

Midway Pacific Highway Community Planning Group

Midway Rising/Specific Plan Amendment Ad Hoc Subcommittee Meeting Minutes

Date: Wednesday, April 30th, 2025

Location: 2911 Sports Arena Blvd, Suite A San Diego CA 92110

Call to Order at 3:10pm

Review of Documents and Purpose

The subcommittee reviewed a letter and a compilation of questions serving as a working draft in response to the Midway Rising Draft EIR and Specific Plan amendment. The primary objective was to finalize these as official comments from the subcommittee for board approval at the upcoming meeting Wednesday May 7th, 2025 at 3:00pm at the same location. The complete Midway Rising team of consultants was in attendance to respond to the group's questions and concerns.

Key Discussion Points

- **Enhanced Infrastructure Financing District (EIFD):**
 - Concerns were raised regarding the application and scope of the EIFD, particularly the potential for it to be project-specific rather than community-wide, despite the 2018 Community Plan Update advocating for a broader EIFD.
- **Zoning and Density:**
 - Discussion centered on the impact of zoning and density on the total number of residential units.
 - Midway Rising team clarified their project will not diminish the development capacity outside of the project site. The community plan amendment will include updated overall development capacity figures.
 - The RMX (Residential Mixed-Use) zoning was discussed. While the general RMX zone allows for structures up to 200 feet, the specific plan for this project limits residential buildings to a maximum height of 105 feet and the entertainment center to 165 feet. This project-specific limitation supersedes the general RMX zoning per Midway Rising team.
- **Greenwood Extension:**
 - The abandonment of the Greenwood extension was acknowledged as a necessary adjustment due to the placement of the entertainment center and was not a point of contention.
- **Parking and Traffic:**
 - Significant concerns were raised about adequate parking, especially during events, given the increased capacity of the new entertainment center.
 - The projected traffic impact on Midway Drive (downgrading from a "D" to an "E" service level without apparent mitigation) was highlighted.
 - Midway Rising team acknowledged that initial operations would be an iterative process and expressed willingness to collaborate with the planning group on mitigation measures and operational procedures to address traffic and parking challenges.
 - Shuttle service from the Old Town Transit Center will be provided for events exceeding 7,500 attendees.
- **Kurt Street Issues:**
 - A city-proposed plan to convert a portion of Kurt Street to two-way traffic and permanently remove street parking on one side was a major concern. This would severely impact local businesses reliant on street parking.
 - The city's rationale for this change is to accommodate a linear promenade and multi-use path. Midway Rising team is committed to providing historical context for this decision and working with property owners to find solutions.
- **Infrastructure and Public Services:**
 - Concerns were raised about geological stability (liquefaction, seismic modeling for residential buildings and the arena) and the impact on public services such as schools, fire, and police.

- Midway Rising team confirmed that initial demographic analyses for residents have been shared with the city and school district, and the project will contribute fees to support necessary upgrades to public services.
- Noise during construction (with limitations on exterior work hours) and during events was also discussed, with plans for abatement.
- Visual impacts of the proposed structures have been reviewed and analyzed as part of the Environmental Impact Report (EIR).

Other Matters Discussed

- The committee discussed potentially establishing a subsequent "Midway Rising Project subcommittee" to facilitate ongoing dialogue and collaboration with the Midway Rising team throughout the pre-development, construction, and operational phases of the project. This subcommittee would also serve as a conduit for broader community input.
- The Allred parcel (Red Lobster, etc.) is not currently part of the Midway Rising project.
- A representative from Sandalwood Investment Homes emphasized the need for effective traffic and parking mitigation plans.
- The group acknowledged that San Diego's transportation patterns are not primarily reliant on biking and public transit, necessitating comprehensive parking and traffic solutions.

Meeting adjourned at 4:25pm.