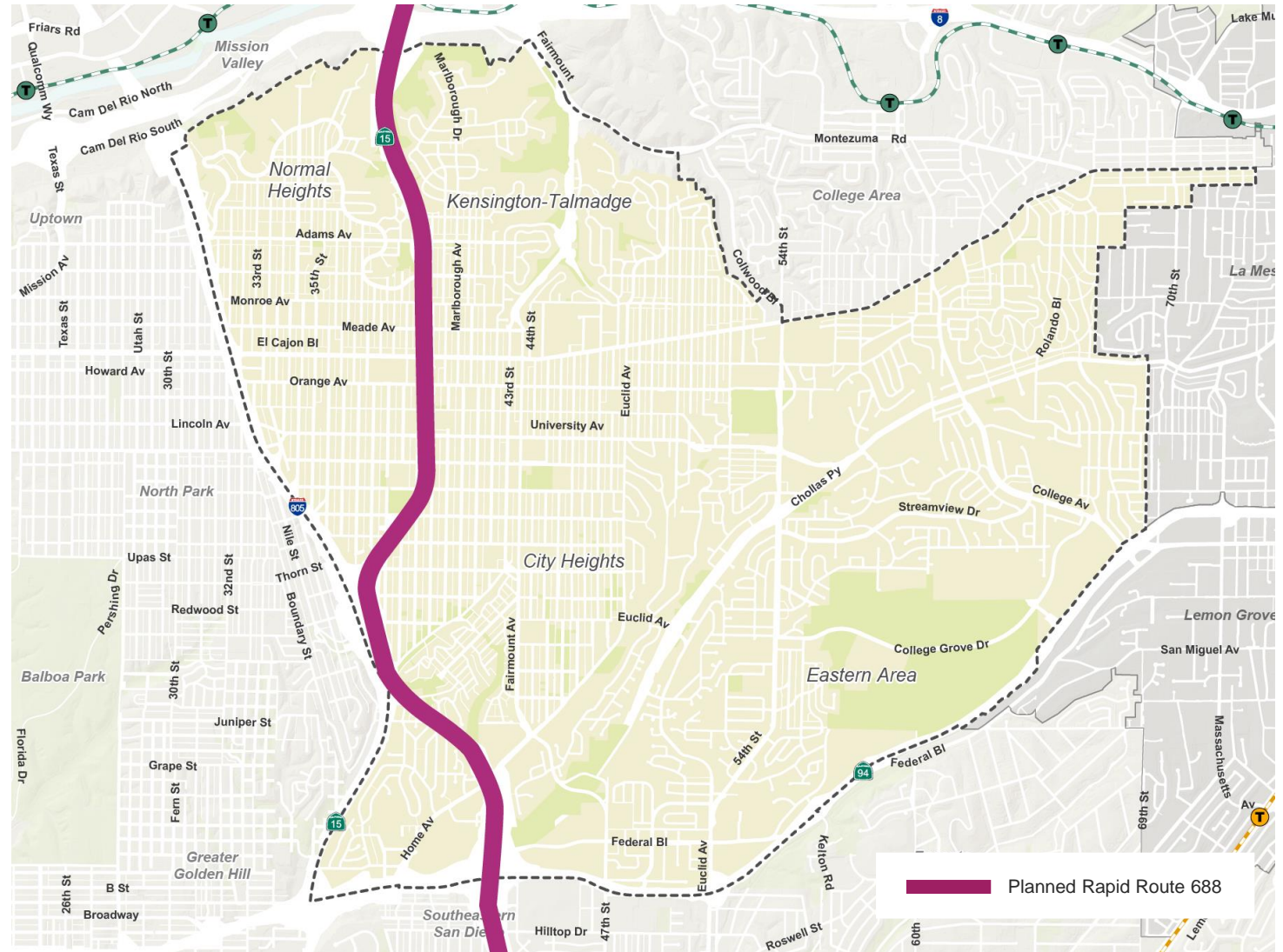
New Rapid Bus Route

Rapid 688

- Connects San Ysidro Transit Center to Kearny Mesa
- Precursor to the planned Purple Line rail corridor



Full Route Map

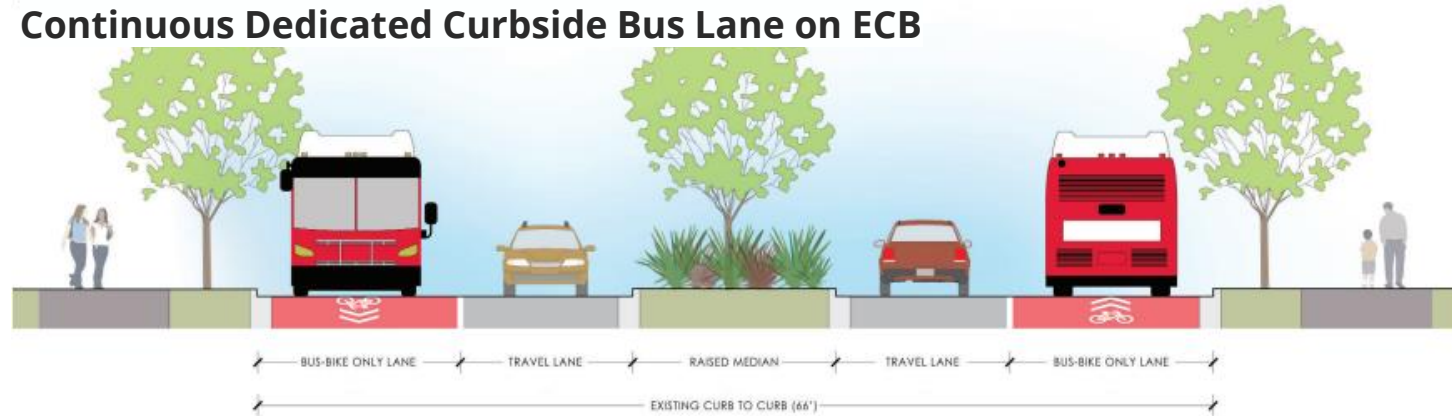


Mid-City Enlargement

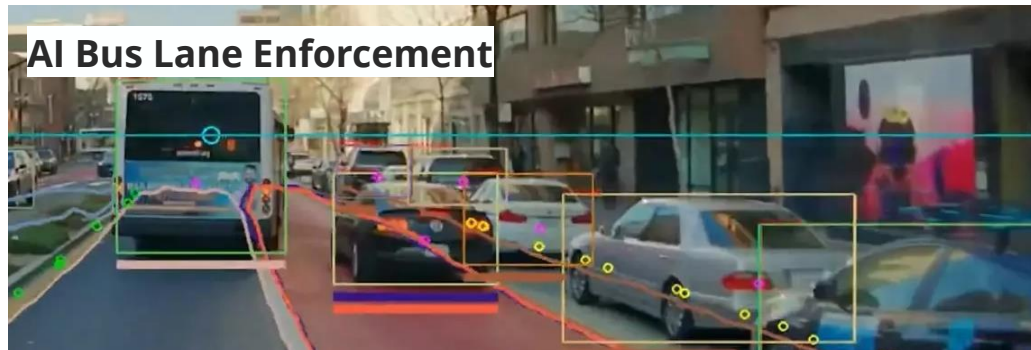
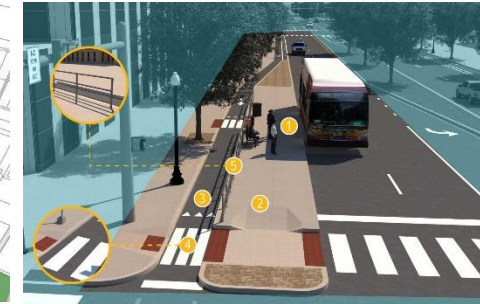
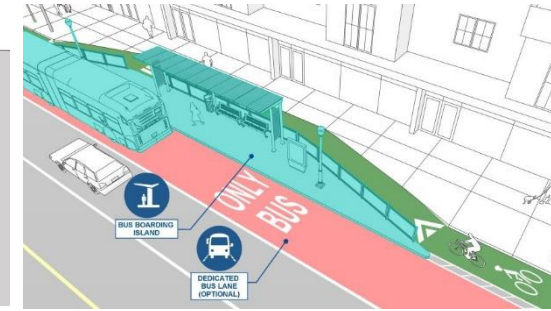
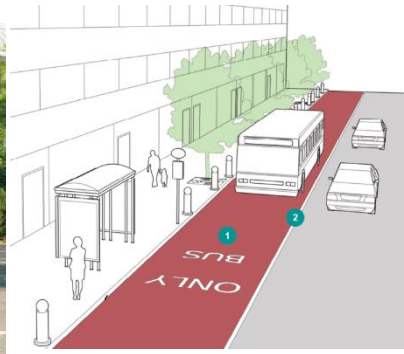
Transit Improvements

- Accessible transit
- Complete Rapid network, fill gaps
- Transit Priority Treatments

Continuous Dedicated Curbside Bus Lane on ECB



Enclosed Bus Shelter

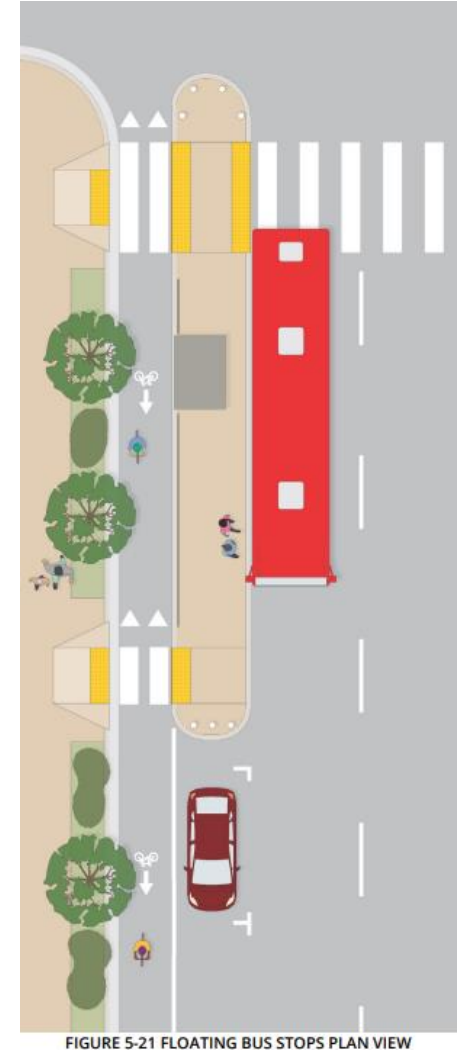
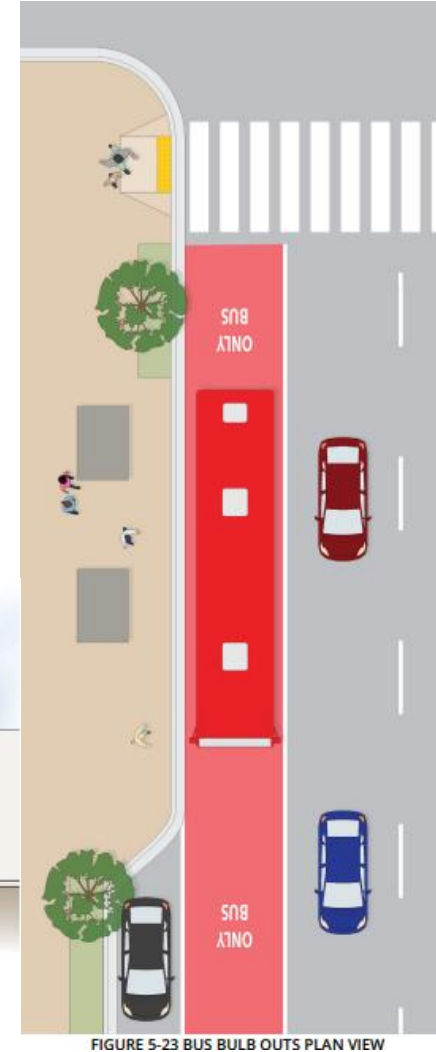
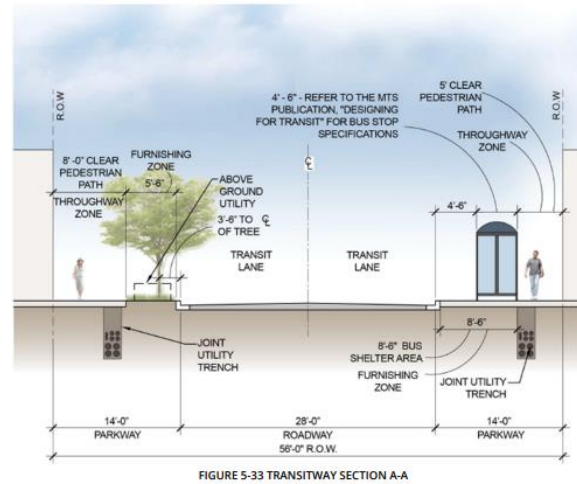
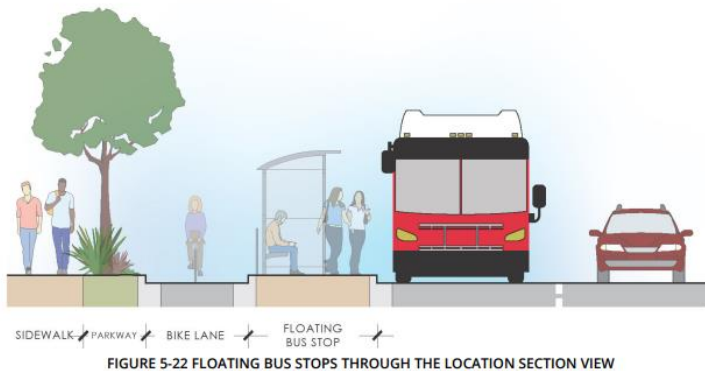


AI Bus Lane Enforcement

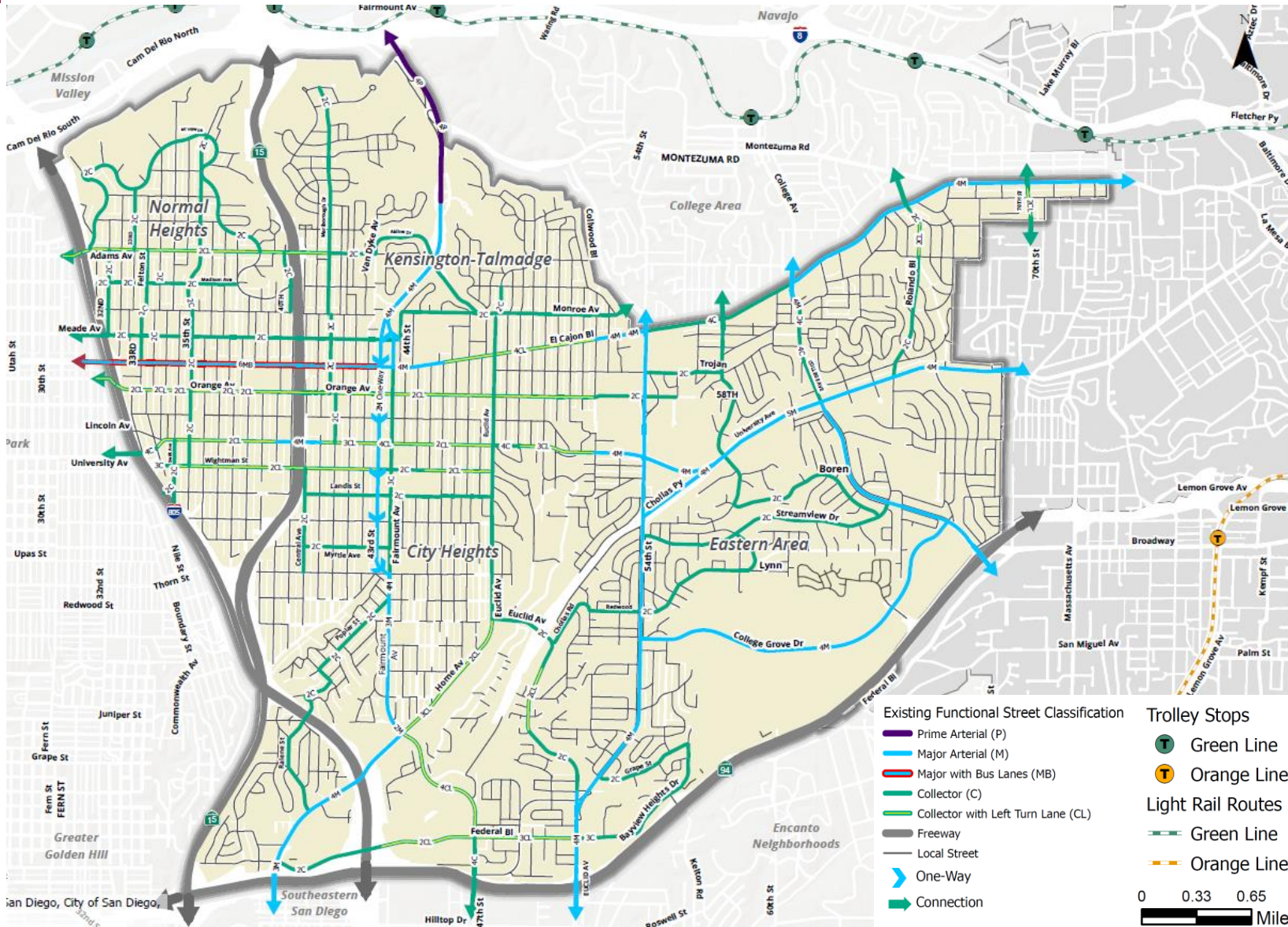


Street Design Manual Update – Transit

- Update to the Street Design Manual intended to help implement recommendations in the Mid-City Communities Plan Update



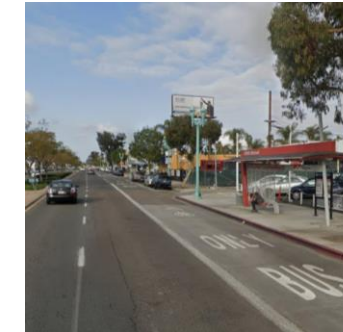
Existing Roadway Classification Vehicular Network



Major Arterial
University Avenue



Collector
Meade Avenue

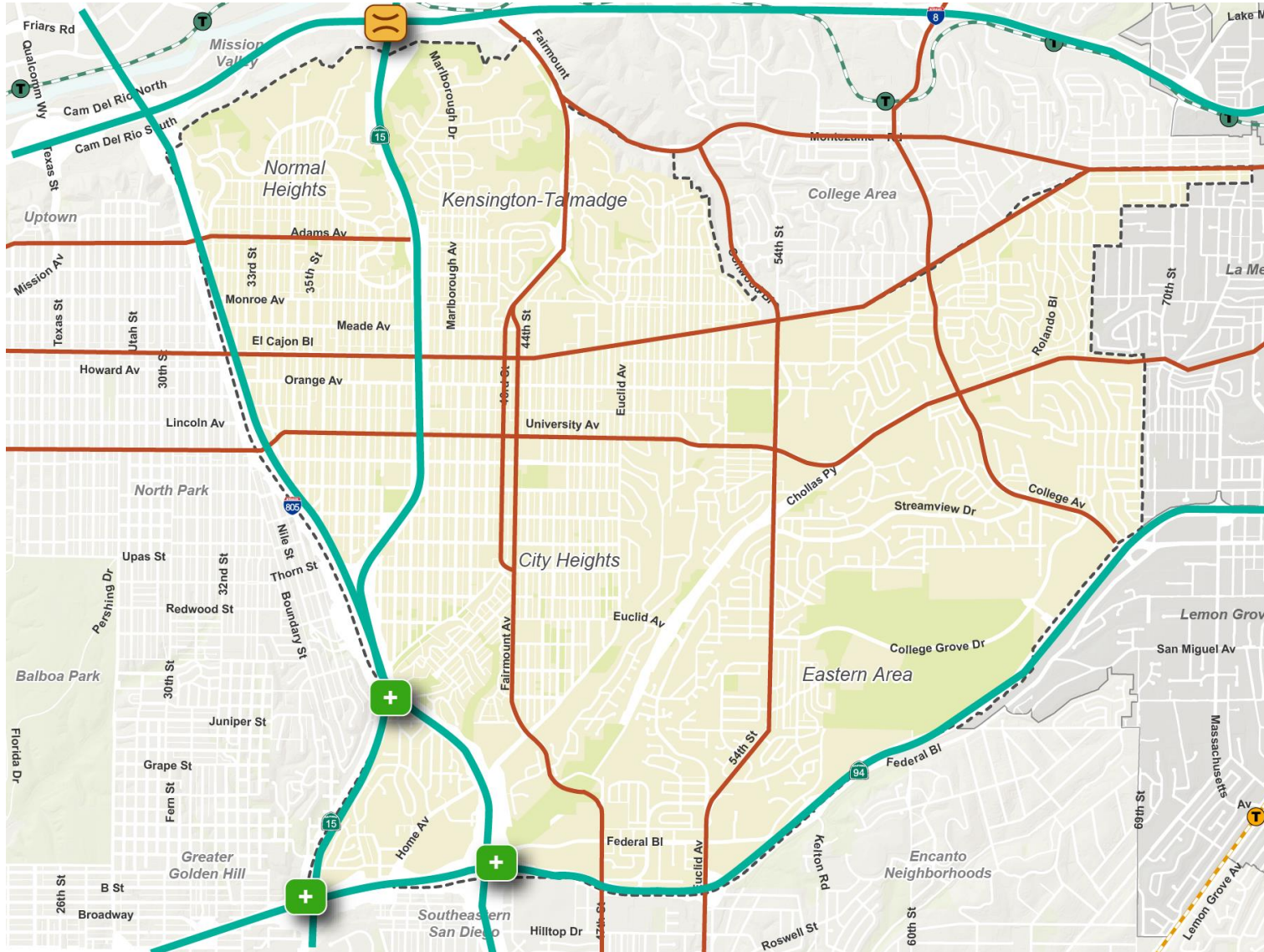


Major with Bus Lane
El Cajon Boulevard



Local Street
Timothy Drive

Planned Regional Vehicular Network



Direct Access Ramp (DAR)

A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



Managed Lane Connector

Ramps that connect managed lanes on different freeways.



Complete Corridors

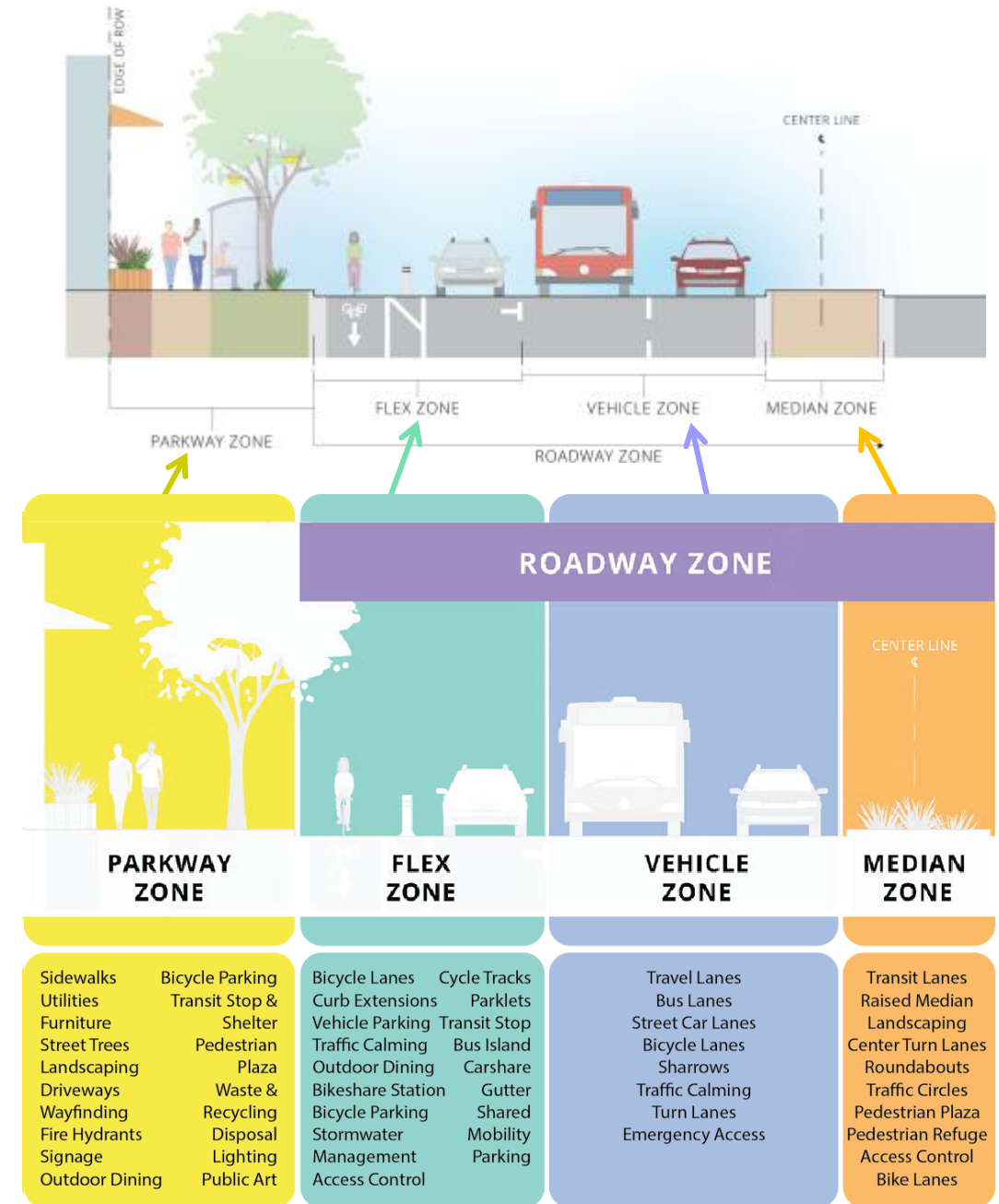
Infrastructure improvements and advanced technology to provide communities surrounding major highways with more travel options.

Regional Arterial System

Long, contiguous routes that provide accessibility between communities within the region that allow subregional trips.

Complete Streets

- Enabling safe, attractive and comfortable access so that pedestrians, bicyclists, motorists and transit users of all ages and abilities can safely travel within the public right-of-way



Street Design Manual Update - Complete Streets

- Update to the Street Design Manual intended to implement recommendations in the Mid-City Communities Plan Update

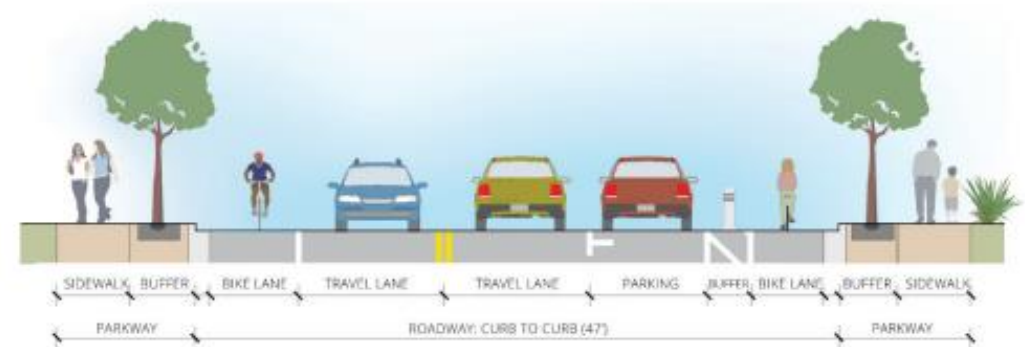
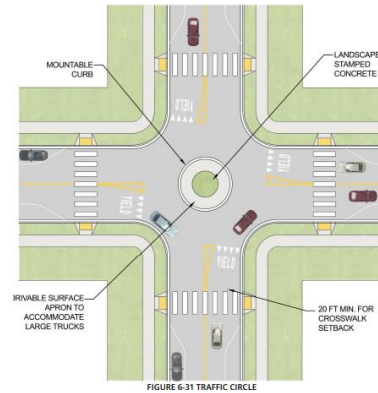
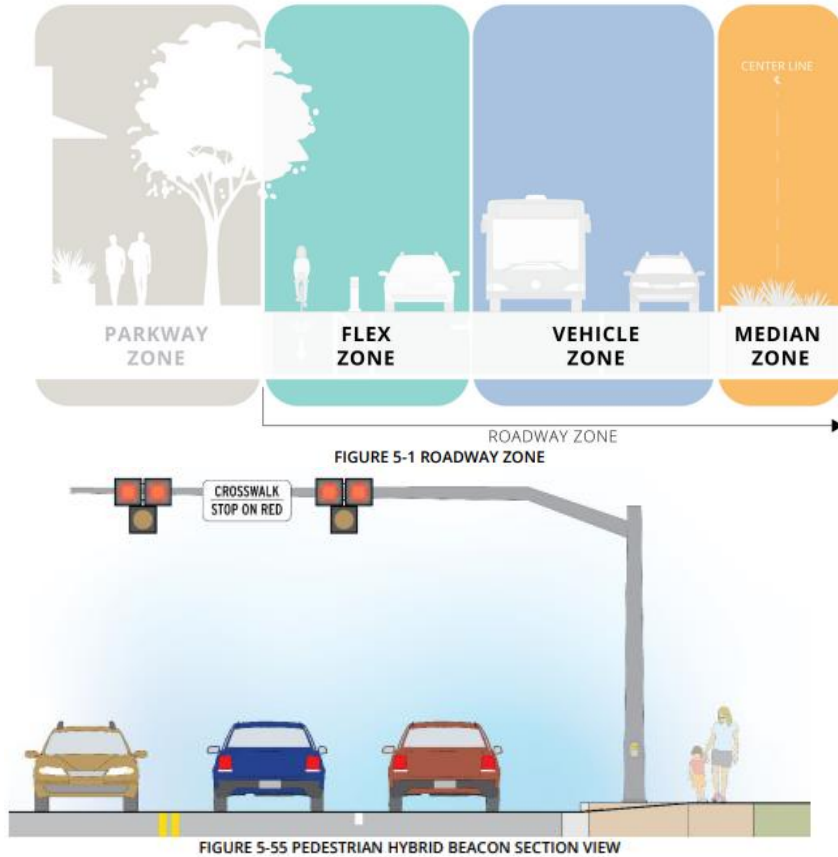


FIGURE 2-11 COMMERCIAL LOCAL STREET SECTION VIEW (OPTION C2)

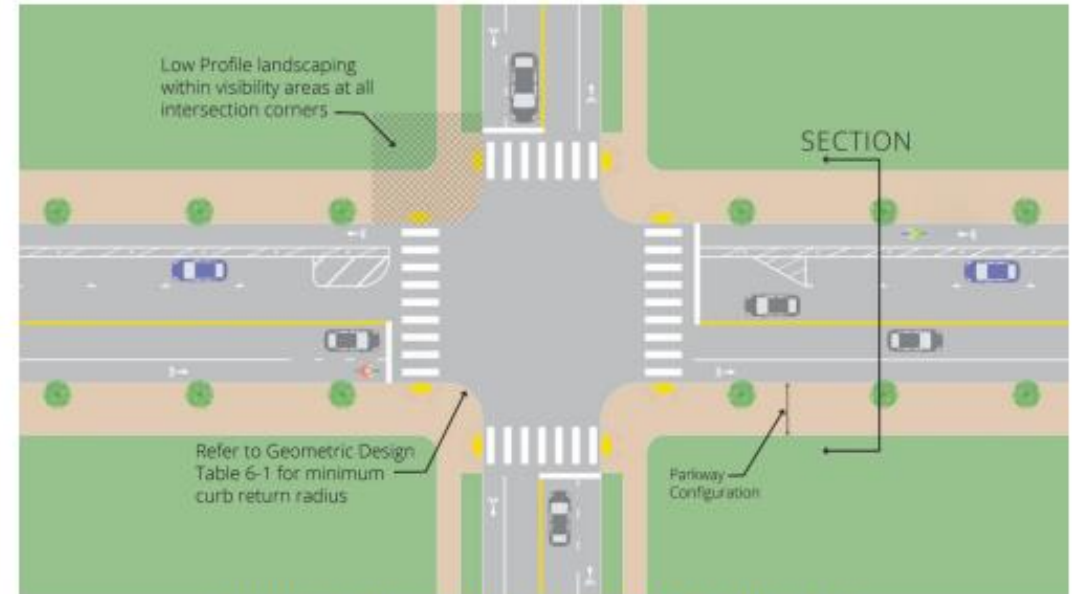
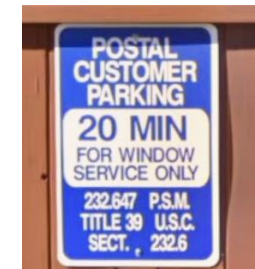
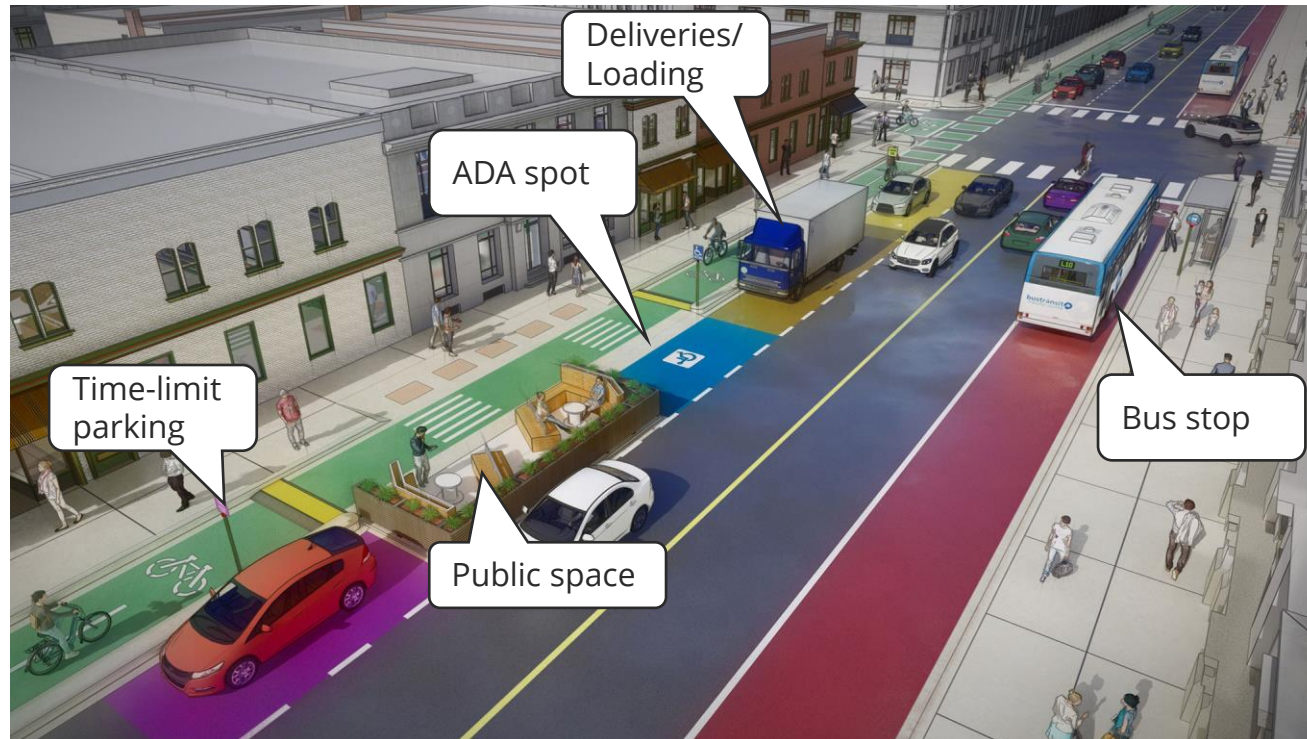


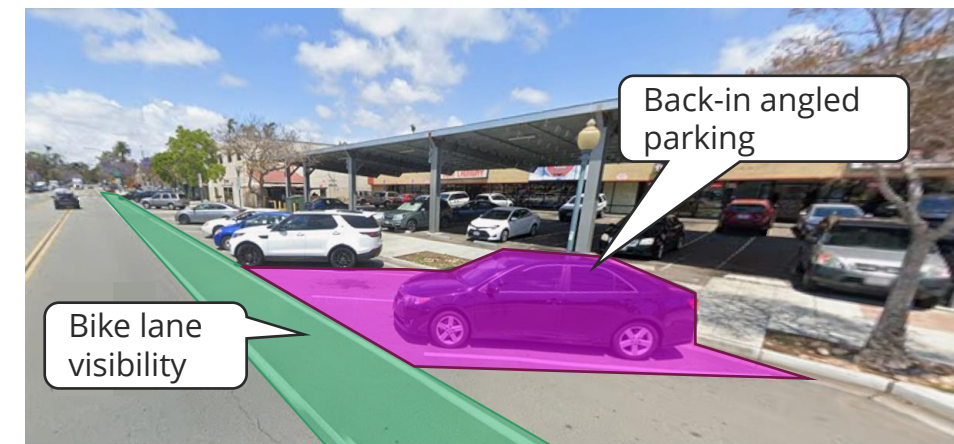
FIGURE 2-12 COMMERCIAL LOCAL STREET PLAN VIEW (OPTION C2)

Parking Management

- Various parking options to manage demand for parking through variable parking rates, curb space management and contribute to a better balance of on-street parking, ability to find parking and improved business access.
- Within right-of-way constraints, angled parking can be used to increase the number of parking spaces by about a ratio of 1.5 parking spots. Where there is a bicycle facility, back-angled parking is preferred to increase visibility of cyclists.

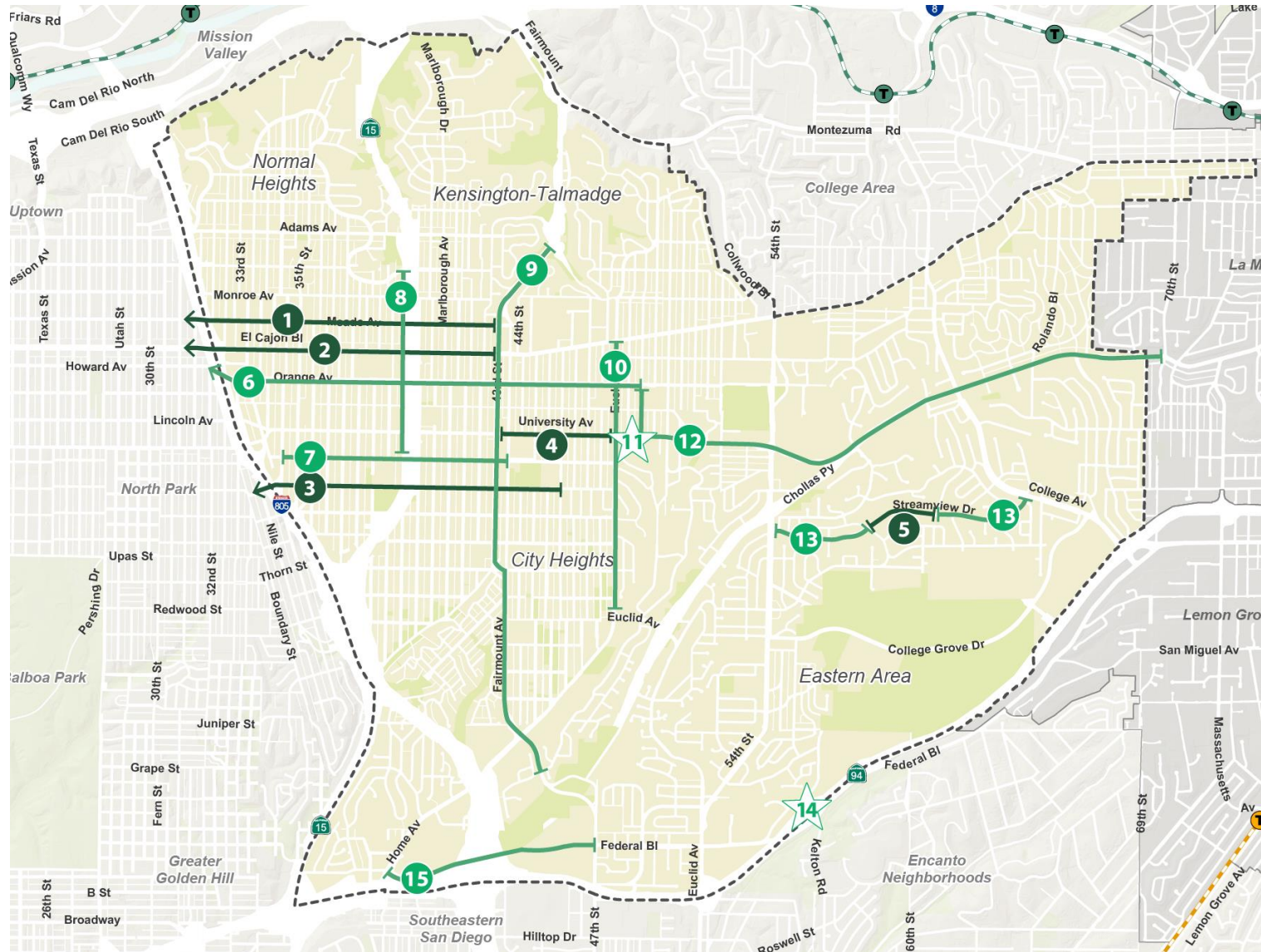


Limited time	Very short stop only	Loading zone	No stopping, standing or parking	Disabled parking



Mobility

Recently Completed & Planned Projects



Completed Projects

1. Meade Avenue Bikeway
2. El Cajon Boulevard Busway
3. Landis Street Bikeway
4. University Avenue Complete Street
5. Streamview Drive Improvements Phase I

Planned Projects

1. Orange Avenue Bikeway
2. Wightman Street Bike Lanes
3. 40th Street Bikeway
4. 43rd Street Bikeway
5. Euclid Avenue Improvements
6. University/Estrella New Traffic Signal
7. University Avenue Bikeway
8. Streamview Drive Improvements Phase II
9. Bayview Heights Way New Traffic Signal
10. Federal Boulevard Bikeway



Key Policies

Mobility

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Prioritize vulnerable users through the implementation of a complete streets network that address gaps in pedestrian and bicycle infrastructure, including sidewalks, enhanced crossings, roundabouts, traffic signals, separated bicycle facilities and effective wayfinding, especially near schools and on higher speed and volume streets.
- Leverage parking management strategies that maximize the efficiency of the curbside for on-street parking use to increase turnover and availability while reducing overnight parking of oversized vehicles in high-demand areas.
- Design and locate transit stops/stations to provide safe, convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center and contain comfortable walk and wait environments for customers.



Key Policies Continued

Mobility

- Design and locate transit stops/stations to provide safe, convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center and contain comfortable walk and wait environments for customers.
- Support Purple Line and Rapid bus projects to better connect the Mid-City communities to jobs, regional amenities and adjacent communities with time-competitive transit service.
- Utilize Intelligent Transportation System investments to implement cost-effective solutions within the Mid-City transportation network to enhance system performance and operations wherever possible.



Parks, Public Facilities and Open Space



Draft Goals

Parks, Public Facilities & Open Space

- **Create a connected network of recreational facilities** that places parks, trails and enjoyable public spaces within a 10-minute walk/roll or a 20-minute bike ride for all community members
- **Provide equitable access to parks and recreation** for people of all ages, abilities and backgrounds
- **Expand recreational opportunities** by increased availability and variety of public spaces that support play, interaction and socialization
- **Optimize public lands and facilities** to increase recreational access and community benefits
- **Protect natural resources** by maintaining and enhancing sensitive habitats and open space areas





Draft Goals

Parks, Public Facilities & Open Space

- Connect parks, trails and natural areas through an **integrated open space network** with pedestrian paths, bikeways and transit access
- **Advance sustainability and climate resilience** through environmentally responsible design and landscape practices
- Promote community livability by creating **inclusive, safe and resilient environments**
- Strengthen community identity and improve quality of life by fostering **cultural expressions and social connections in public spaces**



Park Typologies



Pocket Parks

Small parks under one acre, typically located in residential developments or near open space trailheads, accessible by bicycling, walking and public transit, featuring picnic areas, children's play areas, multi-purpose courts and flexible programming spaces.



Mini Parks

Mini Parks are small, one-to-three-acre neighborhood parks featuring picnic areas, play spaces and multi-purpose fields that are easily accessible by walking/rolling, biking or transit.



Neighborhood Parks

Neighborhood Parks are medium-sized facilities serving populations within a 0.5-mile radius, featuring recreation centers, multi-purpose fields, aquatic centers, multi-purpose courts, restrooms and walkways.



Community Parks

Community Parks are large facilities serving multiple communities with diverse amenities including recreation centers, aquatic complexes, multi-purpose fields, sport courts, playgrounds, skate parks, off-leash dog areas and arts venues.



Joint-use Parks

The City partners with school districts to provide community access to multi-use fields and sports facilities on school campuses for recreational opportunities outside school hours.



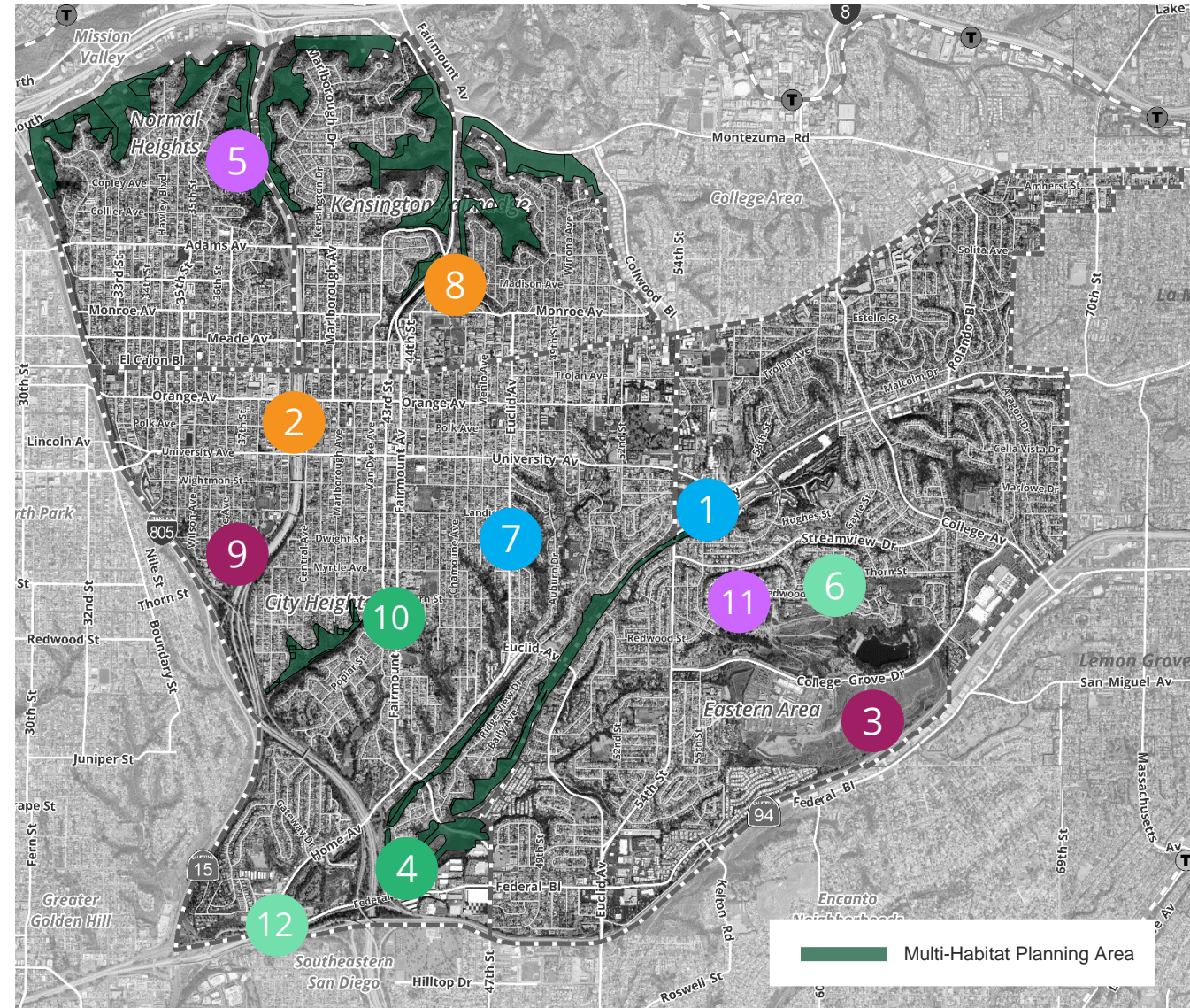
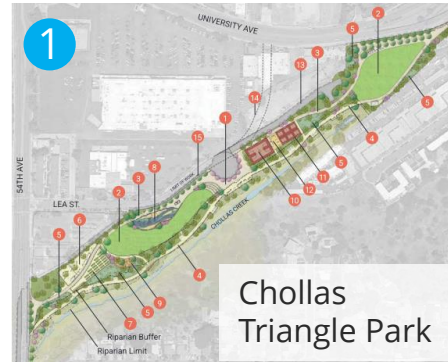
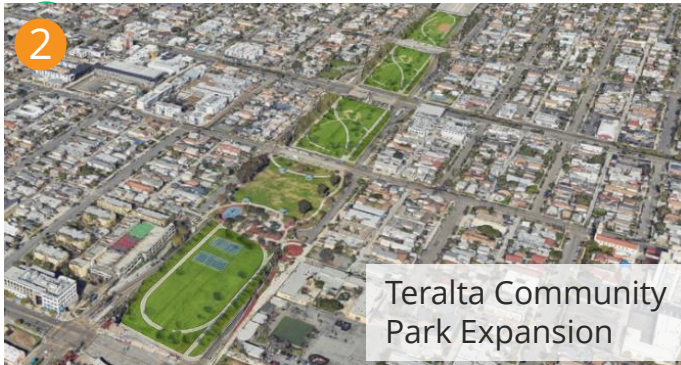
Open Space

Natural areas, including canyons, mesas and other natural landforms, that conserve sensitive habitats while supporting compatible recreation amenities like trails, outlooks, staging and picnic areas. Activities inside or adjacent to the Multi-Habitat Planning Area (MHPA) must follow Multiple Species Conservation Plan (MSCP) guidelines.

Parks

Proposed projects

- 1 Chollas Triangle Park*
- 2 Teralta Community Park Expansion
- 3 South Chollas Lake Regional Park
- 4 Sunshine Berardini Park Improvements*
- 5 Eugene Place Pocket Park
- 6 Carver Elementary School Joint Use* and 60th Street Pocket Park
- 7 Olivia Canyon Trailhead Pocket Park
- 8 Monroe Avenue Pocket Park
- 9 Cherokee Point Pocket Park and Postage Stamp Pocket Park
- 10 Manzanita Canyon Pocket Park
- 11 North Chollas Community Park improvements*
- 12 Federal Boulevard Pocket Park*

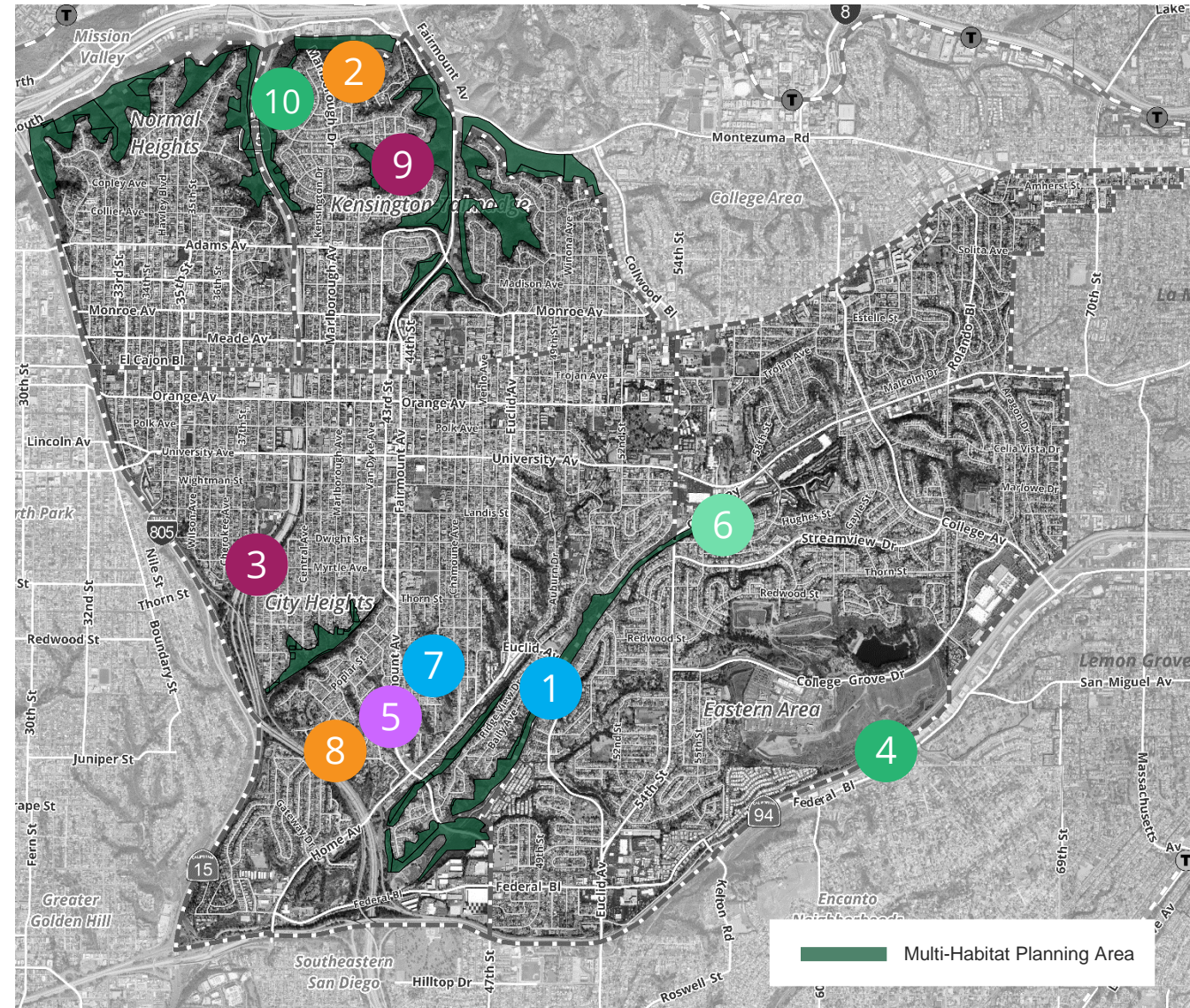


*Active Projects

Open Space, Trails & Habitat Restoration

Proposed projects


- 1 Oak Park Trail*
- 2 Kensington Loop Trail
- 3 Cherokee Point Trail
- 4 South Chollas Lake Trails
- 5 City Heights Loop
- 6 Chollas Creek Open Space Restoration
- 7 Mid-City Open Space Restoration
- 8 Manzanita Canyon Open Space Restoration
- 9 Kensington Hillside Open Space Restoration
- 10 Kensington Open Space Restoration

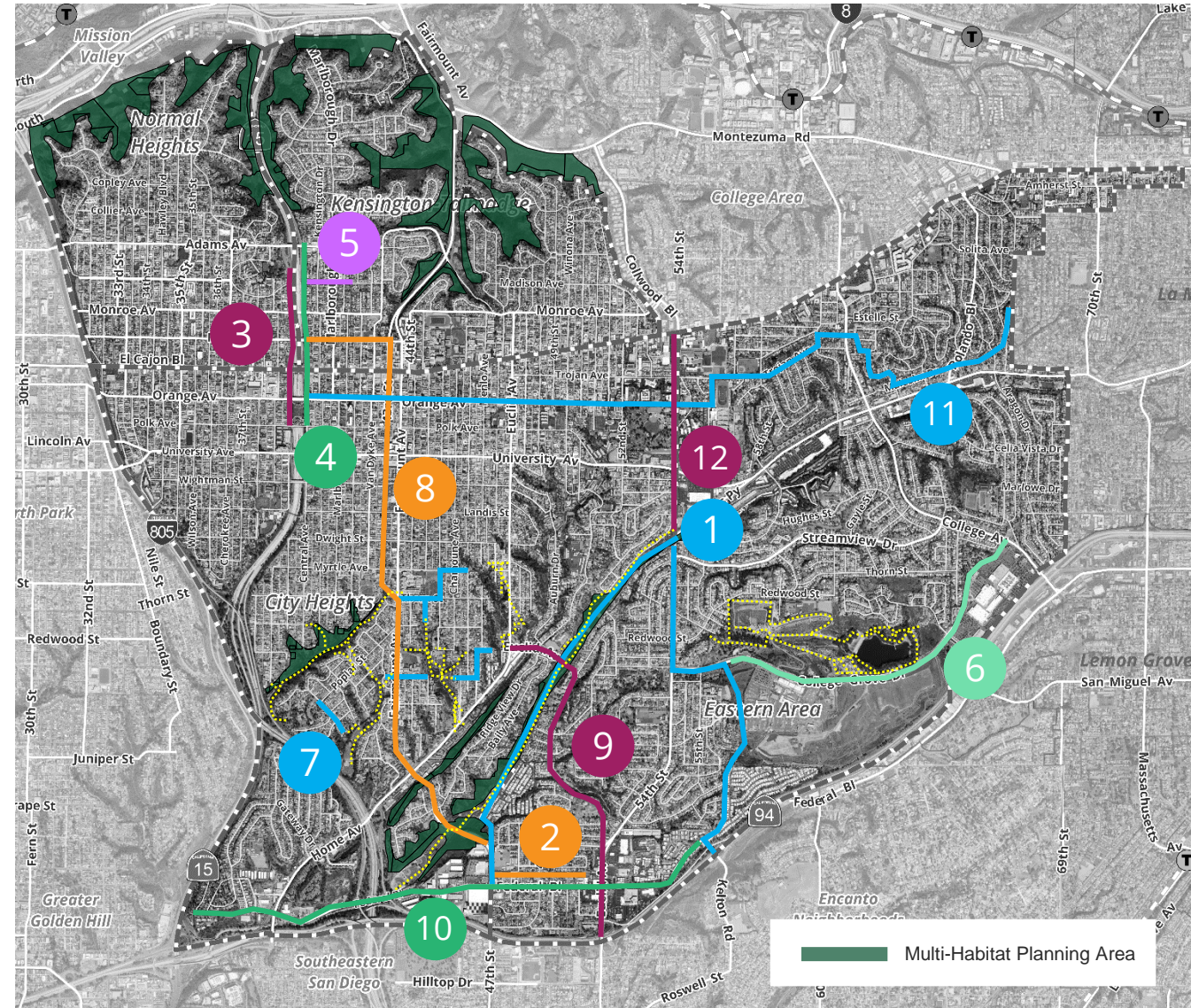


*Active Projects

Mid-City Green Corridors

Proposed projects

- 1 Chollas Creek Regional Park Loop – North
- 2 Marilou Road
- 3 40th Street
- 4 Terrace Drive
- 5 Monroe Avenue
- 6 College Grove Boulevard
- 7 City Heights Loop
- 8 43rd Street
- 9 Euclid Avenue
- 10 Federal Boulevard
- 11 Orange Avenue
- 12 54th Street Cycle Track
-  Official Trails



*Active Projects

Public Facilities

Proposed projects

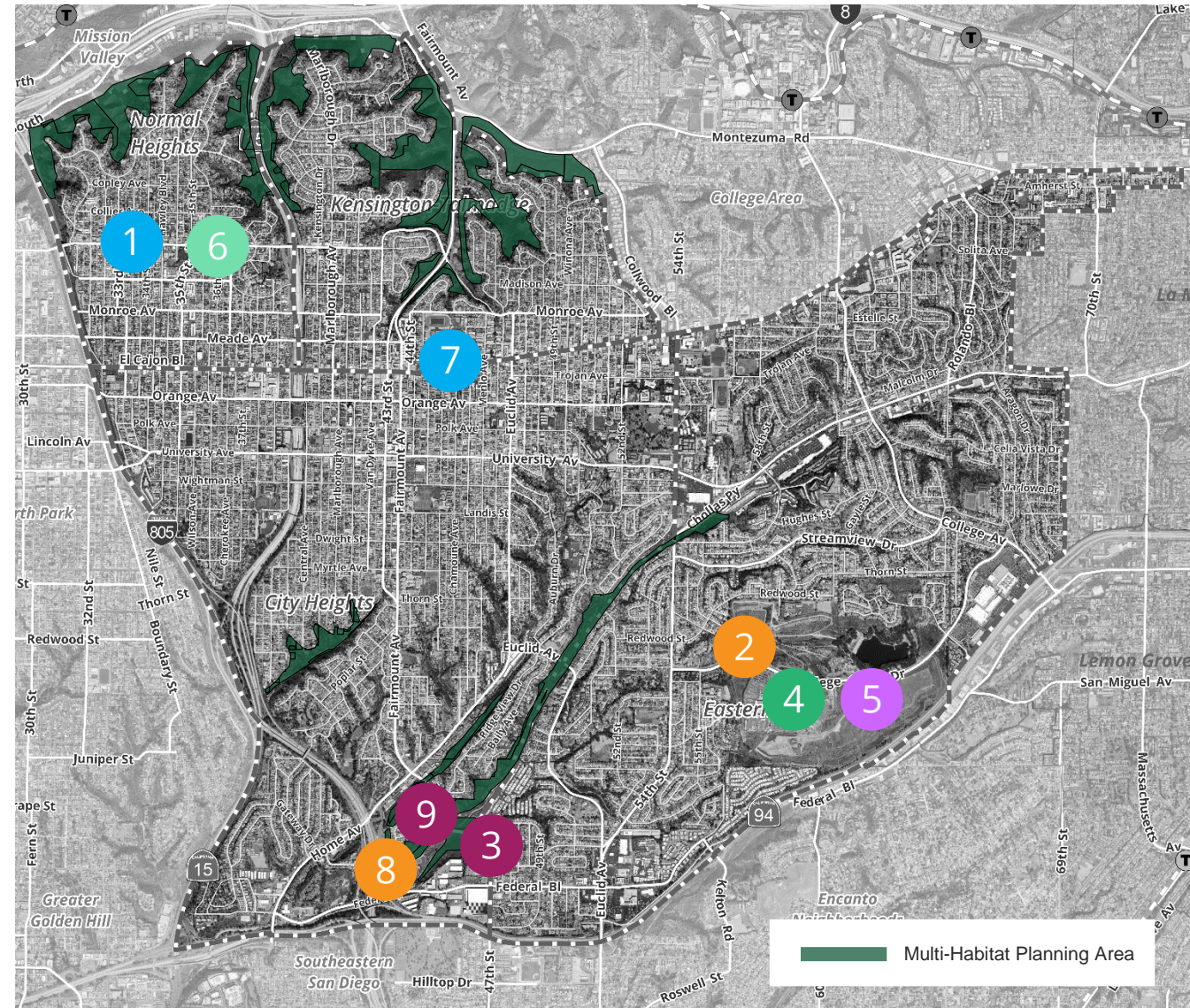
- 1 Normal Heights Recreation Center
- 2 Oak Park Library and Sorting Facility*
- 3 Fairmount Fire Station*
- 4 South Chollas Aquatic Complex
- 5 South Chollas Recreation Center
- 6 Kensington-Normal Heights Library
- 7 Hoover High School Joint Use Pool
- 8 Chollas Creek Ranger Station
- 9 Sunshine Berardini Aquatic Complex



2 Oak Park Library



3 Fairmount Fire Station



*Active Projects



Key Policies

Parks, Public Facilities & Open Space

Here are key policies for further exploration. A comprehensive list of draft policies will be developed and shared in the fall of 2025.

- Pursue land acquisitions and right-of-way easements to create opportunities for new parks and multi-use recreation facilities, prioritizing them in park-deficient communities and communities of concern
- Establish open space connections for people and animals where appropriate, including trailheads for bike and pedestrian access with appropriate, visible and clearly marked entrances
- Encourage developers to incorporate publicly accessible recreational amenities within their projects
- Preserve, expand and enhance existing recreation centers and aquatic facilities to increase their life span and meet current and future recreational needs
- Facilitate urban gardening as a strategy for creating local healthy food systems and supporting community well-being, biodiversity and pollinators.
- Encourage the development of engaging public parks and spaces that support outdoor play, physical activity and social interaction centered on children, teens and their caregivers
- Promote wildland fire preparedness by developing evacuation plans, mapping evacuation routes for residential neighborhoods, and educating property owners on brush management practices.



Next Steps

Next Steps

There will be more community engagement opportunities during the summer and fall of 2025 to **collect feedback on preliminary concepts** highlighted in the Draft Ideas Report.

- City staff will present the Draft Ideas Report at the next two Mid-City Communities Plan Update Working Group meetings:
 - August 2025
 - Fall 2025
- City staff will also present the Draft Ideas Report at the second Planning Commission workshop, anticipated in the fall of 2025
- Further refinements and expansion of concepts and study areas are expected
- Additional community engagement opportunities will be announced in fall 2025
- The first draft Community Plan is planned for release in spring 2026

Next Steps



Mid-City Ideas Report

DRAFT AUGUST 2025

