

ATTACHMENT 1

Community Feedback - Working Group Member Comments & City Staff Responses		
Chapter	Comment	Staff Answer
General	"Four potential historic districts were identified." Existing?	Four potential historic districts were identified: Carteri Center, Kensington Manor and Heights, Kensington Park, and Talmadge Park.
General	Consider the city's financial realities, including rising utility fees and strained budgets, when planning future improvements.	Comment noted.
General	Attract quality jobs and careers to Mid-City, not just transactional jobs, to move the needle forward for advancement.	Comment noted.
History & Place	A suggestion was made to add Thien Hau Temple at 4538 University Avenue to the study list (referenced on p. 68), noting its cultural and religious importance to the Vietnamese community and its frequent use for events like the Lunar New Year festival.	The Thien Hau Temple was added to the Study List under the new "Community Study List" section beginning on page 69 of the survey report. Additionally, the Thien Hau Temple is encompassed by Study Area 1 of the Draft Ideas Report and is pictured in the "Faith-based Spaces" map of the Atlas.
History & Place	A recommendation was made to study a small area in the southwestern corner of Normal Heights. This area may be a candidate for a historic district because it was not impacted by the Huffman Six Pack development pattern due to the absence of alleys.	The Reconnaissance Survey provided a cursory evaluation of the entire community to identify potential historical districts, which are included in the survey report. The area noted in the comment was added to the Study List under the new "Community Study List" section beginning on page 69 of the survey report. The Historic Context Statement and Reconnaissance Survey will guide future preservation work, including intensive-level surveys and property-specific evaluations.
History & Place	It was noted that on certain slides, the boundary of the Talmadge Gates Historic District appears to be slightly inaccurate and may need correction.	The location of the Talmadge Gates Historic District has been verified.
History & Place	One slide stated that the list of potential historic resources sites is not open to public comment. A clarification was requested on whether this is accurate or if the comment period is still open.	Public comments on the Draft Historic Context Statement and Survey Report were accepted until May 31st. Information regarding the location of potential historic sites will be accepted as part of public engagement throughout the community plan update process.
History & Place	A question was raised about whether mixed-use development areas were considered in the study.	Mixed-use development areas were included in the reconnaissance-level survey. However, no potential historic districts were identified within those areas. Despite this, properties in mixed-use development areas remain subject to individual historic review as part of the City's potential historic resource review process.
History & Place	A request was made for clarification on whether mixed-use areas can still be considered under Tier 3 or 4 criteria, or if that is yet to be determined.	Mixed-use development areas were not included in the tiering framework of the study. That said, we welcome community input. The goal is to identify shared histories and potential historic districts. If community members believe there are cohesive clusters of buildings in mixed-use development areas that may qualify as historic districts, we encourage those suggestions. The reconnaissance survey broadly assessed two primary criteria: (1) potential historic districts and (2) master-planned communities—areas with uniform development characteristics such as architecture, time period, and builder. Mixed-use areas typically lacked this cohesion, making them more difficult to evaluate under the same framework. However, properties within these areas will continue to be assessed individually under the City's 45-year review process, and the study list will inform the identification of potential historic resources in mixed-use development areas.

History & Place	A question was asked about how the significant immigration window of 1975 to 1990 was determined.	The 1975–1990 period was defined based on research conducted by the consultants and is discussed in detail in the historic context statement. The year 1975 marks the beginning of significant Vietnamese immigration to City Heights. The year 1990 is used as a general guideline, reflecting the challenges of evaluating more recent history within a preservation framework. This timeframe does not suggest that immigration stopped in 1990. Rather, it marks a point beyond which it becomes more difficult to assess historical significance due to the very recent nature of this history and a lack of historical perspective. We acknowledge that immigration and community diversification continued beyond this period. It's important to note that both the context statement and survey are living documents. As time passes, these can and should be updated to reflect emerging historical themes and resources, including those related to more recent immigration waves.
History & Place	A recommendation was made to include the Somali community in the historical analysis, noting City Heights' significant Somali population, which began arriving in the mid-1990s following the Somali Civil War.	A description of the arrival of East African immigrants and refugees, largely as a result of the Somali Civil War is located in the Historic Context Statement. A summary of Mid-City's immigration history across cultures will be discussed in the Draft Plan.
History & Place	A request was made to explain the difference between a historic district and a cultural district and what is the significance of historic districts from a planning and development perspective	Cultural districts are not part of the City's historic preservation program. They are not designated historic resources and are not identified by the City's Historical Resources Board. Cultural districts are established by the City Council and are focused on a sense of place, economic vitality, and cultural recognition. They do not involve any historic preservation-related processes or regulations. Historic districts are different. They require an intensive-level survey and evaluation to determine historic significance. This involves evaluating properties individually and within a defined geographic area. Historic districts vary in scale but must meet the City's historic designation criteria. The decision to designate a historic district is made by the Historical Resources Board and can be appealed to the City Council.

<p>History & Place</p>	<p>Historic districts have regulations associated with them and may qualify for certain benefits available through the City's historic preservation program. However, designation as a historic district does not prohibit new development. Housing and adaptive reuse can be allowed within historic districts, as long as the work follows historic standards and regulations. These projects can typically proceed through the building permit process. A Site Development Permit is only required if the proposed work does not comply with applicable historic standards.</p>	<p>Comment noted.</p>
<p>History & Place</p>	<p>Two additional potential historic resources were recommended:</p> <ul style="list-style-type: none"> o A group of four houses at the intersection of 58th Street and Adelaide Avenue in El Cerrito, including one original farmhouse that predates surrounding development. o City Farmers Nursery, established in 1972 in City Heights, which was described as a unique and meaningful local property. 	<p>The Historic Context Statement Appendix lists a non-comprehensive "Study List" of properties that may be eligible historic resources. The properties noted in the comment was added to the Study List under the new "Community Study List" section beginning on page 69 of the survey report.</p>
<p>History & Place</p>	<p>A concern was raised about the potential misuse of historic districts to block necessary development. The commenter expressed skepticism about how historic designations can be used by affluent, politically connected residents to prevent housing, especially during a time of rising housing costs.</p>	<p>Comment noted. Historic resource designations, including individual sites and historic districts, do not preclude the construction of new housing. Existing buildings can be adaptively reused into multiple units, and new new homes and accessory dwelling unit homes can be constructed. Preservation and Progress, the comprehensive update to the City's Heritage Preservation Program, will provide additional clarity and streamline processes through the establishment of objective design standards and regulatory amendments that further streamline adaptive reuse.</p>
<p>History & Place</p>	<p>A related concern was shared regarding tax breaks associated with historic designations, especially when they benefit multimillion-dollar properties. The commenter expressed discomfort with such benefits amid city budget deficits.</p>	<p>Comment noted. Preservation and Progress, the comprehensive update to the City's Heritage Preservation Program, will evaluate the City's Mills Act program and propose reforms needed to ensure equitable and fiscally responsible implementation of the program.</p>

History & Place	A recommendation was made to recognize the role of public transportation in San Diego's growth, highlighting the city's early investment in transit infrastructure and its influence on neighborhood development.	The Historic Context Statement recognizes the importance of public transportation in the development of the community, highlighting it in two themes: Early Development of Streetcar Suburbs (1885-1915) and Early Commercial & Transportation Development (1915-1945). Additionally, the significance of public transportation in relationship to neighborhood development is included in the Atlas.
History & Place	It was observed that the Eastern Area primarily contains Tier 2 and Tier 3 housing, suggesting limited historic significance overall.	While the evaluation of the Eastern Area did not identify any areas or neighborhoods that appear eligible for designation as historical districts, it is possible for individually significant resources to be present, particularly as it relates to cultural significance and association with historically significant people and events. Such resources can be evaluated and brought forward for designation as appropriate, and any member of the public can submit a nomination.
History & Place	Appreciation was expressed for the inclusion of two specific assets from the Eastern Area in the Historic Context Statement: College Grove shopping center and the Chollas Heights Naval Radio Transmitting Facility.	Comment noted.
History & Place	A commenter disagreed with the notion that historic districts hinder housing and growth, using Manhattan as an example where both density and preservation coexist. They argued that historic neighborhoods, such as Greenwich Village and Central Park, attract visitors and are not inherently barriers to development.	Comment noted.
History & Place	A suggestion was made for the Ideas Report to include new requirements for developments in historically designated areas—such as incorporating vernacular architectural styles	New development on designated historic properties and within designated historical districts must comply with the US Secretary of the Interior's Standards for the Treatment of Historic Properties, or process a Site Development Permit. Additionally, the City's Preservation and Progress initiative includes the creation of objective design standards for designated historic districts, helping to incorporate new development while protecting the district's significance.
History & Place	"Provide clarity for property owners and project applicants and exempt non-historic master planned communities from future potential historic resource review." Please explain how you will provide clarity.	The evaluation of master planned communities included in the Focused Reconnaissance Survey allows for the identification of potential historic districts and the exemption of areas that do not appear eligible for historic district designation from historic review as part of a permit application. This provides property owners and applicants with clarity that these exempt areas will not be subject to historic review or considered potentially historic, unless an individual property nomination is submitted by the property owner or a member of the public.
History & Place	Correction for Mid-City CPU Historic Context Statement On page 107, Figure 86, that shopping center is Rolando Plaza in Rolando Park, Eastern Area, not City Heights.	City staff has corrected the location in the Historic Context Survey to Rolando Park, Eastern Area.

History & Place	<p>The draft historic report has listed some sites significant to the Vietnamese community, but there are some that needed to be added, as well as some other AAPI locations:</p> <ul style="list-style-type: none"> •Thien Hau Temple: 4538 University Ave. •Quan Am Monastery: 4406 47th St. •Tu Vien Vien Duc: 4221 27th St. •Elderly Chinese Association: 4027 Marlborough Ave •Tinh Xa Ngoc Minh: 3782 46th St. •Fukien Association: 4465 University Ave •Bhikkuni Buddhist Congregation: 3776 46th St. •Wat Champourukha Vanaram: 3303 45th St. •Wat Khemara Ratanaram: 3606 47th St. •Chinese Friendship Association: 3876 50th St. 	<p>The Historic Context Statement Appendix lists a non-comprehensive "Study List" of properties that may be eligible historic resources. The properties noted in the comment was added to the Study List under the new "Community Study List" section beginning on page 69 of the survey report.</p> <p>The list was not intended to be extensive and City staff acknowledges that many more sites are significant to the Vietnamese community.</p>
History & Place	<p>Below is my Feedback on the Historic Content and Survey Reports:</p> <p>1.I think the FAQ – Historic Context and Survey Report is very valuable and am concerned it may get lost in future. Can we make this FAQ an appendix to the Historic Content Statement please?</p>	<p>The FAQ will remain on the CPU webpage and is linked here: https://www.sandiego.gov/sites/default/files/2025-03/hcs-historic-survey-faq.pdf</p>
History & Place	<p>2.Survey Report Page 41 - The Kensington and Talmadge boundaries don't make any sense to me. No one who is part of Talmadge Park Unit 1 or 2 thinks they are in Talmadge.</p> <p>a.The two neighborhoods don't even connect as a Canyon divides them.</p> <p>b.This map should be changed to reflect what the Planning Groups and Maintenance Assessment Districts consider to be Kensington and Talmadge.</p> <p>c.It also contradicts the National Register for Talmadge.</p> <p>d.There is also no documentation or evidence to support this false boundary. It should be removed.</p>	<p>The reconnaissance survey findings indicate Talmadge Park Units 1, 2, and 3 are potentially eligible as a historic district at the local level. Due to the overlap with the Talmadge Park Estates National Register Historic District and local Talmadge Park Gates Historic District, and considering community input and feedback, Talmadge Park Estates (Unit 1) and the Talmadge Park gates have been included within the boundary proposed for future intensive survey and evaluation of the potential Talmadge Park Historic District. Due to the limitations of this reconnaissance-level survey report, all boundaries are considered tentative and subject to change in the future based on intensive-level evaluation. While the subdivisions are not physically contiguous, the HCS and Survey report indicate that they have shared development history.</p>
History & Place	<p>3.Downtown Kensington (Adams Avenue) has numerous historic structures, and the sign is also registered with the HRB as a historic resource. We need to include Adams Avenue business district as a potential historic district.</p>	<p>Adams Avenue commercial corridor is part of the historic context of streetcar suburbs and is associated with numerous residential and speculative development across the mesa. Due to this context, a future survey should be done that looks at the whole of Adams Avenue and the Kensington commercial corridor as a potential historic district.</p>
History & Place	<p>Support for historic districts as meaningful historic preservation rather than individual designations. Pleased to see that historic districts are being seriously considered in Kensington- Talmadge.</p>	<p>Three largely residential potential local historic districts were identified in Kensington-Talmadge which span much of the community north of Monroe Avenue and west of Aldine Drive. These three distinct potential historic districts—Talmadge Park, Kensington Park, and Kensington Manor & Heights—were identified based on their respective shared development history, planning characteristics, and architectural character.</p>
History & Place	<p>Question related to how historic preservation will work for the more intensive development concepts and why Kensington Manor and District Heights, and Kensington Park District are separated. Concerns relate to this being a bureaucratic exercise to separate these districts when they share commonalities.</p>	<p>Clarified that the reason for their separation is due to the period of significance of the subdivisions, and that a more intensive level survey to evaluate them will be conducted in the future.</p>

History & Place	Question asked about the land use concepts and what regulations are available to require new construction to follow historical vernacular.	New development on designated historic properties and within designated historical districts must comply with the US Secretary of the Interior's Standards for the Treatment of Historic Properties, or process a Site Development Permit. Additionally, the City's Preservation and Progress initiative includes the creation of objective design standards for designated historic districts, helping to incorporate new development while protecting the district's significance.
Land Use & Economic Prosperity	Support utilizing abandoned lots as opportunities for additional housing development.	City staff is exploring policies to identify the potential of vacant lands for housing or park space through a more detailed land use analysis.
Land Use & Economic Prosperity	Improve the clarity of land-use concept densities, which are currently difficult to interpret.	Clarified that the next step will be to provide a more detailed land use map with density ranges included, based on the guidance of the working group's ranking.
Land Use & Economic Prosperity	Question asked about what anti-displacement strategies are being considered as density increases along El Cajon Boulevard and University Avenue.	There are existing tenant protections and dwelling unit replacement ordinances that provide sufficient anti-displacement protections; however, the team can explore additional policies through this initiative. Additionally, SB 79 also has anti-displacement measures, and the city will assess if they are more aggressive than the city's existing inclusionary requirements. The team will also investigate updating citywide inclusionary requirements to further fair housing.
Land Use & Economic Prosperity	A comment called attention to the missed potential for diverse local businesses in the neighborhoods.	Comment noted.
Land Use & Economic Prosperity	A recommendation was made to increase residential density beyond just the rail corridor.	Comment noted. Each land use concept is characterized by specific growth frameworks.
Land Use & Economic Prosperity	A question was raised regarding the term "car storage" on Page 72, seeking clarification on its meaning and what the proposed policy aimed to discourage.	"Car storage" refers to car dealerships and auto repair shops along El Cajon Blvd.
Land Use & Economic Prosperity	A comment was made expressing concern that Land Use- Concept 5 could lead to displacement, as the remaining and unchanged housing stock could become more expensive, like trends seen in North Park. It was noted that the introduction of highrise developments only along the corridors may not be sufficient enough to decrease housing costs in Mid-City	Comment noted.
Land Use & Economic Prosperity	A recommendation was given for the inclusion of corner stores in residential areas, as they were seen as valuable community gathering points alongside parks.	Comment noted.
Land Use & Economic Prosperity	A comment was made clarifying a common misconception regarding the numbers of affordable housing, that may exceed other areas of the City. It was pointed out that Kensington-Talmadge includes housing for individuals with mental health challenges and that moderate resource areas still fall on the lower end of the opportunity scoring system.	Comment noted.

Land Use & Economic Prosperity	Some support was expressed for Concept 5 due to its potential to create new housing without displacing existing residents.	Comment noted.
Land Use & Economic Prosperity	A suggestion was made to prioritize the inclusion of a larger commercial grocery store over small corner stores	Comment noted.
Land Use & Economic Prosperity	A recommendation was made to explore opportunities to utilize vacant lots in Kensington-Talmadge to help address the housing crisis, noting the prevalence of underutilized parcels in the area	City staff is exploring policies to identify the potential of vacant lands for housing or park space through a more detailed land use analysis.
Land Use & Economic Prosperity	A comment was made in agreement with previous remarks opposing high-rise developments in City Heights, emphasizing the urgency of addressing the housing crisis and minimizing displacement. Specific concerns were raised about the hundreds of individuals who have been displaced from City Heights and remain unhoused, with a call for immediate resource deployment	The Mid-City Ideas Report highlights existing tenant protection and dwelling unit replacement ordinances that have anti-displacement protections. SB 79 also has anti-displacement measures and inclusionary housing requirements for areas impacted. The City Planning Department is also looking at updating citywide inclusionary requirements to
Land Use & Economic Prosperity	A comment was made reflecting on community memories of displacement during the construction of the I-15 corridor. Support was expressed for any land use plan that would minimize future displacement.	The Mid-City Ideas Report highlights existing tenant protection and dwelling unit replacement ordinances that have anti-displacement protections. SB 79 also has anti-displacement measures and inclusionary housing requirements for areas impacted. The City Planning Department is also looking at updating citywide inclusionary requirements to affirmatively further fair housing.
Land Use & Economic Prosperity	A recommendation was made to discourage smoke shops, particularly near schools.	Draft policies incorporate and address this concern.
Land Use & Economic Prosperity	A question was raised about the types of structures being proposed and what exists in terms of transitional housing or shelters. It was suggested that community perception of these structures should be considered as case studies	The ideas report has images that various building types and associated densities
Land Use & Economic Prosperity	A comment was made that Concepts 1-4 align more closely with the College Area Community Plan than Concept 5, and that Concepts 3-4 appeared to offer more balanced growth.	Comment noted.
Land Use & Economic Prosperity	Appreciation was expressed to staff for developing a diverse range of concepts. A preference was stated for Concept 4, with the belief that distributed growth would be the most equitable and would help extend opportunities to high and moderateresource areas.	Comment noted.
Land Use & Economic Prosperity	A suggestion was made to further analyze areas north of Meade Avenue to provide affordable housing.	Draft land use concepts 1-4 look at increasing residential density north of Meade Avenue. Once a land use concept is selected, a more detailed analysis of housing opportunities will be conducted

Land Use & Economic Prosperity	Support was expressed for policies discouraging underutilized land uses such as self-storage facilities, with specific mention of 52nd Street.	Comment noted.
Land Use & Economic Prosperity	A question was raised regarding the types of density proposed in Concepts 1–4. Clarification was requested on whether the density increase refers to building height, number of units per property, or other metrics	It is important to remember that updating the land use designation doesn't force anyone to build anything, but someone could potentially build a three-story walk-up in transit neighborhoods or townhomes, rowhomes and duplexes, in residential areas.
Land Use & Economic Prosperity	• A question was raised asking for an example of an existing neighborhood that reflects the characteristics of Transit Neighborhoods (Residential Medium)	Developments and densities will look different, depending on the lot size. However, there are some good examples in North Park that can be equated. There are visual examples in the Ideas Report with local building types that people might recognize, and there are examples of all kinds of density ranges.
Land Use & Economic Prosperity	A question was raised regarding whether the proposed land use concepts would exceed the existing 30-foot height limit.	Depends on the concept. If medium or high density is proposed, it could potentially be higher.
Land Use & Economic Prosperity	A question was raised about the types of housing being proposed, asking whether examples such as multiplexes or townhomes would be considered, and whether anything beyond that would be classified as high density.	Staff confirms these building types are envisioned for transit neighborhoods and residential areas
Land Use & Economic Prosperity	It was suggested to incorporate the recommendations provided by the TEAH Taskforce, which were distributed to Working Group members in a letter.	City staff is evaluating policy recommendations provided by the TEAH Taskforce.
Land Use & Economic Prosperity	<u>Towers & High-Rises</u> In other cities, the height of buildings, and sometimes the shape are determined by the access to natural light and fresh air, which is dependent on street width. is this something that could be incorporated into the code, so that we don't end up with rows of towers?	City staff is expanding our urban design studies and will explore this as a potential policy.
Land Use & Economic Prosperity	<u>Land Use Concept 4</u> Why not include the shopping centers at El Cajon/College and University and College Aves as Urban Transit Village Designations. With a new Rapid Line along College and University those locations are prime redevelopment opportunities from wide open strip malls, to dense walkable commercial and housing areas.	This will be assessed as part of a more detailed land use analysis.
Land Use & Economic Prosperity	Why does Concept 5 have to be more intense than the College Area land use proposal along El Cajon Boulevard? Please explain.	Each land use concept is a draft proposal and not guaranteed to move forward. City staff will factor in Working Group member feedback to select land use concept to move forward with. Concept five has less change areas resulting in more density.
Land Use & Economic Prosperity	What is the percentage of risk of displacement for Concept 5?	The draft land use concepts proposed show the high-level vision for growth and change areas. A more detailed land use analysis will be conducted and the land use will be further refined.
Land Use & Economic Prosperity	Attract quality jobs and careers to Mid-City, not just transactional jobs, to move the needle forward for advancement.	A more detailed land use analysis will be conducted to assess the feasibility and location for more employment spaces.

Mobility	A suggestion was made to incorporate strategies that foster community connection within the neighborhood.	Comment noted.
Mobility	A question was raised about the planned route of the Purple Line and potential impacts on displacement. Many Mid-City elders recall displacement caused by the construction of the I-15 corridor, causing concerns of similar outcomes	SANDAG conducted an alignment study. Minimal displacement will occur as this will occur under Fairmount Ave. Potential cost projections are very high.
Mobility	A clarification was requested regarding the type of rail facility referenced in the summary, as it appears to mention heavy rail rather than light rail.	SANDAG'S initial Purple Line Conceptual Planning Study evaluated the potential of a high-capacity rail service but switched to a light rail concept to reduce costs, better integration with the trolley network and minimize displacement.
Mobility	A comment was made emphasizing the importance of convenient parking to support local businesses, and to consider a parking structure similar to the one in North Park to attract more visitors and diners	City staff will explore policies that encourage public-private partnerships with shared parking arrangements to maximize available supply and serve Mid-City businesses.
Mobility	A comment was made emphasizing the long-term benefits of urbanism, noting that traditional parking structures often occupy valuable space that could otherwise support housing or businesses. It was suggested that walking environments should be prioritized over car-centric design, as current conditions often require navigating areas dominated by inactive parking spaces.	Comment noted.
Mobility	A recommendation was made to consider residential parking permits to address local parking issues, with time-limited parking for non-residents.	City staff is exploring policies to support residential parking permits in Mid-City. Information on establishing a Permit District can be found here: https://www.sandiego.gov/parking/permits/establish .
Mobility	A suggestion was made to explore the potential for flex-use parking structures that could serve both community members and residents—used by businesses during the day and residents at night. It was noted that while such solutions are more complex to study and implement, they may offer more efficient use of limited space.	City staff will explore policies that encourage the flexible use of existing parking structures through private partnerships with multi-family buildings.
Mobility	A comment was made about the value of reducing on-street parking lanes and improving parking management, with concerns raised about vehicles remaining parked for extended periods.	The Draft Ideas Report lists various parking management strategies to balance the demand and availability of on-street parking that will be included in the Draft Plan.
Mobility	<u>Before & After images</u> Can we recommend future bike lanes place the bike between the curb and the car, and not between the parked cars and moving traffic?	The City is preparing a proposed bike network with an emphasis on separated bikeways where feasible. Additionally, proposed street cross-sections are being prepared for priority corridors that illustrate all components in the roadway.
Mobility	<u>Pedestrian Amenities</u> Please raise level of bikeway to Sidewalk- not street level better for parked cars, pedestrians and cyclists. Also easier to clean and maintain	Limited rights-of-way on transit corridors may require tradeoffs to provide a mobility system that accommodates all modes, including safety for vulnerable users and adequate transit service. These tradeoffs may including allowing for shared bicycle facilities on transit corridors while providing higher level of bicycle facility on parallel street(s).

Mobility	<u>Portected Intersections</u> YES. At big Intersections Especially PLEASE. (El Cajon/College, College/University, Univ/54th, etc)	Comment noted.
Mobility	<u>Bicycle Treatments</u> Paint is not infrastructure. This is a short term solution in a long term plan.	City staff is assessing the bicycle network throughout Mid-City for bicycle enhancements, including but not limited to cycle tracks.
Mobility	<u>Planned Microtransit/ Flexible Fleets</u> This Catchment basin leaves out a lot of the close destinations people are going to within the neighborhood, i.e. College Ave/El Cajon Shopping area, and most of the retail along University? Why?	Please note the planned microtransit/flexible fleets service area is determined by the SANDAG Regional Plan.
Mobility	<u>Transit Imrpovements</u> Please do not recommend Buses and Bikes share. These lanes are a horrible experience for both buses and bikes!	City staff is assessing the bicycle network throughout Mid-City for bicycle enhancements, including but not limited to separated bicycle facilities.
Mobility	<u>Transit Improvements</u> Please just recommend putting the bike lanes at sidewalk level. only providing safe lanes at bus stops is one thing but then why am I yeeted back out onto the hot asphalt 2 feet from cars going 35mph.	City staff is assessing the bicycle network throughout Mid-City for bicycle enhancements, including but not limited to separated bicycle facilities.
Mobility	<u>Street Design Manual</u> If you put the bike lane on the sidewalk, we can save 3 ramps from transition to street level and then back to the sidewalk level for the bus island.... you would only need the one to get from street level coming out of the intersection for bikes..	City staff is assessing the bicycle network throughout Mid-City for bicycle enhancements, including but not limited to separated bicycle facilities.
Mobility	<u>Street Design Manual - Bike Lane</u> Raise it. Dutch-style Cycle ways.	City staff is assessing the bicycle network throughout Mid-City for bicycle enhancements, including but not limited to separated bicycle facilities.
Mobility	<u>Complete Corridor Text Box</u> This is a misuse of the term. A Freeway with a cycle path is not a complete corridor. Especially when the proposal is to widen it and add more lanes and on ramps, and Mayyybe, give us a bike path next to the exhaust fumes and noise....	Comment noted.
Mobility	<u>Flex Zone image</u> on the sidewalk, behind the bus stops. under the trees, next to the pedestrian sidewalk. Paint it Green. Make it asphalt to show the difference. Just no more narrow road ditches please	Comment noted.
Mobility	Why aren't there any pedestrian facilities planned in the Eastern Area for University Ave, College Ave, and College Grove? The Eastern Area is already the least walkable in the Mid-City.	The pedestrian facilities map shows currently planned projects identified in the Pedestrian Master Plan. The team will be identifying pedestrian projects as part of the Mid-City Communities Plan Update.
Mobility	The steepest grade in Rolando Park for the bike route is Rolando Blvd, which also doesn't have sidewalks. An alternate bike route should be suggested.	City staff is assessing the bicycle network throughout Mid-City.
Mobility	Question asked about any pedestrian amenities planned for major corridors in the eastern area given nothing is shown on the map.	Eastern area was not an area that was studied in the Pedestrian Master Plan so that is why they are not identified but that the team will be looking into them as a part of the plan update.

Mobility	Appreciate that one of the mobility priorities/policies is to prioritize the vulnerable users through implementation of a complete streets network, which addresses gaps in pedestrian and bicycle infrastructure, including sidewalks, enhanced crossings, roundabouts, traffic signals, protective bikeways, etc.	Comment noted.
Mobility	Address high levels of traffic violence in City Heights. A City Heights CDC study found that in the span of 4 years, 114 kids were hit by a car while walking/biking in a quarter mile of a school. That's only the reported crashes, a fraction of all crashes is not reported.	The Mobility team is beginning the mobility planning process and aligning with the Bicycle Master Plan Update and the Mobility Master Plan Update. These concurrent efforts aim to reduce traffic injuries and fatalities. Please refer to the Mobility Assessment for an existing conditions analysis of the Mid-City Planning Area.
Mobility	Accelerate implementation of safety projects on Vision Zero corridors such as University Avenue, El Cajon Boulevard, and Euclid Avenue	The City is committed to accelerating the implementation of Vision Zero projects in Community Planning. Including mobility safety projects in planning documents that advance Vision Zero goals, such as the Mid-City Communities Plan, can secure additional points in grant applications for identified projects when funding becomes available.
Mobility	Elevated a recent youth fatal accident on University Avenue and 54th Street. Luckily, the University Avenue Bikeway is going to be under construction soon. We need to continue to prioritize these. There is a good inventory of these planned projects.	Thank you for your thoughtful comment. In addition to the University Avenue Bikeway project, the Draft Plan will prioritize 54th Street and other key corridors for preliminary conceptual designs.
Mobility	Question asked if there are any new projects being proposed in the mobility concept other than the policies, the green corridor projects and green spaces.	The Mobility team are just beginning the mobility planning process, so the improvements shown are planned and serve as the baseline; recommendations will come that will build on the existing planned recommendations. City is working with a consultant to come up with corridor maps for ten corridors throughout Mid-City that will include proposed concepts on aerial maps that will be publicly shared.
Mobility	Concerns over lack of pedestrian safety on Fairmount Avenue due to high-speed traffic. Improve Fairmount Avenue as a complete street with widened sidewalks and a traffic safety conversion.	Fairmount Ave has been identified as a key corridor for further study. Opportunities for expanded pedestrian and bicycle facilities, and vehicular operational needs will be assessed.
Mobility	Consider making 43rd Street a two-way street, as Fairmont Avenue is a high-speed expressway for northbound traffic, and 43rd Street serves as a high-speed expressway for southbound traffic. So, for a two-way option, 43rd Street with traffic safety improvements on both sides could help with the north-south connectivity	43rd together with Fairmount Ave were identified as corridors for further study. Opportunities for expanded pedestrian and bicycle facilities, and vehicular operational needs will be assessed.
Mobility	Incorporate mobility improvements identified in Groundwork San Diego letter.	City staff is assessing mobility improvements identified in the Groundwork San Diego letter to be included in the draft Plan.

Mobility	Acknowledge low U.S. transit and bicycle mode share cited in comparative studies of global cities. There was an article in the Atlantic saying that when we look at 800 cities worldwide, less than 5% of the trips in the United States cities are by mass transit. The number of bicycles ridership is even less.	Comment noted.
Mobility	Support traffic-slowing measures and safe streets.	Comment noted.
Mobility	Supports making the main corridor safe for bikes and pedestrians, noting low costs.	Comment noted.
Mobility	Concerns over the Purple Line being a pipe dream, given low transit ridership and past investment in the Blue Line.	SANDAG's Regional Transportation Plan guides local transportation planning by identifying projects with both near-term priorities and long-range visionary projects. Including projects like the Purple Line in these plans does not guarantee immediate construction, but it ensures that the concept remains eligible for future funding opportunities.
Mobility	Criticize Planning Commission's decision to approve the Clairemont Community Plan Update, specifically to keep the Bay Park neighborhood as a low-density area, despite its proximity to the light rail station. Billions of taxpayer dollars went to that station, and the city is letting that neighborhood stay as low-density.	Comment noted.
Mobility	Address mobility challenges (fatalities, injuries and collisions) before increasing densities so significantly. As an example, El Cajon Boulevard has two lanes in each direction and adding density there may not be the best idea. If it's a dedicated bike and bus lane with a single auto lane, accompanied by traffic calming and increased density, there won't really be a viable east-west corridor. Traffic would turn to the neighborhoods and the collector roads that are already a nightmare (in the Ken-Tal area). These projects need to focus on the main corridors and ensure they're adequate.	Improving mobility safety is a core priority of the plan and is being advanced alongside proposed increases in density. The Mobility team are just beginning the mobility planning process. Key corridors will be selected for further analysis and conceptual design.
Mobility	Improve bus stops.	City Staff will assess first and last-mile connectivity to bus stops. San Diego MTS oversees bus stop amenities.
Mobility	Support for micro mobility to address first and last mile needs to access neighborhood hubs like major grocery stores, community centers, and parks.	The recently adopted Mobility Master Plan identifies micromobility in Goal 4. It also supports its implementation throughout several policies, primarily in Communities of Concern and in first-mile/last-mile applications across several Focus Areas.
Mobility	Create reliable transit options to reach small green spaces.	San Diego MTS, in partnership with SANDAG, has authority and jurisdiction over transit routes and stop locations. The Draft Plan is exploring policies to support microtransit to increase transportation options.
Mobility	Support angled parking to increase parking supply.	The City is assessing angled parking in key locations.
Mobility	Add lighting to public spaces for night use	Draft policies incorporate and address this concern.
Mobility	Extend micro-transit operating hours	The City does not oversee microtransit operating hours.
Mobility	Oppose the Lea Street proposal, especially because it would be next to a park with children. Bad for pedestrian safety. It will be like Chollas Parkway, which has fastmoving vehicles.	Lea Street is being studied as part of the Chollas Triangle Study Area with support from mobility and urban design consultants.

Mobility	Request for Aldine Drive to have a focused discussion because it is so bad.	Staff's answer: City Staff will discuss this street segment at a future meeting.
Mobility	Create more protected north-south bicycle routes.	City is currently updating the City's Bicycle Master Plan, emphasizing a goal of an All Ages and Ability network. That effort and the Mid-City Plan Update are coordinating to develop a complete bike network for the Mid-City communities.
Mobility	Add protected intersections, it is concerning to go from protected bike lanes to nothing in some streets and intersections and fill the transportation gaps where protected lanes suddenly end.	Comment noted. City staff is evaluating solutions for intersection treatments and policies.
Mobility	Create more north-south bicycle paths that are protected.	City is currently updating the City's Bicycle Master Plan, emphasizing a goal of an All Ages and Ability network. That effort and the Mid-City Plan Update are coordinating to develop a complete bike network for the Mid-City communities.
Mobility	Improve access from the I-15 freeway trail to destinations in Mission Valley, which is currently limited by lack of river crossings.	City is currently updating the City's Bicycle Master Plan, emphasizing a goal of an All Ages and Ability network. That effort, along with the Mid-City Plan Update, is coordinating the development of a complete bike network for the MC communities. Also, the Fenton Parkway Bridge will be a new high-water crossing of the San Diego River.
Mobility	Address safety issues where the Montezuma protected bike lane merges with highspeed traffic	City staff is assessing the bicycle network throughout Mid-City.
Mobility	Improve biking conditions on Fairmount Avenue Expressway, which currently lacks adequate facilities.	Fairmount Ave has been identified as a key corridor for further study. Opportunities for expanded pedestrian and bicycle facilities, and vehicular operational needs will be assessed.
Mobility	Develop a safe and separated bike lane on Aldine Drive due to severe safety issues. Safe access points will motivate people to use alternative modes of transportation	The feasibility of providing dedicated bicycle and/or pedestrian facilities along Aldine Dr will be assessed.
Mobility	Clarify bike lane categories and distinctions between existing and proposed facilities.	Comment noted.
Mobility	Oppose the Lea Street extension and propose converting it into a bike/pedestrian pathway with safety amenities. They understand the goal of breaking up big blocks and super blocks but prefer that it's done with pedestrian and bike infrastructure, hawk signals and other amenities that can achieve pedestrian safety.	Lea Street is being studied as part of the Chollas Triangle Study Area with support from mobility and urban design consultants.
Mobility	Support for a trail from Mount Hope along Home Avenue to 39th Street.	A bicycle/pedestrian route is being explored on 39th Street, between Home Avenue and Broadway.
Mobility	Community support to reconnect communities that have been divided by freeway infrastructure, therefore, against the planned expansions of the I-805 and SR-94.	City staff are assessing ways to reconnect communities historically divided by freeways including freeway lids, bike/ped bridges, and micromobility.
Mobility	Revive the planned Caltrans bike path behind Home Depot along SR-94 to connect southwest Mid-City and Southeast San Diego.	The planned facility falls within a different jurisdiction.
Mobility	Concern over the disproportionate number of freeways in City Heights and Mid-City; ex, I-805, I-15 and SR-94. The I-15 goes right through the middle of Mid-City. Take a special look at it in the mobility plan on how we can improve this connectivity.	City staff are assessing ways to reconnect communities historically divided by freeways including freeway lids, bike/ped bridges, and micromobility.
Mobility	Support for micro mobility to address first and last mile needs to access neighborhood hubs like major grocery stores, community centers, and parks.	City staff are exploring micromobility as part of the citywide Multimodal Mobility Plan and draft polices will explore feasibility within Mid-City.
Parks & Open Space and Mobility	Elevate letter created by the Chollas Creek Coalition, led by Groundwork San Diego, that includes a good, detailed list of recommendations, including protected bikeways and street trees for 54th Street, and additional connections to improve the City Heights connection to Downtown San Diego and North Park with a bike pedestrian bridge over the 15 and a lot of other mobility improvements.	City staff is assessing mobility improvements identified in the Groundwork San Diego letter to be included in the draft Plan.
Parks & Open Space and Mobility	Focus on achievable ideas for mobility and parks.	Community plans are long range, visionary planning documents. They include both near term, achievable projects as well as further out visionary projects. The City will be in a more competitive position for grant funding should identified projects be included in planning documents.

Parks, Public Facilities & Open Space	Improve planning for park development considering anticipated population growth in Kensington and Talmadge, which is currently the second most park-deprived planning area in the city. Without a park development plan, the commenter would support most development to be concentrated along El Cajon Boulevard, which is closest to areas within walking distance for Talmadge and other park spaces.	City staff will carefully consider park opportunities in Kensington-Talmadge and throughout Mid-City as we continue developing the draft master plan.
Parks, Public Facilities & Open Space	Increase investment in green space in Talmadge and northern City Heights to support the larger future population. Access to nature improves mental and physical health and builds community.	City staff will carefully consider urban greening and park opportunities throughout Mid-City as we continue developing the draft master plan.
Parks, Public Facilities & Open Space	Advance efforts to add more green space and specifically to expand Teralta Park.	City staff will carefully consider urban greening and park opportunities throughout Mid-City, including the expansion of Teralta Park.
Parks, Public Facilities & Open Space	A recommendation was made to plant trees near bus stops to address the lack of shade and improve the connection between green streets and transit access. It was noted that a neighborhood park could support the growth of this greenery.	Please refer to the Urban Forestry Diagram on page 34 of the Draft Ideas Report, which identifies suitable corridors for street trees. City staff will continue to develop urban forestry concepts and explore policies that support enhanced tree canopy coverage and other opportunities for shade coverage in public spaces.
Parks, Public Facilities & Open Space	Appreciation was expressed for the inclusion of trees as part of the urban forestry strategy. A suggestion was made to consider installing temporary shade structures at bus stops.	Please refer to the Urban Forestry Diagram on page 34 of the Draft Ideas Report, which identifies suitable corridors for street trees, and many of which overlap with transit routes. City staff will continue to develop urban forestry concepts and explore policies that support enhanced tree canopy coverage of street trees.
Parks, Public Facilities & Open Space	A recommendation was made to explore additional opportunities for installing shade structures throughout the community.	The Draft Plan will explore policies to increase shade to address climate resilience.
Parks, Public Facilities & Open Space	A comment highlighted the importance of aligning the proposed plan with San Diego's Ready, Set, Grow program, which includes planting and protecting trees to improve neighborhoods through tree stewardship programs.	We appreciate your input and will carefully review existing and ongoing City initiatives as we continue developing the draft master plan.
Parks, Public Facilities & Open Space	A question was raised about potential roadblocks to expanding the Teralta Park freeway lid	The primary roadblock is funding. Including projects like the Teralta Park freeway lid expansion in the Draft Plan does not guarantee immediate construction, but it ensures that the concept remains eligible for future funding opportunities.
Parks, Public Facilities & Open Space	A question was raised about the maintenance and accessibility of restrooms in parks and green spaces, noting that facilities at Adams Avenue Park and the skatepark are currently closed, and expressing concern about whether similar issues will affect parks included in the proposed plan.	The maintenance and operations of City parks are overseen by the Parks and Recreation Department. You can send your concerns to askparks@sandiego.gov .
Parks, Public Facilities & Open Space	A comment was made that while building a park over the freeway is a good idea, there are concerns about how it would be funded and maintained. It was suggested to investigate other funding options and maintenance plans.	We can explore a potential implementation mechanism.
Parks, Public Facilities & Open Space	A comment emphasized the need to address opportunities along canyon edges to enhance nature access.	Draft policies incorporate and address this concern.
Parks, Public Facilities & Open Space	It was noted that the College Area currently lacks key resources, such as parks, recreation centers and aquatic complexes, and may continue to rely on the Mid-City area as it grows	College Area recently adopted its community plan and public facilities were assessed as part of this effort. Mid-City public facilities will also be assessed as part of the Plan Update process.

Parks, Public Facilities & Open Space	A request was made to include features such as tree-lined corridors and shared street designs.	Please refer to the Urban Forestry Diagram on page 34 of the Draft Ideas Report, which identifies suitable corridors for street trees. City staff will continue to develop urban forestry concepts and explore policies that support enhanced tree canopy coverage of street trees.
Parks, Public Facilities & Open Space	Parks Proposed Projects map Open Space low hanging fruit behind rolando Elementary?	The open space behind Rolando Park Elementary is owned by the School District and is not considered MHPA. City staff will work with the School District to establish a joint-use agreement for this area.
Parks, Public Facilities & Open Space	Mid City Green Corridors - There needs to be a look into additional corridors from Normal Heights to City Heights (example: 35th st), Ken-Tal to CH (example: Winona Ave) and across CH actosd the 805 on Howard.	We appreciate your input and will carefully consider these ideas as we continue developing the draft master plan.
Parks, Public Facilities & Open Space	No joint use is planned for Carver Elementary, therefore, it's not an active project.	The Carver Elementary School joint-use project is currently identified as a future project by the City. The project is currently in the planning phase.
Parks, Public Facilities & Open Space	North Chollas improvements: Even though you list this as an "Active" project, the GDP is 30 years old and many of those improvements don't appear likely to be constructed in the near future. We're still in Phase 1 and hoping for electricity this year.	Comment noted.
Parks, Public Facilities & Open Space	Regarding aquatic complexes at South Chollas and Sunshine Berardini, the Sunshine Berardini GDP was approved March 19, 2025 by the Colina del Sol CRG and does not include an aquatic complex. Also, #5 should be North Chollas; that is where the proposed recreation center will be located, close to the new Oak Park Library, not on the south side of College Grove. Is an aquatic complex at South Chollas even possible since this is an old landfill?	City staff is evaluating the possibility of an aquatic center at South Chollas and Sunshine Berardini. The Sunshine Berardini GDP would need to be amended before a project is proposed. City staff is exploring a new recreation center at South Chollas along with additional park amenities, as specified in the Recreational Use Feasibility Study For The Chollas Sanitary Landfill.
Parks, Public Facilities & Open Space	Recognize that one of the issues with Azalea Park is that it is island locked.	Comment noted.
Parks, Public Facilities & Open Space	Correct item number five identified on the greenways, it is the Madison Avenue greenway, not Monroe Avenue.	This item has been updated. Green corridors are being further evaluated and will be properly reflected in the Draft Plan.
Parks, Public Facilities & Open Space	Question asked about how a joint-use agreement on the high school will be attained. High schools are so heavy with use that they never do joint use; it's only elementary schools that do joint use.	They are difficult to acquire, but we have examples in the city to follow, ex. University.
Parks, Public Facilities & Open Space	Support for achievable parks not hypothetical parks. Freeway lids will never be funded. Question was asked how it would be funded.	Community plans are long range, visionary planning documents. There is potential funding for freeway lids, and the City will be in a more competitive position for grant funding should identified projects be included in planning documents.
Parks, Public Facilities & Open Space	Question asked about where the idea for on joint use at Hoover High School came from.	The idea was discussed internally in the park planning concept development process. A survey of high school students was suggested to have students be involved in how the school space is used.
Parks, Public Facilities & Open Space	Incorporate current and projected city finances into park planning because parks are needed now.	Comment noted.
Parks, Public Facilities & Open Space	Support for playgrounds and dog parks within walking distance.	Comment noted.
Parks, Public Facilities & Open Space	Support for working with San Diego Unified to open as many properties as possible for joint use. Agreement that input from the students is needed. Other neighborhoods allow fields to be used for dogs.	Comment noted.
Parks, Public Facilities & Open Space	Change the classification of open space. The canyons are often full of fire traps, overgrown vegetation, at the best/worst case, it is loaded with homeless and trash, and it's an eyesore. Change them into landscape parks that people can use with features.	Comment noted.
Parks, Public Facilities & Open Space	Support for joint use parks at schools and getting input from the youth and the community groups that have youth who are involved in their communities.	Comment noted.

Parks, Public Facilities & Open Space	Support for public spaces to be included in developer requirements. Particularly with Concept 5, which has a maximum density. Would like to see additional public spaces created for people to gather, rather than waiting for a park to be built.	Staff's answer: The College Area Community Plan Update's Community Enhancement Overlay Zone, which requires public spaces, is an example of something that could be considered for Mid-City.
Parks, Public Facilities & Open Space	Acknowledge positive feedback on new tree plantings on University Avenue	Comment noted.
Parks, Public Facilities & Open Space	Concern regarding park safety. There is a challenge with Colina Del Sol Park. Green space isn't being activated as intended because it is difficult to police for both the police and rangers. Allowing the golf course to expand would take away public access, but it would decrease issues because there would be less space that isn't policed. Park doesn't have set hours. City Council would need to approve this still, so he hopes this group can influence the creation of more safety	We are evaluating CPTED strategies to improve visibility and reduce opportunities for crime. This includes enhanced lighting, selective landscaping, and amenities. We are also exploring policies that support measures to deter crime and encourage "eyes on the street."
Parks, Public Facilities & Open Space	Support for the expansion of Teralta Park.	Comment noted.
Parks, Public Facilities & Open Space	Increase Park security because City Heights has the most sex offenders who live around the school and park areas. Working Group member claimed that the top three schools within San Diego Unified School District are Rosa Parks Elementary at number 1, followed by Central Elementary in second place, and Sherman Heights Elementary comes in at third place. Parents fear letting their children be alone in parks.	We are evaluating CPTED strategies to improve visibility and reduce opportunities for crime. This includes enhanced lighting, selective landscaping, and amenities. We are also exploring policies that support measures to deter crime and encourage "eyes on the street."
Parks, Public Facilities & Open Space	Zone every parcel to allow community gardens to create opportunities for community gardens and community urban farms.	Comment noted.
Parks, Public Facilities & Open Space	Ensure infrastructure, like green spaces and transit, are in place to support added density; note lack of parks in the College Area	Ensuring existing and proposed infrastructure supports added capacity is part of the Community Planning process. Infrastructure needs are determined based on proposed capacity and locations are identified for new locations.
Public Engagement Summary	Emphasis on the importance of keeping canyons clean for public safety reasons.	City staff is exploring draft policies that incorporate and address this concern.
Public Engagement Summary	A request was made to include visual examples or conceptual illustrations to accompany planning ideas, rather than presenting them in abstract terms.	At the following Working Group meeting, held in August, a presentation on the Ideas Report was provided. This presentation included visualizations of land use alternatives, urban design concepts, focused study areas, park and recreation ideas, and mobility concepts. The Ideas Report was developed based on the existing conditions report (Mid-City Atlas) and all feedback received to date.
Public Engagement Summary	A comment was made that having visual materials would help the public better understand what is being asked of them in surveys, particularly regarding parks, open spaces, and neighborhoods.	Comment noted.
Public Engagement Summary	An inquiry was made about requesting neighborhood boundary adjustments involving the Eastern Area, College Area, and El Cerrito/Rolando neighborhoods, similar to the boundary line adjustment between Kensington-Talmadge and the College Area, which was mentioned at a Planning Commission meeting	A letter requesting a boundary line adjustment between the College Area and Kensington-Talmadge community planning groups (CPGs) was submitted last year and is currently under consideration. We recommend that the Eastern Area CPG, along with adjacent community groups, submit a formal letter outlining their specific boundary adjustment request to initiate a similar process.
Public Engagement Summary	It was noted that the summary of community feedback presented was consistent with feedback gathered from previous outreach events and data collection.	Comment noted.
Sustainability, Equity & Climate Resilience	A concern was raised about the wildfire in Montezuma that occurred on October 31, 2024, which damaged nearby properties	City staff is exploring draft policies that incorporate and address this concern.

Sustainability, Equity & Climate Resilience	A question was raised regarding solar/local energy generation initiatives to address climate resilience and mitigate climate change impacts	The Draft Plan will explore policies such as encouraging solar energy sources to address climate resilience.
Sustainability, Equity & Climate Resilience	A comment highlighted the importance of blue-green infrastructure and expressed support for the development of Chollas Triangle Park proposed next to the Global Village near the Community Plan Area as part of a walkable, transit-oriented community vision.	Comment noted.
Sustainability, Equity & Climate Resilience	Another comment supported helping small local businesses grow and build a sustainable food system. Appreciation was given for including these ideas in the plan. Suggestions included allowing rooftop farms and food production through zoning changes and using tools like those in the Barrio Logan plan to give the community first choice when buying land.	City staff will continue to explore policies that support local food production
Sustainability, Equity & Climate Resilience	<u>Before & After images</u> Also you not there is a "lane diet" in the second image, but there is actually no "lane diet" the road is just better defined	Comment noted.
Sustainability, Equity & Climate Resilience	There is not going to be a Community garden at Colina del Sol as per the most recent CRG meeting. That space is going to be fenced and leased to the adjacent golf course.	Comment noted. City staff will not include this location in the Plan Update.
Sustainability, Equity & Climate Resilience	You show a proposed community garden at the east end of Rolando Park and several others without any explanation of how that would be possible without any available land. Please provide specific proposed locations.	City staff will explore feasibility of community gardens in Rolando Park.
Sustainability, Equity & Climate Resilience	Who suggested Jacaranda trees for street trees? They're not native trees and require maintenance during the flowering season. Not appropriate specifically for University Ave east of 54th since the Eastern Area doesn't have a MAD/BID to maintain them. Native trees or low maintenance trees would be more appropriate. As a side note, EACPC has been trying to get trees on University from College to Aragon as part of the University Bikeway project for more than three years and it doesn't look likely now.	Jacaranda trees are a City-approved tree on the Street Tree Selection Guide. SANDAG is currently in the process of implementing the University Bikeway as far east at 69th Street, which includes landscaping improvements.
Urban Design	Excitement expressed about the future Global Village being developed by PANA and community partners, and thanked staff for incorporating community feedback into the report. The comment emphasized the importance of housing for all, the Purple Line, walkability, and rapid transit lines.	Comment noted.
Urban Design	A request was made to prioritize the creation of a Somali Town Cultural District—an initiative that has been in discussion for over 15 years—to honor the Somali diaspora, support cultural expression, and address displacement.	The Somali Town Cultural District is recognized in the Draft Ideas Report.

Urban Design	<u>Transit Corridors</u> on busy roads, please design the bike lanes to be on the curb and not on the roadway. This removes ugly plastic barriers and provides the same protection if not better than.	Comment noted. MG: Limited rights-of-way on transit corridors may require tradeoffs to provide a mobility system that accommodates all modes, including safety for vulnerable users and adequate transit service. These tradeoffs may including allowing for shared bicycle facilities on transit corridors while providing higher level of bicycle facility on parallel street(s).
Urban Design	<u>Transit Corridors</u> Center running street trees where there is space on wide boulevards?	City staff will continue to explore policies that support enhanced tree canopy coverage of street trees.
Urban Design	<u>Alleys</u> You have to think a solution for trash that will make this space inviting. I.E. Dutch style neighborhood drops (That are underground, like a post box with a big hidden tank underneath), less pickup points but alot of new infrastructure and equipment required.	City staff will explore potential policies to enhance alleyways and trash management.
Urban Design	<u>Study Area 2: Parcels/Owners</u> Why are 3 of the different owners symbolized with the same color? Confusing. choose 4 colors.	Comment noted.
Urban Design	<u>Study Area 2: Marketplace at the Grove</u> There are actually a lot of people who walk here, and the freeway may be a barrier, but its not isolated. its very central to all the neighborhoods on top of the mesas. A nice pedestrian path over 94 or improving the existing sidewalk connections and paths on College (which currently have a ton of blocked crosswalks for the convenience of cars and car movements) would improve the walk to this area greatly.	College Avenue has been identified as a key corridor for further study and conceptual drawings. The College Avenue / SR-94 ramp intersections and roadway under the freeway are within Caltrans' jurisdiction. The Caltrans District 11 Active Transportation Plan identifies it as a location in need of improvement for pedestrians and bicyclists. Also, SANDAG and Caltrans will be starting the SR 94 comprehensive multimodal corridor plan (CMCP) shortly (early 2026).
Urban Design	<u>Study Area 2: Marketplace at the Grove</u> Biking on College and College Grove is super dangerous. Bike Paths need to be on sidewalk level, preferably under trees. Which limit visibility distance for cars-slowng traffic, and keep the bikeway cooler. Also specific bike lights at major intersections, and protected intersections, DO NOT design bikeways that lose all protective features the moment you arrive at the most danger part of biking-Any large signalized intersection (College Grove/94 Onramps, College Grove/College Ave, 94 and College Ave Ramps, etc)	College Avenue has been identified as a key corridor for further study and conceptual drawings. Individual project features, such as bike signal heads, landscaping, and intersection features will be determined at the project design level following the Community Plan Update.
Urban Design	<u>Study Area 2: Marketplace at the Grove</u> or Move the Park to the corner and make a linear park that provide visibility to whole complex and a direct path from the most accessible neighborhoods.	Study Area Concepts are high-level and arrangement of amenities may vary at time of development.
Urban Design	<u>Study Area 2: Marketplace at the Grove</u> Would recommend removing the slip ramp and replacing it with a regular 90 degree turn onto the freeway to improve the crosswalk here if youre suggesting trying to "Activate" what is essentially just a wide on-ramp	The College Avenue / SR-94 ramp intersections and roadway under the freeway are within Caltrans' jurisdiction. The Caltrans District 11 Active Transportation Plan identifies it as a location in need of improvement for pedestrians and bicyclists. Restricting or removing free movements will be assessed as part of the Community Plan Update and recommendations will be shared with Caltrans. Also, SANDAG and Caltrans will be starting the SR 94 comprehensive multimodal corridor plan (CMCP) shortly (early 2026).

Urban Design	<u>Study Area 2: Marketplace at the Grove</u> You need Transit lanes on College, and possibly a contingency for the small transit center at the mall that exists right now. Would recommend moving that transit center closer to College Avenue, where most of the high frequency lines are operating right now. That would also reduce delays on weekends when they truncate lines here that would otherwise continue to SDSU.	College Avenue has been identified as a key corridor for further study and conceptual drawings.
Urban Design	<u>Study Area 3: Fed/Euclid Street Network</u> Its actually very simple, thats why you can go through it at 40 MPH. I think you mean, you want to reduce speeds and improve local access and circulation. Which makes sense, b/c this intersection is currently design to throw you at the 94 as fast as possible.	Comment noted.
Urban Design	<u>Study Area 3: Fed/Euclid Street Network</u> This ramp from 94 E, to Euclid south does not exist. The slip ramp was removed a few years ago. you must exit and turn left onto SB Euclid now.	This ramp will be removed from all graphics moving forward.
Urban Design	<u>Study Area 3: Fed/Euclid</u> Why are you recommending transition development to the freeway? We know building housing close to the freeway causes asthma and other health problems. This is a poor idea.	City staff will further study this issue as part of a more detailed land use study.
Urban Design	<u>Study Area 3: Fed/Euclid Parks & Pedestrian Connections</u> Need more small connections to be upgraded. IE from Elm Street in front of Elementary school to 47th Street. The area already has a desire path from all the foot traffic.	Study Area Concepts are high-level and the final arrangement of amenities may vary at time of development. City staff will explore additional pedestrian connections
Urban Design	<u>Study Area 3: Fed/Euclid Parks & Pedestrian Connections</u> Connect this to Fairmount and suggest further connection north to Future Chollas Creek Bikeway and Nature Trails?	Federal Blvd mobility improvements are being evaluated west to and beyond the 47th St. intersection and Class IV Separated Bikeways are proposed on the draft bicycle network along 47th Street and Fairmount Avenue to connect to the future Chollas Creek bikeway/trails.
Urban Design	<u>Study Area 3: Fed/Euclid Parks & Pedestrian Connections</u> What about a freeway cap over 94 behind the schools? There are two churches, two schools, an existing park (Gompers) and a large nature area operated by Earthlab/Groundwork SD. A Freeway cap here would do a lot to stitch the neighborhood together. Also if youre building a high capacity transit station on the north side, this will extend the catchment area for that stop.	We appreciate your input and will carefully consider these ideas as we continue developing the draft master plan.
Urban Design	<u>Study Area 3: Fed/Euclid</u> There is more potential for Transitional infill and mid rise (3-5 story) development on Euclid south of the interchange. It is also in better walking proximity to existing transit lines (Orange Trolley)	The specified location is outside the Mid-City Planning Area boundary.
Urban Design	<u>Study Area 4: ECB & 54th New Streets & Pedestrian Improv.</u> Narrow lanes and right of way on 54th between El Cajon and University. The road is treated like a freeway, regularly cars go 45-55 mph in a 35. Remove Street Parking on 54th. and extend the curbs and add trees and an extra wide sidewalk that can accomodate cars and pedestrians, off the 54th Street Freeway.	An opportunity for a Class IV cycle track was identified along 54th Street. The cycle track would improve the pedestrian environment as well by increasing separation between the sidewalk and vehicular travel lane to approximately 8' while also helping to calm traffic.
Urban Design	<u>Study Area 4: ECB & 54th New Streets & Pedestrian Improv.</u> Also what about beautifying the overpass? grade means it has to stay likely, but we could add green walls to the retaining walls, and maybe a neighborhood sign to the bridge overpass?	Draft policies to encourage placemaking at or near over and underpasses are being explored.

Urban Design	<u>Study Area 4: ECB & 54th New Streets & Pedestrian Improv.</u> Uphill protected bike lanes are needed on Orange Avenue and 52nd Street.	Orange Avenue, from Altadena Avenue to 52nd Street will be evaluated for potential removal of the center left-turn lane to provide a buffered bike lane in the climbing direction. A cycle track may be considered, however, the frequent cross-streets, alleys, and driveways would greatly limit the feasibility of physical separation. Separated facilities are being considered for 54th St in place of 52nd St due to the more continuous network connections greater feasibility potential.
Urban Design	<u>Study Area 4: ECB & 54th New Streets & Pedestrian Improv.</u> Remove Slip Ramps and replace with right turns at 90 degrees to slow traffic and allow better visibility of bikes and peds on 54th.	This intersection would need to re-designed to implement a cycle track on 54th street, which is currently under consideration to be included in draft recommendations. Further project level design, including a sight distance assessment, would need to be performed to determine specific project features.
Urban Design	<u>Study Area 4: ECB & 54th New Streets & Pedestrian Improv.</u> Why is there no access to Colina Del Sol Park from the SE end? Or even an acknowledgment the park exists from this side of it?	City staff will study signage improvement and options for a new park entrance from the southeast corner.
Urban Design	<u>Study Area 4: ECB & 54th</u> Why no Bike Lanes or Bikeway on Trojan Ave? This is already an existing bike route that needs upgrading for safety. Especially at Sharon Pl and 54th Street/Place.	Trojan Ave. is generally 36 feet curb-to-curb with parking on both sides around 54th Pl. Parking removal in a mostly single-family neighborhood would be needed to add bike lanes. Roughly 3% grade between 54th St. and 58th St. City staff is assessing the bicycle network throughout Mid-City.
Urban Design	<u>Study Area 5: ECB & College Mobility</u> Needs a Consolidate Stop. This is a frequent transfer point for a lot of people using the College Avenue Bus Lines that go to Lemon Grove and Beyond as well as the 215 Rapid and lines that go further east on El Cajon. Right now, you must walk a full city block and cross the street to make any transfer between these lines.	San Diego MTS, in partnership with SANDAG, have authority over transit routes and stop locations. City staff will be coordinating with MTS.
Urban Design	<u>Study Area 5: ECB & College Mobility</u> Local lines are east or south and rapid (215) is north and west of the intersection. Put them all in one spot as best you can and allow space for two bus bays on the roadway. So you can transfer in 10 ft not 250 or 500 ft.	San Diego MTS, in partnership with SANDAG, have authority over transit routes and stop locations. City staff will be coordinating with MTS.
Urban Design	<u>Study Area 5: ECB & College</u> Should also include higher density on College north and South of El Cajon, these are already slowly upgrading as college student soak up the apartments that get built.	City staff is further evaluating this through a more detailed land use analysis.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> What about extending Rose Pl, as a paseo behind the church and integrating it with new mid rise and transitional apartments on all that parking space that ties in with the existing apartments on El Cajon?	Rose Place is located outside of the Mid-City Planning Area in College Area. The College Area Community Plan was recently adopted and aligns with your recommendation, as shown in Figure 4-3. Please note the potential area of redevelopment is conceptual.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> Fix this intersection alignment please.	The north leg of the intersection, which is located within the College Area community planning area, could possibly be realigned to intersect with El Cajon Boulevard in a more square geometry, however, this modification would require acquisition of land from multiple parcels along the east side of the road.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> Obvious opportunity for walking connection through the east end of this old strip mall between Adams Ave, El Cajon and College?	Study Area Concepts are high-level and arrangement of amenities and paseos may vary at time of development. City staff is assessing this site for an additional paseo connection.

Urban Design	<u>Study Area 5: ECB & College New Streets</u> Crosswalk (like a HAWK beacon signal would be great) desperately needed where the median ends at 60th Street,	El Cajon Boulevard has been identified as a key corridor for further study. Opportunities for additional crossing locations will be assessed.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> too close to Acorn street. It should be across from College Way (that peels off College Avenue on the SB side) and the College Way side should be made 90 to reduce the crossing distance for pedestrians on College Ave, and reduce speeds coming Southbound around that bend	College Avenue has been identified as a key corridor for further study and conceptual drawings. Modifications to the intersection with College Way will be considered.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> A Paseo on the Eastern side would be nice though. Limited car access, deliveries only or late at kind of thing.	Study Area Concepts are high-level and arrangement of amenities and paseos may vary at time of development. City staff is assessing this site for an additional paseo connection.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> Maybe incorporate that triangle space of Acorn and the proposed new transition development into Green Space. to increase visibility around the curve. Also consider stop signs or something for Acorns its dangerous hard to cross and cars speed around the corner alot.	City Staff will assess the bend of Acorn Street for a park or green space. Please note the Study Area concepts are high-level and arrangement of amenities may vary at time of development.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> Wide Curve, needs to be reduced.	College Avenue has been identified as a key corridor for further study and conceptual drawings. Modifications to the intersection with College Way will be considered.
Urban Design	<u>Study Area 5: ECB & College New Streets</u> Remove the Suicide lane on College Avenue and Plant big trees to slow traffic and cool the pavement please. Eliminate dangerous left turns from Estelle Street onto College	College Avenue has been identified as a key corridor for further study and conceptual drawings. A cycle track concept will be evaluated as one option.
Urban Design	<u>Study Area 5: ECB & College Open Space</u> Why not a paseo or green alley between the transition and existing apartments and homes on Stanley? Would be a well used connection if anything got build in the current strip mall. There's lots of apartments east on Stanley Ave, and it's a more enjoyable walk than El Cajon.	Study Area Concepts are high-level and arrangement of amenities and paseos may vary at time of development. City staff is assessing this site for an additional paseo connection.
Urban Design	<u>Study Area 5: ECB & College Open Space</u> A College Ave Sign would be nice. Some sort of Placemaking	City staff is exploring policies to explore partnership with El Cajon Boulevard Business Improvement District to identify funding, placement, and design.
Urban Design	<u>Study Area 5: ECB & College Open Space</u> Small Parks next to large roads are not so fun. Move it into the neighborhood for a quieter more enjoyable location. Like at Acorn Street Curve...	Study Area Concepts are high-level and arrangement of uses may vary at time of development. City staff is assessing this proposed park location.
Urban Design	<u>Study Area 5: ECB & College Open Space</u> This whole area bounded by Acorn/Estelle/Seminole is already transitioning to apartments. wouldn't be a bad idea to allow more density here.	All five draft land use concepts explore increased density along the El Cajon Boulevard Transit Corridor. Draft land use concepts 1-4 explore increased density near Acorn/Estelle/Seminole.
Urban Design	<u>Study Area 5: ECB & College</u> Honest Question, Why are you proposing to urbanize and breakup the existing Shopping Center and Ignoring the GIANT Parking Lot and Church Campus Across the Street? This is a HUGE AREA	The requested change area falls within the College Planning Area. Please refer to the College Community Plan Update.

Urban Design	<p><u>Study Area 5: ECB & College</u> This Arco Gas Station here, when it finally goes away in 30 years. Should probably include a connection to the existing walkways that are between the large apartment complexes here and would provide a pleasant shortcut from El Cajon to Seminole and the park and School off Seminole.</p>	Study Area Concepts are high-level and arrangement of amenities and paseos may vary at time of development. City staff is assessing this site for additional paseo connections.
Urban Design	<p><u>grocery store & commercial on ECB & College</u> This is not worth preserving...</p>	Comment noted.
Urban Design	<p><u>Study Area 6: ECB Mobility</u> LOTS OF PEDS Crossing. And the Roadway is designed waaaay to comfortable for anyone to be risking their life like that. Need more HAWK Signals. Narrower Lanes, Pedestrian refuges in the middle and some raises crosswalks parrallel to El Cajon would do a lot to stop it from feeling like a highway. on both sides of 70th.</p>	El Cajon Boulevard has been identified as a key corridor for further study. Opportunities for additional crossing locations will be assessed.
Urban Design	<p><u>Study Area 6: ECB Mobility</u> Shared BUS/BIKE lanes are Horrible! The bus needs to stop, and bikes need to keep momentum. They both get in eachothers way. Cycle Paths, on the sidewalk and off the trafficway in major corridors PLEASE.</p>	Comment noted. Limited rights-of-way on transit corridors may require tradeoffs to provide a mobility system that accommodates all modes, including safety for vulnerable users and adequate transit service. These tradeoffs may including allowing for shared bicycle facilities on transit corridors while providing higher level of bicycle facility on parallel street(s).
Urban Design	<p><u>Study Area 6: ECB Mobility</u> Amherst and 70th is Dangerous intersection. Consider eliminations left turns and through traffic on Amherst to improve 70th. or Consider narrowing the lanes on 70th to slow traffic racing away or towards the 8. And eliminating the overly large size of the intersection that makes speeding through here so easy and unsafe.</p>	Comment noted. City staff is exploring the feasibility of intersection treaments such as an all-way stop control or roundabout.
Urban Design	<p><u>Study Area 6: ECB Mobility</u> I've never once seen a city bus on 70th. Is this a new proposal?</p>	Route 14 travels on 70th Street from 70th Street Green Line Station to El Cajon Blvd and continues west along El Cajon Blvd to Montezuma. There is no bus service on 70th Street south of El Cajon Blvd.
Urban Design	<p><u>Study Area 6: ECB Mobility</u> A Roundabout would be nice here, slow traffic and reduce some crazy turns Ive seen. Also Colony Rd would be nice.</p>	The City Boundary is at Colony Road, so City staff can consider traffic calming/roundabout at Colony Road, but Tower Road is in the City of La Mesa.
Urban Design	<p><u>Study Area 6: ECB Mobility</u> We need a mid-block crossing at Sunshine Park. Lots of running across the road while commuters are trying to hit 45mph to get to the freeway.</p>	City staff is assessing pedestrian amenities throughout Mid-City, however the City Boundary is at Colony Road. Sunshine Park is located in the City of La Mesa.
Urban Design	<p><u>Study Area 6: ECB</u> Why not have everything north of Amherrst as Transition areas or higher density? These are already filled with ADUs Aparentns and Courtyard Apartments.</p>	City staff will conduct a more detailed land use analysis.
Urban Design	<p><u>Study Area 6: ECB</u> No Bike or Ped Improvements at the freeway? This is the most direction connection point and anxiety inducing connection point to the Green Trolley Station.</p>	The requested change area falls within the College Plannning Area. Please refer to the College Community Plan Update.

Urban Design	<u>Study Area 6: ECB</u> A Pathway up the hill by Fleetwood Apt Homes would save a lot of walking, especially on 70th which is not a good walk.	The requested change area falls within the College Planning Area. Please refer to the College Community Plan Update.
Urban Design	<u>Study Area 6: ECB</u> Please get Bike Lanes on 70th off the street, and out of the gutter. This is not a safe arrangement. Also need protected intersection at 70th and El Cajon for bikes. This intersection on a bicycle is terrifying.	The Draft Bicycle Master Plan Update network includes a recommendation to continue Class II Bike Lanes on 70th south of El Cajon Boulevard to Colony Road. North of El Cajon Boulevard, Class IV Separated Bikeways are recommended.
Urban Design	<u>Study Area 7: University</u> Everything Between the Alley and University Blvd should be Transition or Low/Mid Rises. Half the homes there are already running businesses out the front, why not build 3 stories and retail frontage all the way to Aragon	City staff will conduct a more detailed land use analysis.
Urban Design	<u>Study Area 7: University</u> Why not increase density north of University too? This area already mostly apartments, mid rises would be a perfect fit without mucking up any house views from up on the cliffs.	City staff will conduct a more detailed land use analysis.
Urban Design	<u>Proposed mixed-use and high density along University & 58th -60th</u> YES	Comment noted.
Urban Design	<u>Study Area 7: University New Streets</u> Not for a street, but a wide Active Transport Route, for bikes and Peds along the existing stormwater path would be AWESOME. Connect to Future Chollas Creek bikeways and could easy be designed to flood for when that happens again.	City staff is evaluating Chollas Triangle area as part of the Mid-City Communities Plan Update and will assess the feasibility of a Chollas Creek Bikeway.
Urban Design	<u>Study Area 7: University New Streets</u> No Urban greening for University Ave? Why?	City staff will coordinate with SANDAG on proposed recommendations as part of the University Avenue Bikeway project.
Urban Design	<u>Study Area 7: University & Chollas Pkwy</u> Need to understand and identify that College Ave and University Ave are major transfer points for Bus Passengers. Better infrastructure for this transfer would be greatly appreciated.	Comment noted.
Urban Design	<u>Study Area 7: University & Chollas Pkwy</u> Remove Slip Lanes on 54th Please, and Provide some sort of bus priority through the intersection.	54th Street has been identified as a key corridor for further study. These recommendations will be evaluated.
Urban Design	<u>Study Area 7: University & Chollas Pkwy</u> You left out this whole area behind Roland Elementary that has great potential as a small open space recreation area. It just needs funds and some better connections to the existing cul de sacs.	The open space behind Rolando Park Elementary is owned by the School District and is not considered MHPA. City staff will work with the School District to establish a joint-use agreement for this area.
Urban Design	Study Area 2: As part of the Marketplace at the Grove proposal, please support reducing College Grove Dr to a single lane each way as it was supposed to be in the last MCCPU. And add a protected bike lane. University Ave from College to 69th will be one lane each way after the Bikeway is completed, Streamview Dr is also one lane each way. The current two lanes on College Grove Dr already contribute to a high volume of cut-through traffic in surrounding communities. Not reducing it to one lane each way will make this a major east-west corridor in a residential and park area. This street needs to be walkable, bikeable, and safe for all.	College Grove Dr has been identified as a key corridor for further study. Opportunities for a separated bike facility, such as a cycle track, will be considered.
Urban Design	Study Area 3: Vista la Mesa park is in La Mesa; shouldn't comparison parks be in the City of San Diego?	Vista La Mesa Park is listed for reference as a comparable small-to-medium park. While located outside of City limits, the park is a nearby example that can help local residents visualize what a two-acre park may look like at Federal Boulevard and Euclid Avenue.
Urban Design	Study Area 7: Please explain what is meant by "Refine Chollas Triangle Master Plan."	City staff is evaluating Chollas Triangle area as part of the Mid-City Communities Plan Update.

Urban Design	Study Area 7: Why the emphasis on connections to the private nonprofit Kroc Center? Please check membership demographics. Proximity to the Kroc should not be a consideration.	Comment noted.
Urban Design	Study Area 7: Please do not include a Lea St connector. Chollas Parkway, the street that it would replace, is a cut-through street averaging 4,500 vehicles per day traveling at excessive speeds. Turning Lea St into a through street would mean having a similar street adjacent to a planned park. Not a good idea and totally unsafe for pedestrians.	Lea Street is being studied as part of the Chollas Triangle Study Area with support from mobility and urban design consultants.
Urban Design	Study Area 7: Thanks to community advocacy, urban greening on Streamview is now in the design and this project is scheduled to start in 2026. You might want to delete this statement as it will be out of date before the final CPU is approved.	Comment noted.
Urban Design	Study Area 7: Topographic challenges is an understatement; the area immediately south of University does not lend itself to adding new streets east/west due to the existing stormwater drain channel and the steep incline of the adjacent hillside. It seems doubtful that developers would be able to add streets here because of the cost.	Comment noted.
Urban Design	If the proposal for a Somali Town Cultural District is meant to include a section of the Eastern Area, there should be much more discussion/communication with Eastern Area communities who did not hear of this proposal until the August meeting. It seems premature since the RICH is several years away from even starting construction.	This area is characterized by existing Somali-owned businesses, community gathering spaces, and public art that reflects the East African identity.
Urban Design	Explore adding density along El Cajon Boulevard with redesigned setbacks to allow buildings to overhang/create arcades and shaded walkways to expand the pedestrian right-of-way, but also not limit the ability for developments to build on top and reduce the footprint too much.	City staff will carefully consider these ideas as we continue developing the draft master plan.

ATTACHMENT 2

Community Feedback - Working Group Meeting (Public Comments)	
Chapter	Comment
General	A college student studying sustainability at SDSU asked for participation for her survey, which asked residents about their use of the "Get It Done" app and their experiences with it.
General	On the Subject of adjusting boundaries, id like to suggest expansinf Normal heights to include : - Corridor - Cherokee Point This would enlarge + diversify Normal heights, connect NH to Chollas Watershed & promote cnayon--to-canyon linkage within NH
General	Acknowledge gratitude for the planning initiative, given that this is a large area that is very diverse both in terms of income and ethnicity
General	Concern over claim that students contributed 85% of the total engagement hours while the adults represented about 15% for public input, student engagement should have been listed as community education. Adults were asked to rank specific categories like safety, parks and affordability, which was qualitative data.
History & Place	Historical District @ Navy Housing was in the 1988 Plan - Why is it not included in the update?
History & Place	It bothers me that the historic districts are the "high resource" areas. Why is that?
History & Place	Historic Districts are positive for communities. They are extremely difficult to get very rewarding
History & Place	I am concerned that the Mid-City survey breaks up Talmadge Park Estates. Historic District the National Register of Historic Places for local considerations
History & Place	I am concerned that the survey doesn't identify any historic districts in City Heights.
History & Place	While acknowledging that much of Kensington is identified as a potential historic district, the commenter expressed mixed feelings about the designation, particularly in relation to its potential impact on housing development.
History & Place	A commenter argued that historic districts can help balance development and preservation by providing clear guidance on where each should be prioritized.
History & Place	It was also noted that historic districts designation can help speed development by removing uncertainty and streamlining the review process.
History & Place	Appreciate the revisions to the Talmadge Park Estate Historic District and for clarifying language that, in the future, there could be a combination of Kensington Park Manor.
History & Place	Appreciate maintaining Talmadge Park Estates Historic District listed on the National Register together and not separate, as the survey had indicated.
History & Place	Appreciate the historic team for engaging with the Talmadge Historical Society. Support for a local district. Shared importance of preserving architectural heritage as a tangible connection to our history.
History & Place	The areas in the rest of the Mid-City plan in the light tan color, what is the plan for historical preservation in those areas? I don't see anything in the key. Thank you
History & Place	The history and contributions of the Somali community were shared, along with improvements made to safety and infrastructure, requesting recognition of this progress.
History & Place	A suggestion was made to plan for more historic districts in underrepresented communities, especially in City Heights and expressed concerns that the historic survey doesn't list any in City Heights. They were also upset that Historic Park District is broken up in the survey.
Introduction	Appreciation was expressed for the work done in the Plan Update. A comment was made about the loss of community history in City Heights, including spaces like Golden Hall that once welcomed refugees. Support was given for the creation of a Somali Town, which was seen to preserve history, support economic development, and reflect the pride and commitment of low-income residents to maintaining their community.
Introduction	It was also suggested to ensure the boundary map aligns with the College Area Plan, as there may have been changes around College Blvd and Montezuma.
Introduction	Can the city community achieve such a broad range of goals?
Introduction	The City staff and Working Group members were appreciated, and a request was made to think long-term (20-30 years) about planning with AI and other technological advancements.
Land Use & Economic Prosperity	The College Area is planned to see a 322% increase in housing based on current proposals from the College Area plan and SANDAG.
Land Use & Economic Prosperity	Support was expressed for options 3 or 4 because they upzone single-family homes while allowing higher density near transit.
Land Use & Economic Prosperity	A question was raised about whether low-density, single-family areas are still viable given current fair housing requirements, recent lawsuits, and state legislation.
Land Use & Economic Prosperity	It was suggested that higher density be allowed beyond just one block from El Cajon Blvd, especially in neighborhoods already well-connected by transit.
Land Use & Economic Prosperity	It was noted that requiring excessive parking drives up the cost of affordable housing, and that building more homes near transit can provide safe, cost-effective alternatives to driving.
Land Use & Economic Prosperity	It was suggested that housing goals be set over a 20-30-year period.
Land Use & Economic Prosperity	Support was expressed for concepts like Concept 5 and the development of accessory dwelling units (ADUs), while concerns were raised about corporations buying land and renting it at high prices. A desire for more parks in the neighborhood was also shared.
Land Use & Economic Prosperity	With all of the ADU's, is the existing amount of unpermitted units being included in the density needs of communities?
Land Use & Economic Prosperity	Affordable housing should be better distributed in Mid-City including Kensington Talmadge + Normal Heights
Land Use & Economic Prosperity	A concern was raised about many properties in Mid-City having incorrect property lines. Mentioned that this issue affects neighborhoods older than a century, with Normal Heights being their primary focus. The city has been reluctant to provide documents required by state law to resolve, which is becoming increasingly problematic as new development occurs, leading to lawsuits and property disputes.

Land Use & Economic Prosperity	It was urged that the issue of property line discrepancies be addressed before further planning moves forward. A question was asked about how the Community Plan Update is preparing to handle this issue.
Land Use & Economic Prosperity	A desire was expressed for Kensington to contribute its fair share of housing under the state's Regional Housing Needs Assessment (RHNA) requirements as part of the Mid-City Communities Plan Update.
Land Use & Economic Prosperity	It was suggested that even if the area becomes a historic district, housing should still be added where possible—particularly along Adams Avenue
Land Use & Economic Prosperity	Increase housing opportunities in Kensington to ensure a fair distribution throughout our neighborhoods.
Land Use & Economic Prosperity	Support for investing in housing around rapid transit.
Land Use & Economic Prosperity	Implement Land Use Concept 5 with businesses on the bottom story, especially on empty lots on El Cajon Boulevard and University Avenue. Would like professional services and offices provide above business, and affordable housing on top (3 stories) so that people can walk or bike to work and access services.
Land Use and Economic Prosperity	It was noted that the neighborhood needs economic growth with moderate and high-income housing, commercial and employment areas, and a grocery store rather than just corner stores. Spreading affordable housing throughout the city was emphasized to avoid concentrated poverty
Land Use and Economic Prosperity	A comment was made to move Lea Street to the West, which would solve the issue of bisecting the PANA Global Village Hall property to allow the development of affordable housing.
Land Use and Economic Prosperity	Suggestions were made to rethink land use along El Cajon Boulevard.
Land Use and Economic Prosperity	Recommendations were made to create thousands of homes and improve commerce along El Cajon Boulevard.
Land Use and Economic Prosperity	Appreciation was expressed for incorporating guiding principles that reflect the core values of City Heights. A comment was made about rising housing costs and residents being priced out. Staff acknowledged existing protections, and a suggestion was made to include business preference policies in the plan update, like those in the Hillcrest Focused Plan Amendment SDR, to protect legacy businesses. City Heights residents expressed concerns on safety, street conditions, cultural preservation, and the need for a healthy, resilient environment. It was emphasized that with many schools in the area, it's important to provide clean parks, safe streets, and good air quality for children.
Mobility	A comment was made that the trolley project is running out of funds and may be delayed indefinitely, It was also noted that there is going to be an increase in the fare (a fare study is underway), and questioned the need for the Purple Line given the existing Blue Line—raising concerns about spending billions on a new corridor. Support was expressed for the most equitable plan, highlighting the benefits of integrated neighborhoods and better outcomes for children in affluent areas.
Mobility	A City Heights resident calls her community the best and well connected. She commented that the Purple Line has been in the works for over 47 years and is frequently changing, hoping that it eventually brings different communities together in the future.
Mobility	A teacher from City Heights emphasized the importance of mobility and noted that biking is unsafe on streets with cars going 30-40 mph, forcing people to bike on sidewalks.
Mobility	It was suggested that the Purple Line transit should stop at El Cajon Blvd and transfer at I-15.
Mobility	We would like to see tree canopies grown in the center median along University Ave. More tree shading along sidewalks
Mobility	More bike lanes protected by parking seperations - moving vehicles
Mobility	Aldine Dr. was listed as needing improvements (SW, curb gutters) in the 1998 Plan. Why was it ignored in the Mobility Element?
Mobility	Transit success requires higher density, which doesn't require high-rises at 5-7 stories would support thousand of homes wih community supported commerical space - Look at Peter Calthorpe Grand Boulevards
Mobility	Many improvements need to be made to make streets walkable.
Mobility	Between 52nd St and 58th St. I would like to see parking protected bike lanes to create greater safety for bikers and children. Also, would like to see narrow streets to calm traffic
Mobility	Remove the Lea Street extension from the plan to prevent increased traffic and danger for children, especially following a recent child fatality on University Avenue; provide safer options such as sidewalks and bike lanes to allow children to play, walk, and bike safely.
Mobility	Improve pedestrian safety on Adams Avenue, where cars frequently do not stop.
Mobility	Advocate for dedicated bus lanes on El Cajon Boulevard east of Fairmount Avenue. SB79 would potentially apply there, and we need housing not just along El Cajon Boulevard but around it.
Mobility	Support for a separated bike path on Aldine Drive. Bikers are close to getting clipped along there. It's necessary to take bikes off the road to ensure safety
Mobility	Expand pedestrian access, bike access and traffic calming measures, particularly off University Avenue. No additional streets. More access to recreational places.
Mobility	Oppose the Lea Street extension and support pedestrian and bicycle access to the park instead.
Mobility	Assess sidewalk feasibility, noting that sidewalk placement may require moving into the street or building setback; provide physical mockups to show real-world implementation.
Mobility	Oppose the Lea Street extension to reduce vehicle traffic, increase safety, and support environmental and climate goals.
Mobility	Oppose the Lea Street extension based on safety concerns documented in a letter signed by dozens of community organizations; prevent creation of another autocentric collector and promote a pedestrian and bicycle extension instead.
Mobility	Oppose the Lea Street extension as inequitable, noting negative impacts on the Global Village site's development potential; remove the proposal from the plan
Mobility	Support for better pedestrian safety measures. Two recent tragedies of children getting killed by cars.
Parks, Public Facilities and Open Space	A comment was made by a College Area resident/Fire Safe Council director emphasizing that plan updates are a good opportunity to improve fire preparedness. They look forward to collaborating with the working group and fire safety leaders to bring more focus on fire and land-use policies.

Parks, Public Facilities and Open Space	A comment was made in support of the Teralta Park concept and the need for more parks in areas where residents don't have access to one within a 10-minute walk.
Parks, Public Facilities and Open Space	It was noted that there is no fire department presence on the SDSU campus. The Planning Department has identified parks and recreation centers for use by the College Area.
Parks, Public Facilities and Open Space	Concerns were raised about long wait times (up to 404 days) for streetlight repairs.
Parks, Public Facilities and Open Space	A request was made for more specific wildfire safety measures, noting that some canyons are densely populated. It was suggested to use fire risk reduction strategies that go beyond state requirements, with a call for stronger fire-safe policies.
Parks, Public Facilities and Open Space	Talmadge still needs fire high hazard areas, emergency evacuation routes - seasonal flooding issues along the creeks
Parks, Public Facilities and Open Space	Pool and Rec Center on South Chollas. Are you familiar with Estrada Land Planning Feasibility Study 1989? It emphasizes what can NOT be built on the old Chollas landfill
Parks, Public Facilities and Open Space	Where are residents of most of Talmadge supposed to walk to a park? The 10-minute goal is not met
Parks, Public Facilities and Open Space	College Area has fire department station 10 on 2nd by Vons
Parks, Public Facilities and Open Space	Visualize street-greening concepts through mockups.
Parks, Public Facilities and Open Space	Provide Talmage with a park, noting long-standing neglect
Parks, Public Facilities and Open Space	Consider podiums over Fairmont Avenue instead of freeway lids to connect Kensington and Talmage.
Parks, Public Facilities and Open Space	Acknowledge Chollas cannot have a pool unless you move the operations yard because you need native soil instead of on top of the landfill.
Parks, Public Facilities and Open Space	Provide more details on where the Sunshine Bernardini pool could be accommodated
Parks, Public Facilities and Open Space	Request fire-safe landscaping in high fire zones.
Urban Design	Advocacy was made for the Somali District, highlighting the loss of the East African Community Center as a significant blow to the community. The Somali Cultural Hub was described as vital for preserving community ties and supporting future generations. There was concern about the City stripping the community of its identity.
Urban Design	Recognize and understand Somali Town culture in City Heights and the Eastern Area, as highlighted in the Somali Community's letter.
Urban Design	A request was made to include a Somali Cultural District, highlighting that many families live, gather, and worship in the area. The district was described as providing a strong sense of belonging and a feeling of a home away from home.
Urban Design	A longtime City Heights resident shared that they have served the community for years and highlighted ongoing plans to build a Mid-City Somali Town Cultural District. It was described as an important gathering place used by people across San Diego.
Urban Design	Comments were shared about Teralta, and support was expressed for Global Village.
Urban Design	Other ideas - Supplemental design regulations for single stairway design , also look smaller storefronts
Urban Design	Parts of the main corridors are ugly/uninteresting

ATTACHMENT 3

Community Feedback - Draft Ideas Report Public Comment Form	
Chapter	Comment
History & Place	Subject: Response to Mid-City Ideas Report – Opposition to Proposal to Split Historic Talmadge Park Estates I live at 4532 Euclid Avenue, within the Historic Talmadge Park Estates, and I am deeply concerned—along with my neighbors—by the City Staff’s proposal to split our historic community in half. This proposal is both illogical and contrary to the history, character, and officially recognized status of our neighborhood. Below are several reasons, among many, why this proposal is inappropriate and should be rejected: Planned as a unified neighborhood. Talmadge Park Estates was designed and built as a single, cohesive community. Homes were constructed by master builders whose work collectively defines the architectural character of the area. Historic street lamps, sidewalks, and parkways create a consistent, unified streetscape throughout the neighborhood. Historic gateways. The Talmadge Gates—designated as historic decades ago—serve as defining entry points, symbolizing the neighborhood’s unity. Recognized historic status. The State of California officially recognizes Talmadge Park Estates as a historic district, and it is listed on the National Register of Historic Places. The City’s own Historic Resources Board also acknowledges and supports this designation. On what legitimate basis does City Staff believe it can disregard these official recognitions? The City’s own acknowledgment. The City’s website clearly describes Talmadge as a historic neighborhood: City of San Diego – Talmadge In light of these facts, the proposal to divide our neighborhood is unjustifiable and undermines both historic preservation and community identity. I strongly urge City Staff to withdraw this idea from consideration and to instead work collaboratively with residents to respect and protect the historic integrity of Talmadge Park Estates.
History & Place	The Talmadge Park Estate Historical District, as it was named an historical district, should remain with the same boundaries. It does not make any sense to include Kensington which is not contiguous and does not share the Talmadge Gates and Light Poles that were installed when Talmadge Park Estates was originally developed. In addition the entire area that was included in the historical district should remain as it was presented to the city of San Diego, the state of California and the federal government, all who approved and passed the area as an historical district.
History & Place	Support mention of Somali Town along University Avenue (page 12, 82) as well as Refugee and Immigrant Hub (page 82), Planned Mixed-use PANA development (page 131) and Chollas Triangle Park (171)
History & Place	Fairmount Village and Castle District should be added as potential historic districts because they contain many architecturally and historically significant homes, such as craftsman, Spanish colonial, bungalow and of course castle style homes. Many homes are over or nearly 100 years old.
History & Place	Although 'windshield' surveys were done. I feel that several areas in the eastern area were overlooked. Specifically, pre war homes that exist in the first tracts of El Cerrito. Two examples are 5801 Adelaide Ave and 5802 Adelaide Ave. Both of these home are in the Spanish-Mediterranean style. 5801 was completed in 1932 by Master Architect Kenneth Messenger and is on the Historical Registry. 5802 was completed in 1935 by another Master Architect Charlie H. Salyers. There are currently eight properties in San Diego on the Historical registry designed by Sayers. In addition to these two residences, there are at least a dozen pre war, post depression homes along Adelaide Ave and Estelle. I feel that a closer look should be taken, prior to adding so much o the 'Historical Review Exemption Area'.
Introduction	Why does this administration continually talk about "Complete Communities yet they consistently fail to enroll the communities in their so-call Complete Communities projects. Our voices are always muted. Please provide the public with ALL authors at the city that had a hand in crafting this document, including ALL the individuals within the consultant firm hired in the production of this document.
Introduction	The outreach out mid-city communities for this plan update was pathetic. My understanding is that there were many workshops held with high school students, but very little, if any, outreach to actual neighborhood groups such as community councils. This plan affects our neighborhoods where we live and work, where our children go to school, and where we plan on living for many many years to come (because we can't afford to move).
Land Use & Economic Prosperity	I think it's a huge miss to not include any redevelopment concepts for Euclid Ave from El Cajon Blvd south to 54th St, and Home Ave from Euclid to where it ends. Euclid is possibly the ugliest street in all San Diego, it's really jarring crossing El Cajon Blvd from Talmadge, you can literally see where the community redline used to be.Considering it's one of only four streets that connect the area north to south, it deserves much better treatment. If this opportunity is missed it will remain in its 3rd world looking condition for an extremely long time.
Land Use & Economic Prosperity	Incentivize more small business development and business along El Cajon Blvd, nudge out the gas stations/auto shops/used car dealerships, allow for coffee shops/corner stores in residential areas
Land Use & Economic Prosperity	Page 71 - Land Use Concepts / changes to Zoning
Land Use & Economic Prosperity	Land Use Concept #5 is the only acceptable option.
Land Use & Economic Prosperity	Page 91 - High density infill along Fairmount is not supported by infrastructure. The roads cannot support additional traffic and parking that higher density brings. Focus should be on more green areas
Land Use & Economic Prosperity	I'm a renter in Talmadge. I just sold a home in Talmadge and am hoping to break ground soon on a home in City Heights. I want to thank you for the creation of the Mid-City Ideas Report. I have noticed much improvement in the last two decades. Some of the main streets have been repaved, reworked, with added greenery and safety for pedestrians. I see the city investing in Parks and Recreation, which I feel is imperative for a healthy community. In fact, these are some of the reasons I wanted to move to City Heights. I believe in housing density. I think we need to think more like Manhattan in New York City versus Las Vegas or Phoenix sprawl. I know people get upset about this idea, but I don't see a better way for the planet other than building sustainable housing in multi floor units. I think we still have to accommodate parking for some time. Our public transit system is just not robust enough for us to not have cars. I think we'll get there, though. Thanks again for all of your hard work. I see it and appreciate it!
Land Use & Economic Prosperity	I prefer concept #4

Land Use & Economic Prosperity	I prefer concept #5
Land Use & Economic Prosperity	Page 5 - Maintaining Rolando Village as a primarily single-family neighborhood is important to preserving its character, stability, and quality of life. The existing pattern of single-family homes supports strong community ties, safe streets, and a sense of continuity that residents value. While thoughtful growth is important, protecting established single-family areas helps ensure that economic changes and new development do not disrupt the neighborhood's scale, livability, or identity. Keeping these areas single-family allows Rolando Village to benefit from economic improvements while maintaining the community's long-standing residential feel.
Land Use & Economic Prosperity	I support Plan 5
Land Use & Economic Prosperity	My preference is for concept 5 to keep growth around the primary transit corridors. Our neighborhoods are already heavily impacted by the out of control ADU non-regulations that are allowing single-family homes to be turned into apartment complexes (despite what the city insists is helping). Developers are buying up single family homes, making it nearly impossible for a family to actually purchase a home in the mid-city. If growth is focused, then families will still be able to buy homes, missing-middle housing and low-income housing can be developed along those corridors, along with additional, mixed use construction, much like the City of La Mesa has been doing along University Ave.
Land Use & Economic Prosperity	LAND USE CONCEPT 5 As a homeowner in Normal Heights, I am very concerned about this update to the Mid-City community plan. While I understand the need for affordable housing, our streets and sewers were not built for the massive expansion that is currently going on in Uptown and proposed plans for Mid-City. Increased density should be kept strictly to El Cajon Blvd and University Ave where the transit lines currently are. Developers should not be allowed to build without parking spaces allotted as parking is already limited on residential streets. Kensington is not the only historic area. Normal Heights has homes that are over 100 years old, including mine at 4457 Bancroft Street. Of the options, I can only support LAND USE CONCEPT 5, although I don't think Adams Avenue should be high density like El Cajon and University Ave. it should be kept at 2 story maximum as should the rest of the residential streets in Normal Heights to preserve our historic homes, yard privacy, views and small neighborhood feel, while not overwhelming the outdated sewer lines and already overcrowded parking. San Diego has very limited water supply and the ridiculous overbuilding being allowed in the City currently is going to overwhelm that limited resource as well. Not to mention dramatic increase in traffic over the past 10 years. Please think about responsible, sustainable development, don't open up all of Normal Heights for massive development with greater than 2 story buildings! Keep development focused on only El Cajon Blvd and University Ave.
Land Use and Economic Prosperity	I am voicing my strong support for Land Use Concept 4. I think it is the only way for our region to truly prosper. It grants increased flexibility throughout the region for variable housing, while encouraging impressive growth along transit centers. We need to move away from the concept of "amber neighborhoods," which are frozen in time to preserve an ideal. Neighborhoods should grow like organic organisms. All of the other options will eventually hit a limit, and we will find ourselves having this same conversation and arguments in a few decades. How much longer can we stifle our growth?
Land Use and Economic Prosperity	In addition to "Support commercial corridors and small businesses so they thrive and contribute to a vibrant local economy"- add small, local, emerging, minority owned businesses/ entrepreneurs (Page 42)
Mobility	The design for the Purple Line really needs to have a stop at Fairmount and Home Ave. It's a busy area with high transit connectivity and potential for future development. To skip it means leaving the entirety of southern City Heights without access to the metro. Why wouldn't it just go straight down Fairmount to meet the Orange Line at the 47th St station near Imperial?
Mobility	Top priorities should include making the 215 a TRUE rapid bus to connect SDSU to downtown, slowing down traffic on El Cajon Blvd, and developing a proper north-south bike corridor to connect Mid-City to City Heights and SESD
Mobility	The heavy focus on bicycles is really concerning and perpetuates an elitist perspective. Bicycles are not a viable means of transportation for elderly and disabled individuals, and it is also not viable for families with children. The new bike lanes on streets are a huge disasters and we are seeing districts spend more money to remove them all.
Mobility	The fact we are so heavily relying on antiquated "next gen" buses is extremely concerning. If there is a funding issue, we should cut all funding for bus-related and bicycle-related projects and divert it all to the purple lines and many more trolley stops. This plan is for the next 30 years.... We should not be begging for a trolley line with 2 stops in 2055. The fact there is not a lot more concentration on expanding the trolley through city heights, north park, and normal heights is a really big disappointment.
Mobility	The safe walkability in Oak Park is non existent. With either missing sidewalks or people parking their cars in the way of the sidewalks or just flat out halfway ON the sidewalks, there is no way to safely walk myself, baby, nor pet. We are constantly pushed into the street with the cars speeding past. Perhaps Oak Park neighborhood(s) could benefit from speed bumps or roundabouts on Redwood.
Mobility	Also, a traffic light for the neurosis that has Oak Park Elementary School is PARAMOUNT for the safety of the children either being walked or moved in or out in cars. That intersection is impossible! As well as 54th frontage road.
Mobility	There needs to be sensors that can turn the light for cars on the frontage road AND SIGNS that tell people to stay on the frontage road and not make an awkward ridiculous turn and block the road to get into the other perpendicular road (see a map for clarification). The lack of sensors creates a major issue every day for so many cars. Also, the concrete embankments that keep getting vandalized need Oak Park community murals! Gates's signage and local artists can help change this neighborhood into a remembered one.
Mobility	145- University Avenue Corridor Project to be expanded/extend through Chollas Triangle. We need these pedestrian facilities to integrate/align with the Green Corridor (Chollas Creek Park Loop - North) 148- Class I instead of Class II Bike Lanes on University Avenue 159- Because this area is part of regional traffic for a planned regional arterial, we need to enhance pedestrian amenities and traffic calming measures.
Mobility	I support increasing mobility options for people. More, safer walking, biking, wheelchairs, etc. More, more useful, transit options. I also support: Fewer parking options, higher parking fees, slower vehicles, closing streets to vehicles, etc. More traffic calming. Speed humps. Narrowing, roundabouts, etc. More crosswalks. More enforcement of existing laws. Or let's at least get some robot cams at intersections to give tickets to those who dangerously run red lights and/or speed in our neighborhoods. Cars and trucks are a loud, poisonous, dangerous pox on our communities and we should continue to rein them in.

Mobility	Page 152, 12 - Fairmount Ave. is too small and too congested to support a new "purple route" or a light rail line.
Mobility	Given how little bike lanes are used, I do not support expanding bike access throughout the Chollas Creek Watershed. I do support expanding pedestrian access throughout the Chollas Creek Watershed and connecting communities safely across major corridors. I also support road expansion to accommodate motor vehicles of all types. I support the proposed extension of Lea Street through Chollas Triangle since the closure of Chollas Parkway will have a negative impact on traffic flows in the area.
Mobility	Expanding pedestrian and bike access throughout the Chollas Creek Watershed and connecting communities safely across major corridors is key to reconnecting the communities. I oppose the proposed extension of Lea Street through the Chollas Triangle, since that would create hazardous traffic conflicts and undermine efforts to prioritize people over cars.
Mobility	<p>Chollas Parkway Bikeway (54th → Sunshine Berardini Field) ○ P. 148 and Chollas Triangle Park Connections/54th Street Pedestrian Bridge ○ P. 148 - We support the proposed bikeway that is roughly parallel to-but separate from-the Oak Park Trail project, starting at 54th Street/Chollas Parkway and extending to Sunshine Berardini Field. The proposed bikeway should be recharacterized from a Class I (multi-use path) to a dedicated bike lane.</p> <p>○ This concept would:</p> <ul style="list-style-type: none"> ■ Run roughly parallel to Oak Park Canyon, ■ Preserve the canyon for passive activities (walking, hiking, birding), and ■ Provide a safe, direct active-transportation route for cyclists. <p>We support building a bike/pedestrian bridge connecting Chollas Triangle Park and South Chollas Parkway. This bridge would:</p> <ul style="list-style-type: none"> ■ Improve safe access to the park, ■ Support the Oak Park Trail project, and ■ Connect to future bikeway improvements leading toward Sunshine-Berardini Field.
Mobility	<p>1.As much as public transportation is important and required, we need to be realistic that the majority of people at this point in time and likely far into the future prefer to drive or need to drive and therefore park their vehicles. Currently, parking is commonly a pain point and topic of discussion and frustration among San Diegans. With the proposed growth projections, are we preparing for sufficient public parking in both residential and commercial areas?</p> <p>2.With all the proposed development will there be any requirements for the developers and builders for sufficient parking and sufficient EV charging stations?</p> <p>3.I currently work downtown, live in El Cerrito, venture via bike, public transit and car all over San Diego from Mission Beach to La Mesa. There are currently new developments nearly everywhere you turn in San Diego so I feel the need to ask why more? Does San Diego need to keep building or are we just becoming a developer's playground? I worry that the quaintness and the approachable bustle of America's Finest City will dwindle with the influx of population density and development.</p> <p>4.With the potential for exponential population growth and density and vehicle dependency, I have serious concerns that San Diego will evolve into a city like heavily traffic-burdened Los Angeles. Is this what we want our city to become? I visit LA often and love so much of what it has to offer, except for its surface street and freeway traffic (I'm certain many Angelinos would agree that the traffic they endure daily reduces their quality of life). So much of San Diego is already burdened with heavy traffic during certain times of the day. With a denser, driving population this would only become more severe and impact San Diegan's (and visitors) quality of life and our environment.</p>
Mobility	<p>Please be reasonable when determining distance from transit corridors. I have seen in city documents that being within a transit corridor is defined as being within .5 miles as the crow flies. We are not crows. Some of the actual walking distances for being within a .5 mile of a transit stop end up being greater than 1 mile when you factor in canyons and roads and safe walk ability.</p> <p>Thank you</p>
Parks, Public Facilities and Open Space	Please add additional pickleball courts
Parks, Public Facilities and Open Space	please do something about the homeless situation. They consistently use drugs in the open, urinate, and even defecate in open view near the tennis/pickleball courts (in broad daylight). I've reported it many times via get it done with photo evidence. The lack of emergency is saddening. There are literally elementary children in the vicinity learning tennis with coach Henry. Leave restrooms open, the reason they're supposedly locked is because of the homeless doing drugs, but at the end of the day they just do them in the open because nothing is being done to stop it.
Parks, Public Facilities and Open Space	I currently play pickleball at Colina Park. The main issue is the homelessness. Usually I wouldn't mind but the homeless here are very aggressive. They are constantly fighting with each other and breaking glass bottles next to the courts when they are drunk and doing drugs. Many of them have defecated on walkways to the courts. On several occasions 1 homeless person in particular will walk onto the courts and get in the way of the people trying to play their games. Many people in our group have complained to the city about the issue but we have seen no improvement. The pickleball courts are very popular in this area and many people bring their families and kids. Unfortunately this is a park I would not recommend kids to play at due to the violent nature of the homeless.
Parks, Public Facilities and Open Space	I also wanted to point out that many lights on both the tennis courts and pickleball courts have been out for 2 years now. It has been reported many times on the "get it done" app but the city has clearly not been getting it done.

Parks, Public Facilities and Open Space	The pickleball courts have become extremely popular here with lines of 8 people waiting to play on 1 court from time to time. So it would be nice to have 4 more courts in place of one of the tennis courts.
Parks, Public Facilities and Open Space	But most importantly it would be best to evict the homeless from the park for the safety of our families, children, and ourselves.
Parks, Public Facilities and Open Space	Too much homeless people pooping around the pickleball courts and smoking and breaking glass. They also take up the parking lot spaces
Parks, Public Facilities and Open Space	There should be like plastic mirrors in the park not everyone has a place to dance at home . Having a mirror covered by a plastic overlay would be cool. Maybe like an art cube design. Ppl could put on headphone practice dancing. Do dance classes there. It wouls also be cool to have a park with a mediation/ pray section where it's a quiet outdoor zone with sections but city heights may not be the right spot for that. Additionally would be amazing if the city heights library and theater got a new look and had more dance classes like belly and theater. I've been in city heights all my life there hasn't been much of an upgrade .
Parks, Public Facilities and Open Space	Too much homeless people pooping around the pickleball courts and smoking and breaking glass. They also take up the parking lot spaces
Parks, Public Facilities and Open Space	Oak Park NEEDS drainage and sidewalks and ADA accessibility addressed immediately. This neighborhood has no drainage and it either flows like a 6 foot across river on one side of the street, or pools up at every street crossing FOR WEEKS and there is no way to use the sidewalks or zero entrance zones. This NEEDS to be addressed and corrected as soon as possible, please.
Parks, Public Facilities and Open Space	172- Connect Chollas Creek Open Space restoration with the Mid-City Green Corridor 173- Chollas Park Regional Loop to loop around Chollas Triangle rather than turn at 54th for connectivity between pedestrian traffic and green spaces
Parks, Public Facilities and Open Space	Go go - MORE parks
Parks, Public Facilities and Open Space	1) Pg 24: Green Streets - are these the same as Green Corridors on Pg. 173? 2) Pg 26 shows nine new "local food systems garden" icons (two of them are named, the other seven are not) - are those exact proposed locations? Are they gardens or farms? What is proposed to be grown there, how large are they, who has access to them? (I see Pg 29 shows some general ideas which are great, just trying to understand how it relates to the specific garden icons on the map.) 3) Pg 37 & 38 - love the concepts including green roofs and rain barrel concepts; can those two be added to the specifics of the greening of Mid-City ideas? 4) Pg 39-40 love all these policies for Sustainability, Equity & Climate Resilience. 5) Pg 84 love the green alley concept, where are these proposed to be?
Parks, Public Facilities and Open Space	1) Pg 115-122 study area 5 (El Cajon and College) - I love the new park on College Ave idea on Pg 120-121, especially since there are no green spaces currently in this area, but I don't see the new park green on the rest of the area 5 pages. Is it just one of many possibilities for area 5?
Parks, Public Facilities and Open Space	2) Pg 128 - I love the pocket park ideas for those current vacant lots. Can we add more pocket parks in other abandoned lots in Mid-City?
Parks, Public Facilities and Open Space	3) Pg 171 -I love the idea of "Park in every neighborhood" (from Pg 11), but in proposed parks Pg 171 - don't see any in Rolando, El Cerrito, Rolando Park, or Redwood Village (and there are hardly any existing parks there), can any be added in these neighborhoods?
Parks, Public Facilities and Open Space	4) Pg 168-169 I love the park, public facility, and open space goals, and proposals on Pg 171-174 5) Pg 174 Public facilities - are any of these proposed facilities free? (Since the current facilities including pools are all pay to swim or be a member). Can any be proposed facilities be located in Rolando, El Cerrito, or Redwood Village?
Parks, Public Facilities and Open Space	There should be like plastic mirrors in the park not everyone has a place to dance at home . Having a mirror covered by a plastic overlay would be cool. Maybe like an art cube design. Ppl could put on headphone practice dancing. Do dance classes there. It wouls also be cool to have a park with a mediation/ pray section where it's a quiet outdoor zone with sections but city heights may not be the right spot for that. Additionally would be amazing if the city heights library and theater got a new look and had more dance classes like belly and theater. I've been in city heights all my life there hasn't been much of an upgrade .
Parks, Public Facilities and Open Space	There needs to be a look into additional corridors from Normal Heights to City Heights (example: 35th st), Ken-Tal to CH (example: Winona Ave) and across CH actosd the 805 on Howard.
Parks, Public Facilities and Open Space	This language must remain in the Mid City Communities Plan: Due to their environmental sensitivity and steepness, public access should be restricted along hillsides facing Mission Valley and within Kensington-Talmadge
Parks, Public Facilities and Open Space	I support prioritizing the creation of Chollas Triangle Park and investing in accessible green spaces especially for historically underserved neighborhoods. Stay people friendly! Please remove any references to new streets that cut through planned park space and instead promote pedestrian and multi-use trail connections.
Parks, Public Facilities and Open Space	I support prioritizing the creation of Chollas Triangle Park and investing in accessible green spaces for historically underserved neighborhoods. Please remove any references to new streets that cut through planned park space and instead promote pedestrian and multi-use trail connections. Extending Lea Street, which is adjacent to Chollas Triangle Park, to University Avenue is fine.
Parks, Public Facilities and Open Space	173 - Green Corridors - Orange Avenue Green Corridor (#11) runs through residential streets in Rolando Village. The street that it runs through does not contain any sidewalks or parkway for much of "green corridor" that is proposed, specifically the stretch going down Tarragona Drive and Cartagena Drive. What is the plan to make this portion of the roadway a "Green Corridor"?

Parks, Public Facilities and Open Space	<p>Carver Elementary Excess Land ○ P. 171, Protect the Oak Park Trail & Canyon ○ P. 172, Proposed Fairmount Fire Station ○ P. 174Chillas Creek Ranger Station at Sunshine–Berardini Fields ○ P. 174 - There is strong community support for the City purchasing the unused Carver Elementary land and incorporating it into Chollas Lake Park to expand public open space, We want to ensure the Oak Park Trail project undergoes habitat-friendly planning that provides passive activities access (walking, hiking, birding) while also preserving habitat. Active use (e.g., biking) options are also needed and should run parallel to the canyon.</p> <p>While hundreds of residents support the addition of a fire station in the area, we oppose the proposed location of the Fairmount Fire Station in the current draft plan. We want to protect our canyons and open spaces for our communities to use and enjoy while also protecting ourselves from environmental impacts of the proposed fire station location.</p> <p>We support including a ranger station at the Sunshine–Berardini Fields site to provide levels of service that will adequately program and manage our vital public spaces like Chollas Creek, the Oak Park Trail, and Sunshine-Berardini Fields.</p>
Parks, Public Facilities and Open Space	we would like more soccer fields + open spaces for soccer practices
Parks, Public Facilities and Open Space	Talmadge has a 100% deficit of public space / park. Serious consideration should be given to the once in a lifetime opportunity to purchase & utilize the 0.87 acre lot & buildings at 4481 Estrella Avenue.
Parks, Public Facilities and Open Space	<p>Talmadge is lacking in parks and open spaces for children. When I am with my son at the playground in Kensington next to the library, a ton of the parents and kids are from Talmadge.</p> <p>There looks to be space at the north end of Miracle Drive to add a pocket park to the neighborhood.</p> <p>With the city's proposed density increase in the Talmadge area, this problem will only worsen. Please address this as soon as possible.</p>
Parks, Public Facilities and Open Space	I like a lot of the ideas. I live in Kensington-the library is a major asset to the neighborhood. It would really affect the neighborhood negatively if it moved west of Adams. A larger rec center would benefit the normal heights/kensington neighborhood tremendously-especially for families. we drive all over the city for rec centers. There are many families in the kensington/normal heights neighborhood-and there needs to be more space for kids activities due to the growing families. El Cajon Boulevard needs to be redeveloped. It is a major corridor that has huge potential-and now it is crime ridden and full of homeless. It could be a beautiful street with lots of mixed uses.
Public Engagement Summary	Thank you for your work on the Mid-City Communities Plan Update and for publishing a detailed Public Engagement Summary. I support the City's goal of inclusive outreach; however, after reviewing the report, I am concerned that the dataset guiding the plan's framework does not accurately represent the Mid-City communities. 1. Disproportionate Weight of Student Input The report shows that approximately 700 students from Hoover and Crawford High Schools and Clark and Mann Middle Schools participated in workshops held during class time, facilitated by Planning Department staff and paid consultants. ¹ Each student participated in roughly 15–18 hours of guided instruction, totaling approximately 10,000 hours of student engagement. ¹ In contrast, all adult public engagement combined represents approximately 1,200 adults and approximately 1,800 hours of engagement. ² This means that students generated approximately 85 percent of all logged engagement hours. Youth outreach is valuable, but classroom participation should be recorded separately in the report as Educational Outreach, not merged with representative community feedback.
Public Engagement Summary	2. Mixed Methods and Data Integrity Adult participants completed structured, ranked surveys on seven predefined planning priorities, including safety, infrastructure, parks, and affordability. ² This is quantitative data. Students produced open-ended writings and mapping exercises in English and Art classes. ¹ These are qualitative reflections, not a ranked policy preference. When the City merges these incompatible data types into a unified summary, interpretation bias becomes unavoidable. Student reflections about wanting a nice home, a yard, or a safe place to live were coded into the “Affordable Housing for All” category, even though these comments expressed personal aspirations, not planning policy input. ¹ Both adult and student perspectives matter, but they must be analyzed separately. Merging classroom reflection with adult civic input blurs the boundary between education and community consent.
Public Engagement Summary	3. Lack of Transparency in Community-Based Organization Interviews Page 16 of the Draft Summary reports that 30-minute interviews were conducted with Community-Based Organizations. ² However, the report does not disclose what was asked, what feedback was received, how those responses were documented, or whether that input influenced the plan's findings. The interviews are logged as completed, but no notes, summaries, or transcripts are included in the public report. Without transparency regarding interview content, it is unclear how stakeholder perspectives were incorporated into the planning framework
Public Engagement Summary	4. Misaligned Framing of Community Priorities The top public priorities expressed in the Summary were quality-of-life priorities: 1. Clean, Safe, and Thriving Neighborhoods (17 percent) 2. Infrastructure and Mobility (16 percent) 3. Walkable Corridors (16 percent) 4. Green Spaces (8 percent) ² Housing ranked fifth out of the seven priorities that adult participants were required to choose from. ² Adult comments related to housing focused on affordability, not the need for increased density. ²

Public Engagement Summary	5. Working Group Scoring and the Borda Count Method The Borda Count ranking system was used with the Mid-City Working Group when evaluating the five alternative land-use maps. ³ In practice, this method tends to favor options that receive average support rather than clearly reflecting majority preference. Given the diversity of Mid-City neighborhoods, including differences in topography, infrastructure capacity, and community character, the final concept plan should reflect the unique needs of each area. If this were anywhere else in the city, these would be processed as separate plan updates.
Public Engagement Summary	6. Why It Matters The City's own report states: "Community feedback will guide the initial formation of the plan update framework, vision, and concepts." ² This early dataset shapes zoning and density decisions for decades. For this reason, it is imperative that the City's data be transparently collected and properly represent the concerns of the community. Requested Actions I respectfully request that the Planning Department: - Reclassify student classroom participation as educational outreach. - Separate qualitative student reflections from quantitative adult survey results. - Publish the interview questions and summarized notes from the Community-Based Organization sessions so the community can understand how this feedback influenced the planning conclusions. - Clarify that the Borda Count results are advisory. - Re-engage adult residents to ensure proportional demographic representation across neighborhoods. - Prioritize infrastructure, safety, and environmental quality before expanding density beyond state requirements. Thank you for your attention and service to our neighborhoods. Respectfully, Lisa Sinclair Mid-City Resident Sources: 1 Attachments: Public Engagement Summary (2024) 2 Draft Public Engagement Summary (2024) 3 Mid-City Working Group Slide Deck — October 29, 2025 (Borda Count notation)
Sustainability, Equity and Climate Resilience	Page 24- In addition to "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"- we need connectivity and shade for pedestrians and cyclists Page 26- Under "reconnecting communities"- add Pedestrian access to Chollas Creek Watershed Regional Park
Sustainability, Equity and Climate Resilience	I support integrating blue-green infrastructure and nature-based solutions that reduce flooding, improve air quality, and increase tree canopy, and ensure environmental justice principles guide all development.
Sustainability, Equity and Climate Resilience	P35 - Trees and Maintenance Capacity - Residents support planting trees—but emphasize that species should be native or low-maintenance. Some neighborhoods do not have Maintenance Assessment Districts (MADs) or Business Improvement Districts (BIDs), making it difficult to support high-maintenance trees like Jacarandas.
Sustainability, Equity and Climate Resilience	California Tax Credit allocation committee and community development area (p62) - California Tax Credit allocation committee and community development area (p62) Kensington should be in the high resource area - WEALTHY! Do not combine Kensington with other areas nearby that are in lower resource than it is.
Sustainability, Equity and Climate Resilience	P. 35 Trees and Maintenance Capacity : Residents support planting trees—but emphasize that the species should be native to California, and thus low-maintenance. - Residents support planting trees—but emphasize that the species should be native to California, and thus low-maintenance.
Urban Design	These proposed changes to this stretch of El Cajon would be so welcome, at least for the residents in our immediate area. Our neighborhood is full of families that would welcome more shade trees, walkable areas, access to public transportation, and utilization of vacant lots (corner of El Cajon and 70th, for example, and the lot in between Ralph's and the Rolando library). This stretch of El Cajon Blv. from basically City Heights to La Mesa is long overdue for some of the upgrades described here.
Urban Design	I appreciated the plans for the mall on the southeast corner of El Cajon and College, as well. I can't speak for all residents in the area, but our family WANTS to walk/bike/hangout in these areas, patronize the local businesses operating there. As it is, though, much of these areas comprise a car-thronged concrete jungle that's designed poorly and is aesthetically blech.
Urban Design	Allow for gentle density including missing middle options throughout - townhomes, courtyard cottages, etc. Allow for small businesses in residential areas (coffee shops, corner stores, etc).
Urban Design	Pedestrian crossing through Chollas Triangle (dashed line) - Page 136
Urban Design	I want Plan 5 and Kepp structure in place
Urban Design	I support community-driven design processes that reflect local culture and climate resilience. Please ensure future development includes shade trees, storm water features, and active, pedestrian-friendly street scapes - especially near schools and parks.

Urban Design	<p>Study Area 2 P. 94 - College Grove Drive Bikeway and Study Area 7 : Residents want to see improved bike connectivity by adding a bike lane on College Grove Drive between 54th Street and College Avenue, helping tie the neighborhood into the broader regional bikeway network.</p> <ul style="list-style-type: none"> ■ As part of the Marketplace at the Grove proposal, please support reducing College Grove Dr. to a single lane each way, adding a protected bike lane to slow and reduce cut-through traffic in a residential & park area. <p>P. 133 - Clarify "Refine Chollas Triangle Master Plan"</p> <ul style="list-style-type: none"> ○ The draft update calls for "refining" the Chollas Triangle Master Plan. <p>Residents are asking for clarity on:</p> <ul style="list-style-type: none"> ■ What changes are being proposed, ■ Which partners and park areas could be affected (e.g., PANA, Chollas Triangle Park), and ■ How the public will be involved in any revisions. <ul style="list-style-type: none"> ● Map on p. 134 - Lea Street by Chollas Triangle Park— Keep it Bike/Ped Only ○ Residents are concerned about the proposal to open Lea Street to vehicle traffic as a replacement route once portions of Chollas Parkway close for the creation of Chollas Triangle Park. Many community members prefer keeping Lea Street as a bike/pedestrian-only corridor. High-speed vehicle traffic near a park is a safety concern. Currently, Chollas Parkway carries more than 4 500 cars per day with average speeds of 45-50 mph
Urban Design	<p>Study Area 8: Adams Avenue As a homeowner in Normal Heights, I support transitioning heights next to single family homes, but should limit building heights to 2-3 story maximum only on Adams Avenue itself to keep the integrity of the small town feel and historic properties along and nearby Adams Avenue, along with limited parking and traffic congestion that would come with overdevelopment (beyond 3 stories and/or large complexes).</p>
Urban Design	<p>Study Area 7 ● P. 133 - Clarify "Refine Chollas Triangle Master Plan." The draft update calls for "refining" the Chollas Triangle Master Plan. Residents are asking for clarity on: What changes are being proposed, Which partners and park areas could be affected (e.g., PANA, Chollas Triangle Park), and How the public will be involved in any revisions. ● Map on p. 134 - Lea Street by Chollas Triangle Park. ○ Residents are concerned about the proposal to extend Lea street or create new street networks. Many community members prefer promoting bike/pedestrian friendly streets. including pedestrian traffic signals to interrupt traffic. High-speed vehicle traffic near a park is a safety concern. Currently, Chollas Parkway is used as a fast cut through and drivers are in very high speed.</p>
Urban Design	<p>I am very excited about the plans to develop a Chollas Triangle Park.</p> <p>I am concerned about adding new street connections to university ave because of how dangers the traffic is on university ave.,For the safety of our children and our elders, our community is strongly advocated for safe pedestrian crosswalks, traffic calming strategies such as parking protected bike lanes and adding trees along university ave.,</p> <p>We want our kids to be able to bike and walk safely to the park without the fear of them being run over by speeding cars.We witness everyday, how university avenue and everything east of euclid ave., is treated as almost a freeway where cars are speeding down as fast as they can. Along University ave., between Euclid and 58th street, there are only five designated pedestrian crossings. Just this week a child was killed in a traffic accident on University Avenue This Mid City Plan proposes a new street connecting to University Avenue, extending Lea St Instead of more roads, we need traffic calming measures, more pedestrian access, and safer bike lanes with access to the future planned Chollas Triangle Park</p> <p>In this Community Plan Update, please support the removal of Lea Street and instead amenities for pedestrians and bikes to make our communities safer and more vibran</p>

ATTACHMENT 4

Community Feedback - Office Hours

Chapter	Comment
General/Intro	There is a desire to revise the Ideas Report, even though it is still in draft form, to correct boundary and mapping issues.
History & Place	Combine Ken Park w/ Ken Manor & Ken Heights = 1 Historic District for Kensington
History & Place	Include Talmadge Park Estates Subdivision with Talmadge Historic District. She will be meeting with staff later. This supports existing district. This changes the boundaries.
History & Place	Reference the 1996 Donnelson Survey: Follow the methodology used in that survey, as it serves as the established precedent.
History & Place	National Register Status: No other city has reduced an intensive-level survey previously approved by both the State and National Register Keepers. Since the property is listed on the National Register, dismissing that approval would be inappropriate.
History & Place	District Separation: If desired, the survey may be divided by district—for example, Kensington Park, Kensington Manor, and Kensington Heights.
History & Place	Research Basis: These are not merely opinions; there is substantial research supporting these points. Ensuring accuracy will help prevent potential embarrassment for the City.
History & Place	Numerous references to preservation may impede needed growth. Preservation is a low personal priority compared to housing and mobility.
History & Place	The boundaries shown in the Ideas Report are incorrect — the Talmadge Park Estates boundary was not properly updated.
History & Place	The map on page 1 should be updated to match the Reconnaissance Survey edits.
History & Place	The exemption areas in the Ideas Report do not align with the Reconnaissance Survey. Webster at Federal/47th is an example of a unique area that should not be excluded or dismissed from consideration.

History & Place	<p>Page & Turnbull (P&T) included some areas in the Ideas Report that were excluded from the historic review, and other areas still need to be considered.</p> <p>The Ideas Report (IR) shows all exemption areas as one layer, but the Reconnaissance Survey uses two layers — this needs to be corrected.</p>
History & Place	<p>It is unequitable to exclude City Heights (Webster) and Eastern neighborhoods from the Historic Review.</p> <p>Stakeholders are trying to connect with preservationists across neighborhoods to locate more opportunities for recognition.</p> <p>Some homes in City Heights are still 100% intact and were missed by consultants.</p>
History & Place	<p>Islenair has 25 Mills Act contracts, and other areas do not have equal access to the program.</p>
History & Place	<p>Stakeholders want communities not typically recognized to have the opportunity to learn about their history and gain access to Mills Act incentives.</p> <p>The goal is to get people excited about their neighborhood's history and encourage them to preserve original architectural features (stucco, windows, etc.).</p> <p>Stakeholders expressed disappointment that Page & Turnbull did not approach the project with an equity-based mindset.</p>
History & Place	<p>City staff meetings with P&T only included two City Heights neighborhood representatives, and neither were preservationists.</p>
History & Place	<p>Stakeholders mentioned that Encanto has now asked them for help developing their historic districts</p>
History & Place	<p>Stakeholders plan to share their new mobile app that identifies building types and provides public access to preservation data.</p>

History & Place	Placemaking is an essential part of historic preservation and should be recognized as such. People are naturally drawn to historic areas — examples include Gaslamp and Little Italy — and Mid-City should identify similar opportunities. Key examples in Mid-City include Adams Avenue, a recognized historic corridor; The Tower Bar/Silverado Ballroom hub is another area worth preserving and enhancing for its growing commercial activity; Webster at 47th/Federal (Jones Coffee area) is also a valuable local node with economic/placemaking value
History & Place	Adams Avenue in Kensington is not being fully recognized as historic in the Reconnaissance Survey. Requested that Adams Avenue be formally considered for historic district designation, even if some buildings have alterations, more than 50% or originality is restored
History & Place	Cosgrove, who developed King’s Cinema, was cited as a master builder whose work deserves preservation.
History & Place	P&T appeared to focus on upzoning rather than preservation, despite opportunities to protect historically built subdivisions.
History & Place	Locally built subdivisions (“DensDens”) are “low-hanging fruit” for future historic designation.
History & Place	P&T is not a local firm, and the local community members know the area better and could produce more accurate results. The existing maps ignore topography, which significantly affects Mid-City’s development patterns.
History & Place	The historic exemption areas make sense because the neighborhood consists mostly of 1950s tract homes. Stakeholders are unsure if there are any historic resources worth pursuing in their immediate area.
Land Use & Economic Prosperity	Support Concept 2, provided the Fire Department approves it.
Land Use & Economic Prosperity	Request clarification on how development decisions are made and by whom.
Land Use & Economic Prosperity	Confirm whether coordination occurs with MTS for land use and transit planning.
Land Use & Economic Prosperity	Plan emphasizes jobs and businesses; suggest adding stronger references to health-care access.
Land Use & Economic Prosperity	Highlighting medical access could build support among older residents.

Land Use & Economic Prosperity	Concern about insufficient growth in housing and transit investment.
Land Use & Economic Prosperity	Ongoing community resistance and anti-growth sentiment are barriers that need to be addressed.
Land Use & Economic Prosperity	Zoning •Many existing lots do not align with current zoning (e.g., RM-1-1 requires 6,000 SF lots; most existing lots are under 4,000 SF).
Land Use & Economic Prosperity	•Large setbacks (20' front, 15' rear) make it difficult to expand existing homes. oEx. He wanted to add a bathroom on his house but setbacks didn't allow it
Land Use & Economic Prosperity	•Recommend reducing minimum lot sizes and setbacks in older neighborhoods. •Confirm Mayor's initiative from Politifest regarding citywide reduction in minimum lot sizes. •Consider adopting contextual setbacks (average of existing block, often 10-12').
Land Use & Economic Prosperity	•Simplify zoning by reducing the total number of zones.
Land Use & Economic Prosperity	•Excessive setbacks and zoning complexity restrict housing growth.
Land Use & Economic Prosperity	•Current FAR limits prevent desired 2-3 story mixed-use development on Adams Avenue. •Small lot sizes make FAR caps particularly restrictive (e.g., FAR 1 limits flexibility). •Adjust FAR to align with the community's mixed-use vision.
Land Use & Economic Prosperity	•Appreciate having five clear land use concepts; divisions make sense and support diverse building types.
Land Use & Economic Prosperity	•LU 1: prefers over current conditions. oTransit Villages: Extend west to include the existing Blvd/University Transit Center. oBetween SR-15 and Fairmount: Rezone to Very High Density Residential.
Land Use & Economic Prosperity	oAllow small-scale mixed-use (corner stores, cafés, offices) in transit neighborhoods. oNote: Historically, 16+ corner stores existed in Normal Heights (down to 3 today); consider restoring these uses.
Land Use & Economic Prosperity	oEncourage retail or kiosk activation at transit centers—many spaces are currently unused.

Land Use & Economic Prosperity	<ul style="list-style-type: none"> •LU 2: prefers over current conditions. oGood overall, but avoid increasing density in high fire-risk zones north of Adams.
Land Use & Economic Prosperity	<ul style="list-style-type: none"> •LU 3: prefers over current conditions. oBalanced approach; more acceptable to cautious residents. •LU 4: High fire-risk issue areas
Land Use & Economic Prosperity	<ul style="list-style-type: none"> •LU 5: Appears unchanged, current conditions + complete communities applicability; recommend additional housing along El Cajon Blvd and in the Normal Heights area. oPositive example: 20-unit project near I-15, 7/11, and Pancho Villa (mostly market-rate).
Land Use & Economic Prosperity	Agreed with the Eastern CPG's preferred Concept 5, which emphasizes development along the main corridor.
Land Use & Economic Prosperity	<p>Cautioned that the land use concepts proposed El Cajon Boulevard to be more intensely developed than what the College Area CPU is proposing.</p> <ul style="list-style-type: none"> -The area between 54th Street and College Avenue should avoid mirroring College's plan, as: -The south side is not very flat. -College Area is flat until reaching the canyon -Development should not extend deeply into adjacent neighborhoods due to slope constraints on eastern area side -Section between College Avenue and 54th Street on ecb is narrow, consisting of only four lanes. -The terrain drops significantly (about 600-700 ft in) toward Trojan Avenue and then toward University Avenue.
Land Use & Economic Prosperity	<p>The economic development sections of community plans are too general and lack an intentional strategy.</p> <p>There is a need for more intentional commercial development in Mid-City to build destination areas.</p>
Land Use & Economic Prosperity	While Adams Avenue is a higher-opportunity corridor, other areas deserve similar attention and investment.
Land Use & Economic Prosperity	<p>Supports Land Use Concept 5 from the City's options.</p> <p>The stretch of El Cajon Boulevard with low-income auto shops and tire businesses could be rezoned for higher-density mixed use. A preferred building form would include stores on the ground floor, offices in the middle, and affordable and market-rate housing on top.</p>
Land Use & Economic Prosperity	Stakeholders emphasized the diverse culture of City Heights and want ECB to reflect that diversity with vibrant retail and dining options.
Land Use & Economic Prosperity	The goal is to make ECB a walkable, active corridor with restaurants, shops, and housing at all levels for both communities bordering
Land Use & Economic Prosperity	<p>Stakeholders stressed that planning should focus on getting people to work, not just on adding housing.</p> <p>El Cajon Boulevard, between La Mesa and University Heights, is 7 miles long and could serve as a cohesive urban corridor.</p>

Land Use & Economic Prosperity	Transit planning should also consider what people do after they get off the bus — not just how close they live to transit. The density of uses and walkable destinations around transit stops are key to success.
Land Use & Economic Prosperity	There is an ideal residential density threshold needed for efficient transit service. cited numbers: 25 people per acre makes transit viable; San Diego averages 6, compared to 100 in New York and 70 in Los Angeles. Stakeholders said the City should concentrate people in select TOD areas instead of spreading density citywide. It was emphasized that Land Use Concept 5 best achieves mixed-use and density goals.
Land Use & Economic Prosperity	The stakeholder prefers Land Use Concept 5, as do many of their neighbors. Topography makes other land use options (like townhomes) less feasible.
Land Use & Economic Prosperity	It would be very difficult to change RS-1-7 zoning, and adding more density would have minimal impact given high costs. No additional density is recommended because the expense and constraints would outweigh benefits. To the right of Home Avenue is military housing, which cannot be changed. The area already contains a mix of duplexes and condos, and those communities are well established.
Land Use & Economic Prosperity	Increased density should instead be focused along transit corridors, where it is already expected and supported. Concept 5 offers a good fix for density, with stronger infrastructure to handle growth.
Land Use & Economic Prosperity	The deep purple area on Federal at Euclid is entirely commercial but has a high vacancy rate, representing redevelopment opportunity. Concept 5 is seen as a great plan for bringing density to vacant or underutilized commercial parcels.
Land Use & Economic Prosperity	There is already a bus transfer point at College Grove, supporting higher-density potential.
Land Use & Economic Prosperity	The Home Avenue Corridor is multi-family and commercial, and rezoning is not required to support the desired change — the existing zoning already allows it.
Land Use & Economic Prosperity	Storage units are being developed instead of neighborhood-serving uses like coffee shops. The stakeholder suggests a policy change to discourage new storage facilities in favor of active ground-floor uses.
Land Use & Economic Prosperity	The American Recycling site is viewed as a nuisance due to past fires and poor property management. The owner has had multiple code enforcement actions, and neighbors feel it damages community character. Code enforcement should be considered a core infrastructure service that supports livability, not just a reactive function.
Land Use & Economic Prosperity	The undevelopable lot on Home Avenue (originally intended for a fire station) was also a burn-ash dump site. Historically, trash from the Boundary Street Burn-Ash Dump was moved across city limits to burn and brought back to Home Avenue,
Land Use & Economic Prosperity	Zoning in this area is being used as a tool to mitigate past contamination, restricting residential development. The presence of industrial zoning is due to historical environmental conditions, not just land use demand.

Land Use & Economic Prosperity	Page 42 – Supporting commercial corridor – add small, local, emerging, minority owned businesses/entrepreneurs
Land Use & Economic Prosperity	<p>Property: 4452 Juniper Street Zone: RS-1-7 Blueprint (Adopted July 2024): Low–Medium Propensity (City to focus growth in High and Medium Propensity areas) Land Use Concept 4: The only draft Land Use Concept proposing a change at this site — to Low-3 (10–15 du/ac), which would allow duplexes by right. City Email Response: “It is too early to conclude any zone change. You are welcome to leave any feedback or provide your recommendation.” Preferred Zone / Land Use: Property owner prefers RM-1-1 or higher to make the property viable for sale and redevelopment. Background & Context Previously attempted to develop the site in 2006 but was unsuccessful. The property is surrounded by higher-density development: multi-family housing along Home Avenue and Fairmount Avenue, and Hollywood Palms apartments across Fairmount. City zoning currently allows 7 du/ac (RS-1-7), which the owner notes limits feasibility. A triplex on Modesto directly behind the property further supports a more transitional zoning pattern. The owner emphasized that the City now needs housing and this site could support more units.</p>
Land Use & Economic Prosperity	<p>Development Feasibility The parcel has a slope, so a “skyscraper” is not feasible, but could reasonably fit 40 du/ac or more with appropriate design. Owner suggests rezoning and applying density bonus incentives to increase allowable units. Fairmount Avenue access is preferred due to width and existing infrastructure; Juniper Street is narrow, especially on trash days. Past neighborhood opposition was due to concerns about single-family character and access via Juniper. If rezoned, the property could align with adjacent multifamily parcels accessed from Fairmount. Vacating the existing cul-de-sac could make the parcel more developable. The Home/Fairmount project was previously required to install sidewalks and steps down to the bus stop—owner references this as a potential precedent for access and infrastructure. Development History: Past concept discussions included autism housing and low-income housing, but low-income financing has been difficult. The owner previously sought to develop but found the existing zoning too restrictive and developers unwilling to pursue small-scale single-family projects. Notes that current zoning deters serious developer interest, as projects with only a few detached homes are not financially feasible.</p>

Land Use & Economic Prosperity	<p>Most residents commute outside Mid-City, highlighting a lack of local jobs.</p> <p>The Context Statement incorrectly implies that people must move out of the area for employment.</p> <p>Stakeholders stated that while the area is transit-rich, the transit system doesn't connect to job centers such as Sorrento Mesa, Kearny Mesa, UTC, and Rancho Bernardo.</p>
Land Use & Economic Prosperity	<p>It was questioned why so much housing is proposed south of I-8 when most jobs are located north of it.</p>
Land Use & Economic Prosperity	<p>Examples from Los Angeles, where old warehouses were turned into restaurants and food courts.</p> <p>Suggested exploring adaptive reuse along ECB — such as turning an old theater into a food hall or “ghost kitchen.”</p>
Land Use & Economic Prosperity	<p>Redevelopment can raise rents, displacing small businesses, protections could be explored</p> <p>When the library area (Old Price Center) was redeveloped, many small local businesses were lost.</p> <p>difficult to preserve because Property owners are often reluctant to subdivide for small tenants; they prefer larger national retailers, like CVS.</p>
Mobility	<ul style="list-style-type: none"> •Strong focus on housing is good, but other key factors also need attention. •Road design encourages car traffic and pass-through driving; streets are overly wide (e.g., University Ave, El Cajon Blvd).
Mobility	<p>Noise Barriers / Freeway Adjacency</p> <ul style="list-style-type: none"> •Current freeway barriers are mostly chain-link fences; solid sound walls would significantly reduce noise. •Suggest real walls and layered vegetation (trees, shrubs) adjacent to freeways along N-S corridors from University to Orange and beyond.
Mobility	<ul style="list-style-type: none"> •Explore whether Urban Forestry grants in City Heights can be expanded — current tree planting corridors exclude sections that need them. •More trees toward Normal Heights create noticeable improvements in well-being and sense of place; City Heights should have similar coverage.
Mobility	<ul style="list-style-type: none"> •Ask: Are there additional funding or coordination resources available? •Clarify how much of this responsibility lies with Caltrans and whether the City can advocate for stronger mitigation or design changes of freeways.

Mobility	<p>Road Design / Pedestrian Safety</p> <ul style="list-style-type: none"> •N-S streets such as 33rd, 35th, and 37th are overly wide; consider narrowing to reduce speeds. •Potential solutions: add diagonal parking (simple) or tree-planted medians (higher cost). •Preference for Chinese Elm trees for shade and aesthetics.
Mobility	<p>Pedestrian Safety</p> <ul style="list-style-type: none"> •Add more pedestrian crosswalks; current spacing leaves long gaps and creates blind corners. •Priority intersections: 33rd @ Orange and Lincoln. •North Park along University is a good model for pedestrian improvements.
Mobility	Supportive of the Purple Line project.
Mobility	Recommend adding a second transit line along Adams Avenue connecting to Mission Valley.
Mobility	Block lengths between destinations (e.g., coffee shops) are too long for comfortable walking.
Mobility	Dangerous pedestrian conditions on Wilson; crossing improvements needed
Mobility	<p>Councilmember Sean Elo-Rivera previously proposed a Complete Streets Plan for Adams Avenue (SR-15 to I-805); consider incorporating that work.</p> <p>Please review and integrate recommendations from Sean Elo-Rivera’s Adams Avenue Complete Streets Plan.</p>
Mobility	Current bus stop access at West Mountain View is problematic—no safe crossing nearby, forcing riders to disembark one stop later and walk back.
Mobility	<ul style="list-style-type: none"> •Upgrade Mountain View Dr from Class III to Class II bike lanes, it is a very wide street, this would narrow it and help with speeding •Community generally supports this since it maintains parking. •Proposed design: 5’ bike lanes + 8–9’ on street parking
Mobility	•35th Street (Monroe–Adams): currently Class III with no sharrows—should be upgraded to marked Class II.

Mobility	<ul style="list-style-type: none"> •Northern Normal Heights has limited access to frequent transit. •Long walks north of Madison to reach Rapid 215/235 routes; Route 11 is slow but connects key destinations. •UCSD and Sorrento Valley remain difficult to access despite Blue Line due to transfer issues. •Suggest revising BRT 211 to run along Adams and connect directly to Blue and Green Line transfer points at Washington.
Mobility	<ul style="list-style-type: none"> •Explore additional ways to improve bike friendliness.
Mobility	<ul style="list-style-type: none"> •Loss of street parking would significantly impact small businesses.
Mobility	<ul style="list-style-type: none"> •Consider angled parking on one side while maintaining two-way traffic to balance business needs and bike safety.
Mobility	<p>The University Bikeway Project starts in City Heights and extends to La Mesa and it Includes bus station improvements and protected bike lanes.</p> <p>Question raised about whether an ECB bikeway is needed if one is already proposed along University Avenue.</p> <ul style="list-style-type: none"> -Segment between College Avenue and 54th Street is very narrow. -Suggest discussing with SANDAG the possibility of foregoing the ECB bikeway. -Noted that there is also a proposed bikeway on Orange Avenue, but it is less safe than University. -impressed by what is suggested for the bikeways
Mobility	<p>DOT/Caltrans right-of-way is not included in City Community Plan Updates (CPUs).</p> <p>Requested that Caltrans ROW be included.</p>
Mobility	<p>Requested updates on Asset Management 2024, Improvement Summary, and I-805 (N/S/Middle).</p> <p>Will reach out to confirm any pavement delineation updates.</p>
Mobility	<p>Suggest examining operational and safety issues at SR-15/SR-94 access points.</p>
Mobility	<p>Requested that safety analysis go beyond pedestrian/bike considerations to include interchange performance.</p>

Mobility	Bus-only lanes should be located in the center of the street rather than the curb lanes. Ex. Europe, Berkeley, Park Blvd Center-running bus lanes would allow boarding platforms as wide as medians and help maintain left-turn movements.
Mobility	Bus Rapid Transit (BRT) may not be necessary for Mid-City.
Mobility	Residents said there was full bus service 20 years ago, but it was scaled back — ridership will likely increase with population growth. The 965 connector bus is the only remaining local route, connecting Fairmount Avenue to the Route 13 bus. Past transit service reductions have made it harder for residents to rely on public transportation.
Mobility	The bike path currently ends at Fairmount Avenue, preventing westward continuation due to the lack of an existing corridor.
Mobility	There is no existing east-west bike connection beyond Fairmount Avenue.
Mobility	We are asking for Lea St. to NOT be aligned to University Ave. along the western side of the Global Village development and for the Mid City Plan Update to instead prioritize walkable and bikeable pathways for connections to Chollas Triangle Park.
Mobility	We additionally ask for parking-protected bikeways along University Ave.
Mobility	Page 26 – Pedestrian access to Chollas Creek Watershed Regional Park added under reconnecting communities
Mobility	Page 136 – Pedestrian is a broken blue line (not a solid blue line) through Chollas Triangle. We advocating it to be pedestrian
Mobility	Page 145 – University Ave. Corridor Projects need to be expanded through Chollas Triangle. We need these pedestrian facilities to integrate/align with the Green Corridor (Chollas Creek Park Loop – North)
Mobility	Page 148 – Bike Lane Class 2 proposed in front of property – Class I instead

Mobility	Page 154 – Rapid 625 passes by our property
Mobility	Page 159 – Because this is regional traffic, we need to enhance pedestrian amenities.
Parks, Public Facilities & Open Space	Support community gardens to improve food access but ensure policies do not limit housing development.
Parks, Public Facilities & Open Space	Encourage use of public land for community gardening opportunities.
Parks, Public Facilities & Open Space	Community Gardens <ul style="list-style-type: none"> •Encourage the City to approve more community gardens. •Request easier permitting and clearer guidance for community groups (e.g., Ward Canyon Park example).
Parks, Public Facilities & Open Space	Communit Gardens <ul style="list-style-type: none"> •Recommend supportive policies and City-identified potential community garden sites. •Simplify processes so planning groups can help implement new gardens.
Parks, Public Facilities & Open Space	Reconnecting Communities <ul style="list-style-type: none"> •Neighborhoods (Normal Heights, areas south of Adams) were heavily impacted by I-805 and SR-15 construction. •Recognize freeway caps are costly. •North of El Cajon Blvd: 300+ homes displaced; 500–1,000 lost in late 1960s. •Strong support for the Teralta Park.
Parks, Public Facilities & Open Space	<ul style="list-style-type: none"> •More trees, they are a huge plus
Parks, Public Facilities & Open Space	<ul style="list-style-type: none"> •40th Street (east side): previous landscape plan failed—trees died; recommend replanting with improved design. •Add trees along sidewalks and between sidewalks and freeway noise barriers.

Parks, Public Facilities & Open Space	<p>Teralta Park Expansion</p> <ul style="list-style-type: none"> •Strong support for park expansion concept. •Need to plan for centerline transit station interface. •The block between Meade and Monroe has higher potential for success due to fewer barriers.
Parks, Public Facilities & Open Space	<ul style="list-style-type: none"> •Joint-use parks (Normal Heights ES, Adams ES) are not functionally open to the public due to safety restrictions. •If public access remains closed, remove the “Park” label and adjust park point scoring
Parks, Public Facilities & Open Space	Tree planting should prioritize shaded sidewalks rather than shaded medians.
Parks, Public Facilities & Open Space	<p>Azalea Park would be a better location for a new swimming pool than the proposed site, since the Sunshine Bernardini site is industrial and not ideal for recreation.</p> <p>The Sunshine Bernardini Aquatic Complex proposal surprised many residents in City Heights and members of the Webster community.</p> <p>The General Development Plan (GDP) for the area includes four to five ballfields, which would limit space available for a pool, parking, ADA access, and restrooms.</p>
Parks, Public Facilities & Open Space	Parks & Recreation is currently assessing a pool, but the proposed area is a storm channel (quickbed) — too many facilities could cause flooding or engineering problems.
Parks, Public Facilities & Open Space	Page 172 – Proposed Chollas Creek Open Space Restoration – needs to be connected to the Mid-City Green Corridor
Parks, Public Facilities & Open Space	Page 173 – Project I Chollas Park Regional Loop – North should loop around Chollas Triangle (currently turns on 54 th) for connectivity between pedestrian traffic and green spaces.
Parks, Public Facilities & Open Space	Support for: Page 171 – Active projects on Chollas Triangle Park
Reconnaissance Survey	Coordination with Draft Ideas Report: If changes are made to the Ideas Report, ensure corresponding updates are reflected here.

Reconnaissance Survey	<p>Survey Area Consolidation: Combine Areas 75 and 75A (label the combined area as 75). Combine Areas 51 and 52 (final numbering to be determined; this may affect the sequence of subsequent areas).</p>
Reconnaissance Survey	<p>Table Terminology: Change “Developers” in the table to “Owners/Developers” (preferred) or “Party of Interest.” Example: Abbie Hitchcock owned Kensington Park for only 18 days and was not involved in its development.</p>
Reconnaissance Survey	<p>Period of Significance: Extend the period of significance for Kensington Park. Current range: up to 1955; adjust to reflect 1910–1955 for consistency.</p>
Reconnaissance Survey	<p>Specific Property Concern: The red Craftsman house across from Kensington Church is at risk of being compromised under the current proposal.</p>
Reconnaissance Survey	<p>District Contiguity Requirement: Per National Register District guidelines, a district must be contiguous; non-contiguous areas cannot be included in the same district.</p>
Urban Design	<p>Adams Avenue Study Area</p> <ul style="list-style-type: none"> •Support redevelopment of the former Vons/Safeway site (potential grocery + housing + library). oOpportunity for new library and shared parking.
Urban Design	<p>Adams Avenue Study Area</p> <ul style="list-style-type: none"> •Allow higher densities than currently permitted under Complete Communities. •Noted: “Mars” site has a new owner and filed for preliminary review. •Example: 27-unit project (Adams between Wilson & 36th, south side) fits well and demonstrates feasible infill design.
Urban Design	<p>Mid-City has limited vacant land, with some underutilized parcels — alternative ideas such as converting streets from two way streets to one way streets to create sort of community plazas should be explored. Example: Little Italy Plaza, which was formerly a street, could serve as a model. An ideal plaza location could be near the Burlington Coat Factory site. Or around El Cajon Boulevard, particularly near Hoover High School between I-15 and 54th, there are potential flat opportunity areas for redevelopment.</p>
Urban Design	<p>It is difficult to make main streets quiet, so quieter side streets should be used for pedestrian activity and café seating. Because of heavy traffic, side streets should host public gathering areas instead of the main ECB corridor.</p>

Urban Design	<p>The current Ideas Report lists the Global Village Refugee and Immigrant Cultural Hub and Housing Campus as a planned development (Page 131)</p> <p>The City of San Diego’s Chollas Triangle Park is a unique opportunity that will build 9 acres of green space in Mid-City directly adjacent to the Global Village and the Chollas Creek.</p> <p>The Global Village is a visionary, 100% affordable mixed-use development designed by over 2000 San Diegans.</p> <p>The project directly advances the City’s priorities by creating a comprehensive community campus that integrates housing, health and social services – including childcare, and economic opportunities for San Diego families</p> <p>Locate 2.2 acres along the Chollas Creek corridor. It will include over 150 large and deeply affordable homes, 50,000 square feet of civic and cultural space, a community plaza that will serve as a regional asset supporting community resilience during times of crisis – all integrated with the future Chollas Triangle Park and transit infrastructure.</p> <p>This is more than a housing project; it is a long-term investment in resilience, strengthening belonging, and creating economic opportunity in a historically undeserved part of Mid-City.</p> <p>The project has already completed significant milestones, including site acquisition without debt, a multilingual community visioning process that involved over 2000 community members in the master plan creation, and the assembly of a proven development team.</p>
Urban Design	Page 24 – network of green streets and blue infrastructure – more than just stormwater, to provide connectivity and shade for pedestrians and cyclists
Urban Design	Support for: Page 12 – Somali Town along University Ave; proposed affordable homes on our site, and inclusion of our site in a Study Area along University Ave. for Transit Village, Corridor & Main St.
Urban Design	Support for: Page 82 – Somali Town Cultural Hub along University Ave and Proposed Refugee and Immigrant Cultural Hub on our site.
Urban Design	Support for: Page 131- Planned mixed-use PANA Development

ATTACHMENT 5

Community Feedback - Email	
Chapter	Comment
General	<p>I think it is time to break up the MidCity Community Plan Update process into its four separate planning groups, City Heights, Eastern Area, Kensington-Talmadge and Normal Heights and allow each area to complete its own Update process.</p> <p>Our areas are unique and each should be doing its own review and recommendations for its own area - just like every other planning group in the City.</p> <p>This would be along the same lines of North Park, Golden Hills and Hillcrest - one overview plan noting general issues, common boundary areas, then each community planning group reviewing and adopting its own Update Plan separately.</p> <p>Lumping the 4 MidCity planning groups all together has created a body that exceeds the population total of an entire District in the City and makes no sense.</p> <p>Not one other Community Planning Group in the entire City is lumped together with another one for the Update process, nor has a separate "working group" ever been formed by the City, with meetings and comments so totally controlled by an outside 3rd party.</p> <p>This lumping together has been an issue since the last MidCity adoption and when brought up to the Planning Department in the past, the response was the next update would be when this separation could happen - which is now.</p> <p>The following link makes it look like each of our planning groups is having a separate Plan Update, contrary to the reality so far.</p> <p>https://www.sandiego.gov/planning/community-plans</p> <p><u>This different treatment feels like discrimination against the four MidCity communities and their planning groups and is shocking.</u></p>
General	<p>Further, I am concerned there is a conflict of interest in having the next MidCity Community Plan Update (MCCPU) meeting at the PANA property.</p> <p>Not only have plans for the property recently been in the news, but one of the MCCPU working group members, Randy Torres-Van Vleck, represents the PANA group.</p> <p>This choice of locations seems like a meet and greet to benefit PANA.</p> <p>The MCCPU meetings should be held at a neutral location, as all of the others in the past have been.</p> <p>Please choose a new neutral location and let PANA do its own public relations work.</p>
General/ Public Engaegement Summary	<p>I have heard that some people on the KenTal Community Planning Committee objected to the inclusion of youth in the early stages of gathering community input. I don't agree with this point of view, but I am curious about whether their opinions were different than other groups.</p>
General/ Public Engaegement Summary	<p>Thank you for your work on the Mid-City Communities Plan Update and for publishing a detailed Public Engagement Summary.</p> <p>I support the City's goal of inclusive outreach; however, after reviewing the report, I am concerned that the dataset guiding the plan's framework does not accurately represent the Mid-City communities.</p> <p>1. Disproportionate Weight of Student Input</p> <p>The report shows that approximately 700 students from Hoover and Crawford High Schools and Clark and Mann Middle Schools participated in workshops held during class time, facilitated by Planning Department staff and paid consultants.¹</p> <p>Each student participated in roughly 15-18 hours of guided instruction, totaling approximately 10,000 hours of student engagement.¹</p> <p>In contrast, all adult public engagement combined represents approximately 1,200 adults and approximately 1,800 hours of engagement.²</p> <p>This means that students generated approximately 85 percent of all logged engagement hours.</p> <p><u>Youth outreach is valuable, but classroom participation should be recorded separately in the report as Educational Outreach, not merged with representative community feedback.</u></p>
City Staff Response	<p>My name is Shannon Corr and I am part of the Mid-City Communities Plan Update team with the City Planning Department. Thank you for your feedback regarding the community engagement efforts for the Mid City Communities Plan Update.</p> <p>Including youth in our engagement process aligns with the guidance of the City's Inclusive Public Engagement Guide, which encourages us to reduce barriers to engagement, listen to and act on community feedback, and make decisions that are better informed by public input. The guide calls out youth as a frequently identified underrepresented group, and because of that, they have lesser influence on policy and project outcomes that affect their community and lives. Including youth in engagement efforts as part of the Mid City Communities Plan Update is a way to address this underrepresentation and to promote their involvement in local decision-making. The draft Inclusive Public Engagement Guide is available for your reference.</p> <p>The engagement process involved collecting both qualitative and quantitative data from youth and adults alike through online surveys, workshops, office hours, community interviews, pop-ups, community forums, and youth engagement sessions.</p> <p>Regarding the Interviews with Community-Based Organizations (CBOs), additional information can be found in the Attachments to the Draft Public Engagement Summary.</p> <p>During the engagement process, City staff sent invitations to forty-two CBOs and heard back from eleven organizations. The City held eleven community to allow community organizations to share their mission and community priorities and to inform them with an overview of the plan update. The forty-two CBOs contacted by the City Planning Department are listed below:</p> <p>1. City Heights Business Association 2. Love City Heights 3. Friends of the Kensington-Normal Heights Library 4. Rolando Community Council 5. El Cajon Boulevard Business Improvement Association 6. Adams Avenue Business Associations 7. Southeastern Diamond Business District (SDBD) 8. City Heights Community Development Corporation (CDC) 9. Peace Resource Center of San Diego and Library 10. Mid-City CAN (Community Advocacy Network) 11. LISC San Diego 12. Speak City Heights 13. Price Philanthropies 14. Normal Heights Urban Art (NHUA) 15. Normal Heights Community Association 16. Friends of Normal Heights Canyons 17. City Heights Community Recreation Group 18. Talmadge Community Council 19. Kensington Talmadge Community Association 20. Kensington Talmadge Business Association 21. San Diego Canyonlands 22. San Diego College of Continuing Education- Mid City Campus 23. Environmental Health Coalition 24. Bikes del Pueblo 25. Partnership for the Advancement of New Americans — PANA 26. San Diego Food System Alliance 27. Little Saigon 28. Oak Park Community Council 29. Chollas Lake Recreation Council 30. Friends of the Oak Park Library 31. El Cerrito Community Council 32. Rolando Park Community Council 33. City Heights Town Council 34. Ridgeview Neighborhood Association 35. Webster Community Council 36. Webster Neighborhood Watch 37. Fairmount Park Neighborhood Association 38. Azalea Park Neighborhood Association 39. Bike SD 40. Friends of the Oak Park Library 41. Reality Changers 42. Normal Heights for Smart Growth.</p> <p>The feedback provided was tracked during the interviews and later logged into a comment tracking document. Interview key idea themes are listed on page 147.</p> <p>Regarding the working group's Borda Count results on the land use concepts, we confirm that the working group is advisory. The Mid-City Communities Plan Update will undergo an adoption and hearing process, with the City Council serving as the final decision-maker. You can find more information on how the working group members were selected to represent Mid City communities by viewing the Working Group Protocol, Membership and Selection Process. There will be opportunities for the land use concepts to be further refined, as well as opportunities for additional engagement and feedback throughout the planning process.</p> <p><u>Additionally, thank you for sharing your feedback on the importance of prioritizing infrastructure, safety, and environmental quality.</u></p>

<p>Community Member's Response</p>	<p>Thank you for your reply and for confirming the CBO outreach list.</p> <p>I want to acknowledge and support the goal of including youth voices. That is not in dispute. In fact, student concerns about safety, cleanliness, and aging infrastructure were meaningful and aligned with adult concerns.</p> <p>The unresolved question is not whether students should be included, but how their input is being weighted and blended with adult community feedback.</p> <p>The student work samples in the report are reflections, essays, and mapping & storyboards that were completed during class time. If a youth quantitative worksheet or survey exists, could you please share it along with a summary of the results?</p> <p>It would help if the final report separated:</p> <ul style="list-style-type: none"> •Adult quantitative rankings •Adult qualitative rankings •Student qualitative reflections <p>My concerns remain:</p> <ol style="list-style-type: none"> 1. Students produced approximately 85% of all engagement hours, disproportionately dominating the dataset. Youth engagement was structured, instructional time, not voluntary civic participation. 2. Adult participants completed ranked, quantitative surveys; students completed qualitative writing prompts. These are different data types and should be analyzed separately, not merged into the same result categories. 3. Page 147 of the Attachments to the Draft Public Engagement Summary shows the theme labels from the CBO interviews, but it doesn't include the interview questions or summaries of what each organization said. Since that input informed the findings, the interview content should be available. <p>May I request:</p> <ul style="list-style-type: none"> •A copy of the "comment tracking document" referenced in your email; and •The interview question guide used in CBO sessions (and any compiled summaries)? <p>Providing these materials will help the community understand how each type of input influenced the plan.</p> <p>Thank you for your time and collaboration. RE: CBO Interviews</p>
<p>City Staff Response</p>	<p>We asked three overarching questions to each community-based organization:</p> <ul style="list-style-type: none"> •Could you tell us about your organization and the work you do in the community? •What are some of the major challenges facing your community? •What are the major opportunities to help your community be the best it can be? <p>Please see the attached PDF, which contains comments from the stakeholder interviews.</p> <p>RE: Student Engagement Hours</p> <p>Equating total student engagement hours to "disproportionally dominating the dataset" is a faulty leap in logic for several reasons:</p> <ul style="list-style-type: none"> •Treating engagement hours as a proxy for database representation, even though one does not automatically reflect the other (causal fallacy); and •Drawing a broad conclusion from a single metric (engagement hours), without looking at why youth engagement takes more time, the actual input gathered from the students, and how and what was analyzed. <p>The primary youth input we analyzed and incorporated into the Public Engagement Summary and Attachments was the student survey provided at the end of the youth engagement session. The survey was not completed by all students who participated in the session or student interview subjects (typically parents, aunts, uncles, grandparents, etc.). The major youth engagement themes (pp. 174-182) and questions and responses to survey questions (pp. 195- 284) are highlighted in Attachment 4.</p> <p>RE: Feedback Ranking</p> <p>Answers from 123 high school students were incorporated into the ranking of major themes highlighted in the Public Engagement Summary - Attachment 1. A total of 1,275 people participated in this activity, with high school students making up 9.6% of the total.</p> <p>In 2023, approximately 13% of the population in Mid-City were part of the youth cohorts ages 10 to 19. This data is available in Mid-City Atlas: Existing Conditions Report - Appendix D (17,301/133,559 = 13%).</p> <p>RE: Revision and reissue of phase I engagement summary and attachments</p> <p>Unfortunately, we do not have the staffing capacity to revise and reissue the report at this time.</p>
<p>Community Member's Response</p>	<p>Thank you for clarifying that 123 student rankings were included in the quantitative chart, and also for sending the CBO interview questions and stakeholder comments.</p> <p>I'd like to offer one clarification in return. While only 123 students participated in the quantitative ranking exercise, the 10,000+ instructional classroom hours generated a disproportionately large volume of qualitative student reflections. These reflections were then merged into the same thematic categories as adult comments, which has the effect of overshadowing input from the adult community.</p> <p>Because this material was created through guided lessons during school hours, student qualitative input should have been separated into its own category as educational engagement.</p> <p>Student feedback is valuable and insightful; however, for transparency in future reports, it is logical and will be helpful to present student classroom reflections, adult qualitative comments, and adult quantitative results as separate and distinct datasets. It would also be helpful to include links to all engagement tools, such as worksheets, forms, questionnaires, etc.</p> <p>I appreciate your time and feedback. Thank you for your work on the Mid-City Communities Plan Update.</p>

<p>General/ Public Engaegement Summary</p>	<p>2. Mixed Methods and Data Integrity Adult participants completed structured, ranked surveys on seven predefined planning priorities, including safety, infrastructure, parks, and affordability.² This is quantitative data. Students produced open-ended writings and mapping exercises in English and Art classes.¹ These are qualitative reflections, not a ranked policy preference. When the City merges these incompatible data types into a unified summary, interpretation bias becomes unavoidable. Student reflections about wanting a nice home, a yard, or a safe place to live were coded into the “Affordable Housing for All” category, even though these comments expressed personal aspirations, not planning policy input.¹ Both adult and student perspectives matter, but they must be analyzed separately. Merging classroom reflection with adult civic input blurs the boundary between education and community consent.</p>
<p>General/ Public Engaegement Summary</p>	<p>3. Lack of Transparency in Community-Based Organization Interviews Page 16 of the Draft Summary reports that 30-minute interviews were conducted with Community-Based Organizations.² However, the report does not disclose what was asked, what feedback was received, how those responses were documented, or whether that input influenced the plan’s findings. The interviews are logged as completed, but no notes, summaries, or transcripts are included in the public report. Without transparency regarding interview content, it is unclear how stakeholder perspectives were incorporated into the planning framework.</p>
<p>General/ Public Engaegement Summary</p>	<p>4. Misaligned Framing of Community Priorities The top public priorities expressed in the Summary were quality-of-life priorities: <ol style="list-style-type: none"> 1. Clean, Safe, and Thriving Neighborhoods (17 percent) 2. Infrastructure and Mobility (16 percent) 3. Walkable Corridors (16 percent) 4. Green Spaces (8 percent)² Housing ranked fifth out of the seven priorities that adult participants were required to choose from. Adult comments related to housing focused on affordability, not the need for increased density.²</p>
<p>General/ Public Engaegement Summary</p>	<p>5. Working Group Scoring and the Borda Count Method The Borda Count ranking system was used with the Mid-City Working Group when evaluating the five alternative land-use maps.³ In practice, this method tends to favor options that receive average support rather than clearly reflecting majority preference. Given the diversity of Mid-City neighborhoods, including differences in topography, infrastructure capacity, and community character, the final concept plan should reflect the unique needs of each area. If this were anywhere else in the city, these would be processed as separate plan updates.</p>
<p>General/ Public Engaegement Summary</p>	<p>6. Why It Matters The City’s own report states: “Community feedback will guide the initial formation of the plan update framework, vision, and concepts.” This early dataset shapes zoning and density decisions for decades. For this reason, it is imperative that the City’s data be transparently collected and properly represent the concerns of the community.</p>
<p>General/ Public Engaegement Summary</p>	<p>Requested Actions I respectfully request that the Planning Department: <ul style="list-style-type: none"> •Reclassify student classroom participation as educational outreach. •Separate qualitative student reflections from quantitative adult survey results. •Publish the interview questions and summarized notes from the Community-Based Organization sessions so the community can understand how this feedback influenced the planning conclusions. •Clarify that the Borda Count results are advisory. •Re-engage adult residents to ensure proportional demographic representation across neighborhoods. •Prioritize infrastructure, safety, and environmental quality before expanding density beyond state requirements. </p>
<p>History & Place</p>	<p>I live in Talmadge and recently learned of the Mid-City survey and was very dissapointed to learn of the recommendation to break up TPEHD district.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please see the arguments below.</p> <ul style="list-style-type: none"> • TPEHD is an example of two subdivisions built during the Great Depression and influenced by the small house movement associated with the FHA building boom of 1936 through 1942. The buildout of both subdivisions were similar and had predominately Minimal Traditional houses. • The Lichty brother were involved in both subdivisions. Their 1940 draft cards have them sharing the real estate office at 4496 Euclid Ave. This is at the entrance of Talmadge Park Estates Unit 1. The San Diego Union on March 19, 1939, pictures both Roy and Guy Lichty involved in Talmadge Park Estates Unit 1. • TPEHD boundary is defined on its non-canyon side by the locally designated Talmadge Gates Historic District. Both TPEHD subdivisions have canyon rim boundaries which overlook other canyons, not just Fairmont Canyon. <p>Please remove any reference to breaking up TPEHD from the Mid-City Ideas report.</p>

History & Place	<p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please see the arguments below.</p> <ul style="list-style-type: none"> •TPEHD is an example of two subdivisions built during the Great Depression and influenced by the small house movement associated with the FHA building boom of 1936 through 1942. The buildout of both subdivisions were similar and had predominantly Minimal Traditional houses. •The Lichty brothers were involved in both subdivisions. Their 1940 draft cards have them sharing the real estate office at 4496 Euclid Ave. This is at the entrance of Talmadge Park Estates Unit 1. The San Diego Union on March 19, 1939, pictures both Roy and Guy Lichty involved in Talmadge Park Estates Unit 1. •TPEHD boundary is defined on its non-canyon side by the locally designated Talmadge Gates Historic District. Both TPEHD subdivisions have canyon rim boundaries which overlook other canyons, not just Fairmont Canyon. <p>Please remove any reference to breaking up TPEHD from the Mid-City Ideas report.</p>
History & Place	<p>I STRONGLY DISAGREE with the idea of breaking up a National Register district for local consideration in a draft document such as the Ideas Report. The reasons given for breaking up the district are unsubstantiated.</p> <p>Please remove any reference to breaking up TPEHD from the Mid-City Ideas report.</p>
History & Place	<p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please see the arguments below.</p> <ul style="list-style-type: none"> •TPEHD is an example of two subdivisions built during the Great Depression and influenced by the small house movement associated with the FHA building boom of 1936 through 1942. The buildout of both subdivisions were similar and had predominately Minimal Traditional houses. •The Lichty brother were involved in both subdivisions. Their 1940 draft cards have them sharing the real estate office at 4496 Euclid Ave. This is at the entrance of Talmadge Park Estates Unit 1. The San Diego Union on March 19, 1939, pictures both Roy and Guy Lichty involved in Talmadge Park Estates Unit 1. •TPEHD boundary is defined on its non-canyon side by the locally designated Talmadge Gates Historic District. Both TPEHD subdivisions have canyon rim boundaries which overlook other canyons, not just Fairmont Canyon. <p>Please remove any reference to breaking up TPEHD from the Mid-City Ideas report.</p>
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History & Place	<p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please see the arguments below.</p> <ul style="list-style-type: none"> •TPEHD is an example of two subdivisions built during the Great Depression and influenced by the small house movement associated with the FHA building boom of 1936 through 1942. The buildout of both subdivisions were similar and had predominately Minimal Traditional houses. •The Lichty brother were involved in both subdivisions. Their 1940 draft cards have them sharing the real estate office at 4496 Euclid Ave. This is at the entrance of Talmadge Park Estates Unit 1. The San Diego Union on March 19, 1939, pictures both Roy and Guy Lichty involved in Talmadge Park Estates Unit 1. •TPEHD boundary is defined on its non-canyon side by the locally designated Talmadge Gates Historic District. Both TPEHD subdivisions have canyon rim boundaries which overlook other canyons, not just Fairmont Canyon. <p>Please remove any reference to breaking up TPEHD from the Mid-City Ideas report.</p>
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History & Place	<p>I am a long time resident of the Fairmount Park neighborhood in the Mid-City Planning Area.</p> <p>In review of the DRAFT of the Mid-City Communities Plan Area Historic Context Statement, I found the incorrect spelling of both Fairmount Park and Fairmount Village in two locations. Page 4, Figure 2 shows the neighborhoods misspelled as "Fairmont Park", and "Fairmont Village". Page 5, Table 1 also has the same typos.</p> <p>It appears that all other references to the neighborhoods are spelled correctly in the DRAFT. The 1998 Plan has the correct spelling.</p>
History & Place	<p>Please Note: the correct date for the San Diego Union article referenced in number 2 in the public comment that I submitted on February 27, 2020 is San Diego Union, June 7, 1936, p. 52.</p>
History & Place	<p>Thank you for providing an opportunity to comment on the Draft Historic Resources Survey Report for the Mid-City planning effort. I have a specific comment and two general comments for your consideration.</p> <p>1. Page 25, paragraph 2, states that properties north of Adams Avenue retain their character as early 20th century streets. I wonder if the consultant drove to the east end of Adams Avenue and through the area of Kensington called the "loop": East Talmadge Drive and West Talmadge Drive. The same goes for Biona, Van Dyke, and Vista south of Adams. These are also narrow, winding roads lined with characteristic homes and features from the early 20th century.</p>
History & Place	<p>2. The significance of the trolley line down Adams Avenue should be emphasized. The rails are still there, under the pavement. I have seen them during trenching. Kensington housing and commercial developments are associated with the great initiative of John Spreckels to connect all parts of the growing city by rail. Association with Spreckels and his importance to the city needs elaboration.</p>
History & Place	<p>3. When evaluating the significance of a structure or feature, the flow of history and dynamic changes wrought by time and need should be discussed. A city is not a "snapshot" but rather is always evolving and changing. This evolution reflects the growth and maturity of our city; in the best cases, the changes were made in sympathy with and reflection of the original structures. Some examples in the Mid-City area include granny flats on top of or in place of garages while keeping the overall appearance of the garage; second stories added in mid-century to increase the size of modest homes as families grew in size; and xeriscape yards replacing lawns in response to climate change. Rather than cause structures to be classified as having no historic character, consideration of dynamic changes to evolving families and conditions in the larger world should be included in any evaluation. These places are still homes and lived in by active members of the community.</p>

History & Place	I do not know if this comment is too late, but I think some mention should be made somewhere in the new Mid-City community plan historical materials regarding the large number of homes in Normal Heights and City Heights that were demolished to make way for the 805 freeway. Based on my estimates from referencing the 1956 Sanborn maps, the 1958 city directory, and the 1950 US census to see what existed on the many blocks immediately east of Boundary Street that were ripped out and replaced with the freeway - I think it would be safe to say that over 300 homes in Normal Heights (north of El Cajon Blvd) and over 300 homes in City Heights (south of El Cajon Blvd) were demolished in the mid-to-late 1960s to clear a path for the 805. I saw no mention of this in the draft and no mention in the 1965, 1984, or 1998 community plans. I think it is especially important because it appears many if not most folks no longer realize that the trench the 805 runs in and that creates the massive barrier on the west side of Mid-City from a couple blocks south of University to just north of Adams is not a naturally occurring canyon - that it was once mostly at-grade and filled with over 600 homes, likely housing at least 1200 people - most of whom appear likely to have been working class renters. I never hear the end of mostly single-family homeowners going on and on about the increase in density that the 6-8 unit "Huffmans" brought to the neighborhood from the late 1960s into the early 1980s - but no one ever mentions the significant decrease in density that immediately preceded this period when the state ripped out over 600 homes (and dozens of businesses) on the western edge of Normal Heights and City Heights, throwing likely over 1000 people out of their homes, while simultaneously cutting off Normal Heights and City Heights from North Park and University Heights to the west.
History & Place	I am very concerned about historical errors in the Mid-City Draft Ideas Report and its referenced document, the Draft Reconnaissance Survey, regarding the identification of potential historic districts in Kensington. Note: David Roth, President, Historic Kensington, and I also submitted edited copies of pages from both the Mid-City Draft Idea Report and the Draft Reconnaissance Survey with our recommended revisions to city staff at the Mid-City Draft Ideas Report Office Hours on October 18, 2025.
History & Place	Assuming that the city does revise the city's potential Talmadge Park Historic District to include all of the national listed Talmadge Park Estates Historic District, which I support, there is still one glaring historical error in the identification of potential historic districts in Kensington. One step will amend this critical error: Combine the city's potential Kensington Park Historic District with the city's potential Kensington Manor & Heights Historic District into just one—one potential Kensington Historic District with a period of significance from 1910 to 1955.
City Staff Response	We agree that there is shared context between the identified potential historic districts in Kensington. We have added in clarifying language to the survey report that both of these districts will be evaluated together. We will be posting our revised reconnaissance survey report this afternoon prior to the working group meeting, but here is our current language: Kensington Park and Kensington Manor & Heights were identified as separate potential historic districts based upon subdivision layout and original build dates. Based upon the 1996 Mid-City Survey, public comment, and the associated 2025 Mid-City Historic Context Statement, which details the themes and contexts that these areas share, these potential historic districts will be evaluated and intensively surveyed together in the future to determine the appropriate district boundaries and period of significance.
History & Place	We didn't discuss the Mid-City Ideas report on Friday, but once the changes in the Reconnaissance Survey are finalized, there are also some changes that need to be made to the Mid-City Ideas report to be consistent. In addition to matching up the Talmadge Park Estates Historic District boundaries, there are also areas designated for further review in the Reconnaissance Survey that were designated as excluded from further review in the Ideas report, as identified in the attached annotated Ideas report.
City Staff Response	All future publications, including the Historic Preservation Element will have consistency with the updated draft reconnaissance survey and updated historic context statement in both content and visuals. We tracked all the changes to our draft technical document to ensure this occurs. Alex Frost, the lead on the Plan Mid-City project will be giving an update on the public comment process for the Ideas Report on Wednesday.
History & Place	We also had some suggestions on the Policies slide that we hope you will consider. There are already places in Mid-City (e.g., Webster, University & Euclid, Adams Avenue) where placemaking and economic development around historic resources is happening organically, and it is our hope that the Historic Preservation Element of the Mid-City CPU can advance these further.
City Staff Response	In regard to the preliminary policy ideas, thanks for sharing! We are compiling these for the first draft of the Historic Preservation Element that we will be working on in the spring. If you have any further comment on placemaking and economic development please submit them via email or bring them to any Plan Mid-City meeting.
Intro/ General	I attended via zoom the August 13, 2025 presentation. It was my first engagement with the process and I laud the WFG, staff and community members who have given their time for this update. I offer the following comments which are burdensome to add to the public comment link on the web site as these comments encompass the entire report that was presented last evening. I was disappointed in the time allocated for general public comment. At least 1 minute was offered versus 30 seconds which would be insulting to anyone offering their comment. Please plan for additional time for general public comment.
Intro/ General	2. The WG and City staff need to stretch the imagination if this plan is 20-30 years out. Technology will change. AI will be abundant most likely, self drive cars will be on roads, robotics will be in use, work will transform. How will this planning effort seek what the future may mean for these ideas/
Land Use & Economic Prosperity	3. In the plan, what is the ultimate targeted housing mix? Low income, affordable, workforce, market rate? A comparison of what % are in the planning area with 5 year growth projections over the next 20-30 years would be helpful. This area should not be just affordable housing "dumping ground" but a diverse mix. If the area becomes attractive as happened with North Park, South Park, Normal Heights, etc how will the plan keep those whose families lived in the area continue their lives in the area if they chose to remain? As downtown and the other neighborhoods mentioned above become unaffordable, how does the plan make mid city an attractive alternative?
Land Use & Economic Prosperity	7. Will retail and stores be still viable? Perhaps the notion of starter shops and mom and pop stores for new arrivals and immigrants (assuming our country still permits folks to arrive here in the US) might be a notion now that may not be the case in 20-30 years. How can those spaces then be transformed?
Land Use & Economic Prosperity	The one thing that I find odd is the state resource area designations. I feel there is some sort of glitch in their data or some failure to correlate what is on the ground with the data. It shows a "yellow island" straddling Adams Avenue in East Normal Heights. That area should go further south to ECB. It also seems strange that Kensington is considered "red" and Normal Heights north of Adams is "blue" because I would think it is the reverse. Anyway, I will try and write a letter to the commission, but I suggest being careful in how those designations are validated or factored in to the plan because they do not seem to ring true. I even suspect that some of the areas south in the large yellow swath are more medium resource closer to North Park.

<p>Land Use & Economic Prosperity</p>	<p>I have asked this question several times along the way, even before Mid-City Planning board members were selected, and I get the same answer: crickets.</p> <p>Is the city, in their planning, preparing for the issue of property lines, which were determined in our older, mid-city communities using erroneously placed Tie Points placed by the city decades ago, not aligning to the actual historical property lines that have been set for over a century? This is a city-wide issue. Not something that should be ignored.</p> <p>In reviewing historical documents, we have been able to pinpoint several examples of this "offset" being called out by city and county employees, but not fixed by city and county employees. Instead, there are statements to the effect of "...to make the numbers work, we instead did..." which is not an appropriate way to set Tie Points that will determine resident's property lines.</p> <p>Since we have been researching this issue beginning last year, we have come across dozens of our neighbors across the entire length of the neighborhood who have the same "offset" in the same direction, for the same distance. I am aware of at least five instances of the "offset" moving toward litigation. However, those court dates are at least another year off. And within that year, until we can determine in court that the Tie Points are truly erroneous (because the city has block record and answer access), more issues will come up as developers try to fill the 6,000-9,000 square foot lots in Normal Heights with compact ADU complexes.</p> <p>Additionally, during this process, multiple examples of the City of San Diego in violation of state law regarding survey monuments and record retention/public access of records has been uncovered or has occurred. Meaning that it has been even harder to fix this issue because of the layers of incorrect actions, and meaning the issue is being dragged out beyond when it could have been fixed. Which also means that any property sold in Normal Heights, and any mid-city neighborhood, should include this "offset" on their real estate transfer disclosure statement since it is now a known issue.</p> <p>Thus, I ask again, has the CPU put this issue on their radar on how to move this city forward when we have not yet fixed the past? Or is the CPU planning on helping Mid-City residents by accelerating the resolution of this issue before it is litigated in court, possibly in multiple cases?</p>
<p>Land Use & Economic Prosperity</p>	<p>Hi Alex and Mid-City Plan Update folks - thank you for presenting the proposed historic districts for Kensington last night. Since the question of whether historic districts do/don't restrict housing has come up in the last two Plan Update meetings, could you provide some clarity on this?</p> <p>Public commenter Lisa stated at the last two Plan Update meetings that historic districts in Manhattan have high densities and don't impact new housing (and therefore won't in Mid-City). However, this study found construction of new units in Manhattan's historic districts was 24% lower than in non-historic neighborhoods. Further, these districts were dense prior to their designation, not as a result of it. The NY Landmarks Conservancy president stated, "If you're looking for density, it doesn't make sense to (add housing) where it's highest." Conversely, Mid-City's existing and proposed (Kensington) historic districts are almost exclusively low-density/single family zoning, so they don't benefit from prior density.</p>
<p>Land Use & Economic Prosperity</p>	<p>Lisa and David Moty said that historic districts in San Diego don't make it more challenging to build new housing. Could you confirm the following:</p> <ol style="list-style-type: none"> 1.SB9 does not allow lot splits in historic districts (https://www.livablecalifornia.org/how-california-cities-can-restrict-sb-9-with-a-local-ordinance/) 2.San Diego's Complete Communities program, which allows additional density near transit, does not apply in historic districts (or in proximity to historic districts that residents have self-declared) - and this has prevented planned housing projects: https://www.sandiegoreader.com/news/2024/sep/03/ocean-beach-historic-cottage-district-thwarts-apartment-project/. 3.ADU (and any new?) construction has more review steps and is more restrictive in historic districts (some of this applies to any property over 45 years old too, as David said): <ol style="list-style-type: none"> 1."ADUs in historic districts must complement the original structure's design and the surrounding neighborhood. This can mean adhering to strict architectural guidelines, including the use of specific materials, colors, or building techniques." 2."The permitting process for ADUs in historic districts is more involved due to the additional layers of approval required. It's essential to work closely with preservation experts and city planners to ensure that your ADU design complies with both zoning laws and historic preservation standards. The review may also require adjustments to your project, potentially increasing both the cost and timeline." (https://snapadu.com/blog/historic-district-adu-permitting-san-diego/) 4.San Diego is in the process of modifying its historic district/designation policies due to negative impacts on new housing construction (https://voiceofsandiego.org/2023/05/22/historic-properties-are-again-a-battleground-for-housing/) <p>Given the above, how is their claim true? I've been told repeatedly that my concerns re: historic district impacts on new housing are false, so any clarification or relevant data would be appreciated.</p>
<p>Land Use & Economic Prosperity</p>	<p>If Kensington's proposed historic districts truly won't make it more difficult to build, the neighborhood should be upzoned in the Plan Update to (once again) allow multi-family housing near transit corridors Adams Ave and El Cajon Blvd. This would address state RHNA and AFFH requirements, and the recent city settlement that requires wealthier neighborhoods to accept more affordable housing and density (https://www.sandiegouniontribune.com/2025/03/18/san-diego-agrees-to-promote-affordable-housing-density-in-higher-income-neighborhoods/).</p>

<p>City Staff Response</p>	<p>Response: Thank you for reaching out to us with these questions about historic districts and their potential impact on housing development in Kensington. Please see the following responses:</p> <p style="text-align: center;">Clarification #1</p> <p style="text-align: center;">"SB9 does not allow lot splits in historic districts"</p> <p>City Response: Correct. SB9 is a state law. There is a state bill currently proposed call AB 1061 which removes barriers to housing development by allowing the California HOME Act (SB 9 of 2021) to apply in historic districts, as long as projects do not demolish existing historic structures.</p> <p style="text-align: center;">Clarification #2</p> <p style="text-align: center;">"San Diego's Complete Communities program, which allows additional density near transit, does not apply in historic districts (or in proximity to historic districts that residents have self-declared) - and this has prevented planned housing projects"</p> <p>City Response: The Complete Communities Housing Solutions program is not allowed in sites located within a designated historical district. https://www.sandiego.gov/sites/default/files/ib-411_complete_communities_housing_solutions.pdf. Complete Communities has a land use and zoning threshold greater than 20 dwelling units per acre. Most historic districts are below that threshold and would not be eligible to utilize complete communities with or without the designated status.</p> <p style="text-align: center;">Clarification #3</p> <p style="text-align: center;">"ADU (and any new?) construction has more review steps and is more restrictive in historic districts (some of this applies to any property over 45 years old too, as David said)"</p> <p>City Response: Construction in historic districts and on historic sites requires review by the City Planning department. Please note that the ADU bonus program is allowed in historic districts.</p> <p style="text-align: center;">Clarification #4</p> <p style="text-align: center;">"San Diego is in the process of modifying its historic district/designation policies due to negative impacts on new housing construction (https://voiceofsandiego.org/2023/05/22/historic-properties-are-again-a-battleground-for-housing/)"</p> <p>City Response: City staff are currently comprehensively updating the Heritage Preservation program through Preservation and Progress. This update will seek to streamline processes for new homes and other uses while protecting places of historic, architectural, and cultural importance. More info can be found on the project webpage (https://www.sandiego.gov/planning/work/historic-preservation-planning/preservation-and-progress)</p> <p style="text-align: center;">City Staff has put together a FAQ about historic districts in the Mid-City communities: https://www.sandiego.gov/sites/default/files/2025-03/hcs-historic-survey-faq.pdf</p> <p style="text-align: center;">From more information on designation of new historic districts please visit this webpage: https://www.sandiego.gov/planning/work/historic-preservation-planning/historic-districts#:~:text=Historic%20Districts%20are%20designated%20through,Board%20and%20their%20Policy%20Subcommittee.</p> <p style="text-align: center;">Let us know if you have any further questions.</p>
<p>Land Use & Economic Prosperity</p>	<p>On and interesting, and connected, note, our survey expert received this from the city just this morning:</p> <p>"The City's program to remove and catalog all documents located in the "tank" is scheduled to begin in calendar year 2026 and is estimated to take about one year to complete."</p> <p>These are documents the city first said did not exist when asked about records, via a PRA request, to help fix the property line issue. After my expert told them that these records, and that storage facility existed, and consistently pushed them to go look at the facility, the city went and found them. It now looks like it will be at least another year or longer before we can know for sure what property lines should be in Normal Heights, and other pre-1938 neighborhoods.</p> <p>And for the record, the city was told over two decades ago by Clyde Elmore that the removal and cataloging of these records was an "urgent" matter. Here we are all of these decades later and another year before the process will even begin, based on their statement this morning.</p> <p>Which means it is even more imperative that this issue is addressed in any planning of Mid-City. Is this issue now on the radar of the group? I reiterate that between now and when this matter can be settled by experts researching historical records, lawsuits will continue to pile up between developers and long residents of our neighborhoods who know where the property lines should be (often because the original subdivision maps exist, like Map 985 for Normal Heights), despite where the tie points put them.</p> <p>Thank you and I look forward to hearing the plan to address this issue by the group.</p>
<p>Land Use & Economic Prosperity</p>	<p>I believe strongly that density belongs on transit corridors and not in historically designated neighborhoods. Concept #5 would most closely place higher density near transit where it belongs rather than destroying existing communities.</p> <p>Accordingly, please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations.</p>
<p>Land Use & Economic Prosperity</p>	<p>I live at 4572 Norma Drive in Talmadge. It great to see ideas for Mid-city. I support Concept 5 over the others for a few reasons.</p> <ol style="list-style-type: none"> 1) It seems prioritize the transit corridors for denser residential development which I think is proper along these corridors. Maybe in the future wider development then grows along these corridors. 2) It preserves the existing single-family neighborhoods. <p>No change to most of multifamily and single-family areas. Farther in the future perhaps.</p> <ol style="list-style-type: none"> 3) Prioritizing developing along the transit corridors will stimulate more use of and more development of public transits. 4) I've read somewhere properties within a mile of a transit corridor are ok for increased development. I am in good shape and live .35 miles from El Cajon boulevard. I think anything much over that distance is such where the use of public transit drops off quickly. Also, the Talmadge homes along canyons that are within a mile of transit - no one is going to hike through the steep canyons to transit. Topography must be taken into account. 5) Finally, prioritizing development along transit corridors will create more neighborhood type commercial items (restaurants, shops, etc) creating a more vibrant community rather than a diluted community.
<p>Land Use & Economic Prosperity</p>	<p>When making a decision regarding our community of Talmadge please choose option 5 for our community development. Please consider the historical context of neighborhood single family homes in addition to expansion along El Cajon Blvd. Looking for the best options for all parties involved includes a mix of dense housing on the corridor and single home housing on the interior. This allows everyone's housing needs to be met. This option also allows for families different needs as time goes by and families change and grow.</p>

Land Use & Economic Prosperity	<p>I support proposal #5 whereby high-density housing would be built along El Cajon Blvd because public transportation would be easily accessible. While this is a better plan so that low-income families would be able to use public transit to/from work without the need for cars. I am hopeful that you will take into consideration my support for PLAN #05.</p> <p>Thank you for taking into account my practical suggestions in support of PLAN #05 as it would serve best those living along EL CAJON BLVD area code 92115.</p>
Land Use & Economic Prosperity	<p>I SUPPORT CONCEPT #5 The only logical plan.</p>
Land Use & Economic Prosperity	<p>I am writing as a resident of Talmadge to express support for Concept #5 - Transit Centers & Corridors presented in the Draft Mid-City Ideas Report (August 2025). I strongly believe that density belongs along true transit corridors, not within historic single-family neighborhoods that were thoughtfully designed and have defined the character of Mid-City for nearly a century and already built to infrastructure capacity. I also believe and support innovation and change in a growing city by advancing Smart Growth initiatives that aren't to the detriment of the social fabric, beauty, and functionality of existing neighborhoods that make our city great.</p> <p>Why Concept #5 best serves our community and the City of San Diego at large:</p> <ul style="list-style-type: none"> •It concentrates new growth along El Cajon Boulevard, University Avenue, Fairmount Avenue, and other transit-rich corridors, where infrastructure already exists or can be upgraded responsibly (Light Rail over buses will be my continued theme). •It maintains the integrity and scale of historic single-family neighborhoods, ensuring that new housing complements—rather than overwhelms—our community fabric. •It directs reinvestment toward underutilized low rise commercial zones and aging retail parcels, encouraging mixed-use redevelopment and adaptive reuse that align with sustainability goals and can serve a greater population and need faster and beautify the city at the same time.
Land Use & Economic Prosperity	<ul style="list-style-type: none"> •Leave ADU's as their originally intended function, a single unit designed for aging or needy family member, or additional income for a homeowner where a single ADU unit that blends into the neighborhood. There are four single ADU units on our block alone, all serving the intended purpose for the onsite homeowner as opposed to a boon for a developer intending to maximize profits at the expense of locals, tenants, and the community.
Land Use & Economic Prosperity	<p>We all support the goal of increasing housing supply and affordability. However, this must be achieved intelligently—by focusing growth where infrastructure and true transit access and services already exist or can be easily expanded, not by allowing speculative redevelopment to erode historic, livable neighborhoods that do not achieve the intended goal of bringing down housing costs.</p>
Land Use & Economic Prosperity History & Place	<p>I support Concept #5 because I firmly believe that higher-density development should be focused along transit corridors—not within established, historic single-family neighborhoods. The Mid-City survey serves as a preliminary guide rather than an exhaustive or authoritative study. It's intended to inform future research and formal recommendations, not to draw final conclusions. Given that, it's premature and inappropriate for a draft document to propose dismantling a thoughtfully planned, community-supported National Register district—particularly when the rationale for doing so lacks clear evidence. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods. The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Proposing to divide an established district recognized at both the state and national levels for its historic significance would be divisive to the community it serves, damaging to its sense of place, and contradictory to the City of San Diego's own guiding principles which emphasize the value of cohesive, character-rich communities as a cornerstone of the city's identity. Such a proposal risks undermining trust and eroding the community fabric that the Planning Department seeks to strengthen. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods. The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p>
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Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>In reviewing the Mid-City Ideas Report, my family, which includes my wife and 2 children (ages 22 and 24) choose Concept #5, because we believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up an existing, well-conceived and community driven National Register historic district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
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Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>Concept #5 is best for San Diego. Density belongs on transit corridors and not in historic single-family neighborhoods. There are plenty of examples of single family neighborhoods in San Diego that have lost numerous families due to backyard apartment towers and raising rent costs that fill the pockets of greedy developers.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>

Land Use & Economic Prosperity History & Place	<p>I live two blocks from El Cajon Blvd. and I am always wondering why there are so many derelict commercial properties there.</p> <p>I believe strongly that density belongs on transit corridors and not in historically designated neighborhoods. Concept #5 would most closely place higher density near transit where it belongs rather than destroying existing communities.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe STRONGLY that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>Our historic single family neighborhoods need to be treasured and preserved so that future generations may be able to get a glimpse into the specialness of the past.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Land Use Concept 5, because I strongly believe that density belongs on transit corridors and not in historic single family neighborhoods.</p> <p>The current Mid-City survey does not reflect thorough research and is ill-conceived. The reasoning behind division of the State and Federal recognized district of 'Talmadge Park Estates Historic District' is completely unwarranted. Undermining the cohesive, character rich community serves no purpose and would negate the very fabric the Planning Department strives to achieve.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated. Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>Density belongs on transit corridors -- not in single-family neighborhoods. That's why I choose Concept #5.</p> <p>Also, I think that it is inappropriate to refer to breaking up a National Register district in a draft document. Please remove references to breaking up the Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Land Use & Economic Prosperity History & Place	<p>The Mid-City survey and Ideas Report serve as preliminary guidance, not definitive policy. For that reason, the recommendation to fragment or redefine portions of the Talmadge Park Estates Historic District is inappropriate at this stage and should be removed from the Draft Report. Any such proposal should be based on formal, evidence-based historic evaluation and robust community engagement, not on generalized mapping assumptions.</p>
Land Use & Economic Prosperity History & Place	<p>I choose Concept #5, because I believe strongly that density belongs on transit corridors and not in historic single-family neighborhoods.</p> <p>The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because of the need for future research, the recommendation to break up a well-conceived and community driven National Register district for local consideration is inappropriate in a Draft document. Especially when the reasons for said break-up are unsubstantiated.</p> <p>Please remove any reference to breaking up Talmadge Park Estates Historic District from the Mid-City Ideas report.</p>
Mobility	<p>1. The entire mid-cities is a "global village" and can be identified as such. That being the case, think of how these "global village" communities can be connected together via linkages, streets, and easy mobility access.</p>
Mobility	<p>4. The purple line, far in the future, should avoid displacement of housing. Stops should be at the east west corridor crossings of University and ECB. These streets will be developed so these are natural locations for rail line connectivity. The line should then switch to the 15 versus Fairmont.</p>
Mobility	<p>Also, with regards to Adams Avenue circulation, I would prefer not to see any popouts or bubbles, or whatever you call them, or anything that narrows it. I like the idea of a 211 Rapid because the 11 is anything but rapid. Also, I like the proposal to reduce the number of tire shops and storage facilities all over the area.</p>

Mobility	<p>2.Roads that are hostile towards pedestrians. It is clear that our roads have been designed to allow for cars to pass through our communities, at the expense of pedestrian safety. As somebody who walks around town every day, I propose some improvements that would go a long way:</p> <p>1.More stop-signs and pedestrian crosswalks near highway bridge crossings. Particular offenders are the Lincoln Ave and Orange Ave bridges over the 805. I see pedestrians trying to cross these intersections dozens of times a day. With the speed that cars go on these roads, coupled with the blind turns, it is very dangerous. With the new Sprouts that will be opening up on El Cajon, I imagine that foot-traffic in this area will become even more of a hazard.</p>
Mobility	<p>2.More stop-signs and pedestrian crosswalks along Orange Ave. There is more than a quarter-mile distance between the lights at 33rd St, 35th St, and 37th St. This is simply not enough to support the density of these communities. I see people jay-walking every day, and once again, it's very dangerous.</p>
Mobility	<p>3.Narrowing of the roads that go through our neighborhoods. Right now, there are a number of very wide roads in our communities, leading to motorists speeding in excess of 40-50 miles/hour. These roads include most of the North-South running streets, e.g. 33rd St, Wabash Ave, 34th St, Swift Ave, etc. Thankfully, research shows that the solution to this is very simple.</p> <p>1.Install medians! This has the added benefit of adding much-needed greenery and tree cover to our neighborhoods. Cars naturally slow down when they have less room available.</p> <p>2.Switch these streets to angled parking. While I personally prefer more trees and green medians as a solution, this is an even more affordable option. It accomplishes the same goal of narrowing streets, and has the added benefit of increasing the amount of available parking in our neighborhoods.</p>
Mobility	<p>I have reviewed the preliminary improvements plan shown below and I would like to point out that there are essentially no proposed improvements for my neighborhood included in the proposed Mid City PPlan (Oak Park west of 54th Street, east of Chollas Parkway, and north of Krenning Street. The only improvement shown is a walking trail along Chollas Creek. There is already a walking trail along Chollas Creek, but the area isn't safe to walk and is occupied by unsheltered people. Additionally, this area of Chollas Parkway next to Chollas Creek, lacks a sidewalk on the western side of the street, and the residents on the eastern side of the street consistently block the sidewalk fully with their vehicles due to short driveways. This condition unsafely pushes pedestrians into the street.</p> <p>Our neighborhood SEVERELY LACKS basic improvements that almost all other neighborhoods within the City of San Diego already have, including sidewalks, ADA accessible street corners, light poles, and parks. Specifically, my neighborhood does not have acceptable sidewalks or safe street crossing in almost any regard.</p> <p>The lack of sidewalks in my neighborhood is completely unsafe. Pedestrians are pushed out into the streets on almost every street, often with their dogs and or baby strollers (I have a dog and an 8-month old baby, and am almost hit by speeding vehicles WEEKLY). Below shows a screenshot of an area where many houses have illegally removed sidewalks (shown in pink), creating an extremely unsafe crossing condition for pedestrians (specifically the intersection of Shelby Street & Easy Street). On top of the lack of complete sidewalks, residents on almost every street completely block the sidewalk with their vehicle in their driveway, again, pushing pedestrians out into the streets and forcing them to be unsafe.</p> <p>This area has been severely underserved and ignored for decades, and I would sincerely appreciate your help in bringing this neighborhood up to current safety standards, and at a bare minimum, put back the legal sidewalks throughout the area. We also need more parks and complete ADA street corners at every intersection, not just one or two crossing 54th Street.</p> <p>If it helps, I can create a google earth KMZ file for every street in my neighborhood, labeling and showing all illegal and unsafe conditions, lack of ADA street corners, and lack of sidewalks or complete streets. I will submit this file to you for your use. MY NEIGHBORHOOD IS UNSAFE AND WE NEED HELP. PLEASE DON'T IGNORE US ANY LONGER!!!</p>
Mobility	<ul style="list-style-type: none"> •Prioritize rail-based transit (Purple Line light rail) over expanded bus routes for major corridors. High-capacity, reliable rail systems are essential for long-term climate and mobility objectives....people will use the train over buses.
Mobility	<p>Include renaming the "Trolley", a quaint/nostalgic but inadequate and outdated name for a growing city focused on transit options and adapting for growth – it is Light Rail, options like San Diego Rail, Pacific Line, San Diego Express Train (The Express), etc.</p>
Mobility	<ul style="list-style-type: none"> •Require adequate parking in all high-density developments. While multimodal travel should be encouraged, San Diego remains a vehicle-oriented city; the assumption that residents will abandon cars without robust transit alternatives is unrealistic and has been tested and failed here.
Mobility	<ul style="list-style-type: none"> •Incorporate intelligent infrastructure—safe bike storage, shaded walkways, lighting, and first-mile/last-mile micro-mobility options—to make transit use practical and secure.
Mobility	<p>I want to urge the planners to consider the safety of people walking around the streets of our community. Last week three children were hit by a car driver in nearby San Marcos, one of whom tragically was killed.</p> <p>Is the MidCity planning leadership taking into account the safety of roads? What about the need to ensure multimodal, mass/public transit. I see the MidCity GO works. But we need more!</p> <p>Children's lives are at stake to set up traffic calming: lane reduction and narrowing, pedestrianizing more streets, green multimodal paths, and just general infrastructure.</p> <p>Mobility can be integrated with public green space and parks. Please consider what can be done with haste, without cost to ensure the most vulnerable are safe NOW - not in 5 or 10 years. Pedestrianize streets by schools.</p>
City Staff Response	<p>We are aware of the recent tragic events in San Carlos and Chollas View. Stop signs were installed this morning in San Carlos. We share your concern about pedestrian and traffic safety, especially near schools and in areas where families walk daily. Creating safer, greener streets for all is a key principle in the Mid-City plan update process. Developing concepts for multimodal improvements, traffic calming, enhanced bike facilities, and safe routes for all ages is a major priority in the planning process. Some of these concepts will be available early next year. We'll make sure your feedback is included in the record and shared with our mobility planning team.</p>
Mobility	<p>We write on behalf of the Partnership for the Advancement of New Americans (PANA), concerned community residents, and the undersigned good government, civil rights, environmental justice, advocacy, and ethnic-based direct service community organizations.</p> <p>The purpose of this email is to express our strong opposition to the proposed extension of Lea Street as it currently appears in the community plan update. We believe extending Lea Street would be detrimental to public safety for residents and families in the area.</p> <p>Therefore, we respectfully request and recommend the removal of any proposals for new streets in the Chollas Triangle from the Mid-City Ideas Report (Draft Aug 2025). In their place, we urge you to incorporate plans for pedestrian connections, including safe and accessible crossings to the proposed Chollas Triangle Park. This alternative approach would prioritize the well-being of residents, the safety of our children, promote healthy living, and foster a more connected, people-centered community.</p> <p>Thank you for your time and consideration of this critical matter. We are available to discuss this further and look forward to your response.</p>

Mobility	<p>I'm trying to learn more about future plans to connect Mid-City to the new SDSU development via bikeways or other active transportation means other than cars. The Mid City plan mentions the need to connect our area to other parts of the city via bike routes, but I don't see any specific mention of connecting our north-south corridors with improvements to access over/under the I-8 freeway. Would such improvements/future plans fall under a different plan/organization? If so, how do we ensure the cohesiveness with the biking infrastructure outlined in the Mid-City plan, and other plans?</p> <p>My wife and I take our son to daycare using our Cargo bike. We feel we can safely navigate the Mid-City area fairly well, but our options for North/South connections to Mission Valley are missing or feel unsafe for children. We would love to be able to take our kids to soccer games and other events at Snapdragon stadium via bike.</p>
Parks, Public Facilities and Open Space	5. The Teralta lid expansion, great idea. How is Caltrans being engaged? I see them having a great decision role in the effort.
Parks, Public Facilities and Open Space	6. Trees. Yes green cover is necessary; yet look what is happening in Kensington where mature street trees are being removed due to sidewalk issues. Trees take years to grow to achieve carbon removal. The type and size of trees are important as well as their placement. If trees considered are for the next generation then 20 years is a timeline for climate effect.
Parks, Public Facilities and Open Space	<p>We would like to see more specifics in this document that focus on making us safer from wildfires so we won't end up like Palisades or Altadena, even though our terrain is almost identical, although some San Diego canyon rim neighborhoods are even denser – increasing the risks of destruction.</p> <p>Specifically, one of the best ways to address our increasing wildfire risk may be for San Diego to become a qualified Fire Risk Reduction Community, (FRR) per PRC 4290.1. An FRR city uses best practices for fire planning, as determined by the California Board of Forestry and Fire Protection, including adopting the following: (a) local defensible space ordinances, rules, or regulations which exceed state minimum regulations, (b) a comprehensive retrofit code or plan for existing homes, and (c) a "Wildland Urban Interface" code stricter than Chapter 49, Part 9, of Title 24 of the California Code of Regulations.</p> <p>The city will have also implemented fire hazard mitigation requirements which exceed state minimum requirements addressing safe zones or areas of refuge, structure density, ornamental vegetation, structure design features, or other fire safety features.</p> <p>A Fire Risk Reduction Community designation is not only evidence of significantly greater fire resiliency but may also provide potential homeowner insurance discounts.</p> <p>Thank you for considering more aggressive efforts toward fire safety!</p>
Parks, Public Facilities and Open Space	<p>I really like that the following ideas were registered and incorporated:</p> <ul style="list-style-type: none"> •The 40th Street corridor for greening-up •Trees for the rental-dense areas south of Adams •Urban trail corridors that include one north-south from Ward Cyn Park •Community center improvement on Adams Avenue •Library included and potential future location on 36th and Adams
Parks, Public Facilities and Open Space	Like, I said the entire plan seems very bold and visionary and I really appreciate being able to have my voice heard.
Parks, Public Facilities and Open Space	<p>I recently attended a meeting of the City Heights Community Planning Group, where I was encouraged by members of the planning committee to reach out with feedback.</p> <p>I am tremendously excited for this initiative, and believe that it will go a long way towards revitalizing our communities. However, having lived in this community for a number of years, there are several major livability concerns that this plan doesn't seem to address. Specifically:</p> <p>1.The adverse health and pedestrian impacts of the 805 and 15 highways cutting through our communities.</p> <p>oWhile I appreciate that there is planned work to improve Teralta park, this does very little to resolve the impacts of the remaining huge spans of highway that border our communities. Large stretches of highway, e.g., the 805 between University through El Cajon, are separated from the surrounding neighborhoods by little more than a chain-link fence. To be blunt, the fact that this hasn't been remediated in the years since the original construction of these highways is very disappointing. It sends the message that the city does not care about the corridor district, even though we are bringing in more tax revenue with each passing year.</p> <p>oSome solutions, in order of cost-effectiveness, are:</p> <p>1.Planting trees and shrubbery! If we were to plant large-growing, drought-tolerant trees, buffered by shrubbery along the highways, it would vastly improve the sound-dampening of these areas, as well as the amount of pollutants that travel into the surrounding neighborhoods. Studies have shown that the corridor area specifically has a huge dearth of trees compared to other areas of the city. In my view, this is a must-have.</p>
Parks, Public Facilities and Open Space	<p>oSome solutions, in order of cost-effectiveness, are:</p> <p>2.Building actual solid walls and noise barriers along the highways, particularly in the mentioned regions, as well as on highway bridges, e.g., Lincoln, University, Orange Ave, over the 805. It's disheartening that this wasn't done as part of the original construction of these highways, and even more so that it hasn't happened in the many years since. In my experience living on the east coast, this has been the bare minimum of what is generally done for noise and pollution mitigation. It is deeply unpleasant and unhealthy to need to cross above highway traffic without a meaningful barrier.</p>
Parks, Public Facilities and Open Space	<p>oSome solutions, in order of cost-effectiveness, are:</p> <p>3.Capping the highways. I understand that this is tremendously expensive, but it is the true solution, so I'd be remiss not to mention it. It would be wonderful to reconnect all of our split communities.</p>
Parks, Public Facilities and Open Space	<p>3.I've mentioned this multiple times as a solution to some of the other issues burdening our community, but it deserves its own bullet. More trees! I was deeply disappointed to find that while City Heights is an area of focus in San Diego's urban forestry plan, the corridor district is specifically excluded! I was so excited to hear about this initiative, and I can't begin to express my disappointment in this exclusion. There is a pattern of the corridor district being overlooked in these kinds of community planning efforts, and we are living poorer lives for it.</p>

<p>Parks, Public Facilities, & Open Space</p>	<p>At Tuesday's Talmadge Maintenance Assessment District meeting, we learned that the charter school at 4481 Estrella Avenue will cease operations at the end of this school year, and that the parcel is now listed for sale. While its proximity to El Cajon Boulevard makes it a strong candidate for multifamily housing near a transit corridor, it also represents a once-in-a-lifetime opportunity for a neighborhood of over 10,000 residents that currently has zero square inches of park space, and no foreseeable alternative means of obtaining any. The property is listed at \$5.2 million, has been on the market for 234 days, and is discounted from an initial asking price of \$6.9 million. https://www.loopnet.com/Listing/4481-Estrella-Ave-San-Diego-CA/35085901/ https://redf.in/IXMy4I That price (or even less after negotiation) is an exceptionally fair acquisition cost for such a large, contiguous parcel. My initial thought was for a modest, low-cost park: a turf field, basic amenities, fencing, and trees. But this site could offer so much more—a transformative community asset—by developing it as a one-story elevated deck park that serves multiple community needs. A design of this kind could:</p> <ul style="list-style-type: none"> •Ensure safe, secure access. Like the East Block development “community” deck at Fairmount & El Cajon Boulevard, above-street construction makes closed hours access extremely easy to control. Self-closing gates could be electromagnetically locked on a nightly schedule to deter after-hours use, with minimal enforcement needs and volunteer patrol oversight. The long street frontage makes extremely gentle all-users ramp access to the park extraordinarily easy with minimal use of land. •Add valuable off-street parking. With street access on one side and alley access on two, under-deck parking could be entered solely from the alleys, preserving all on-street spaces. Adding new parking to this part of the community would ease parking competition for residents and nearby businesses and help enable future zero-parking-required housing near the Boulevard. •Provide a small community center. A simple room or multipurpose facility beneath the deck could finally give Talmadge an all-weather civic gathering space, something our community entirely lacks. The same structure could also accommodate small-scale community-friendly uses like child care, with safe under-deck pickup/drop-off access. •Support urban canopy and climate goals. Engineered planters built beneath the deck could allow for full-sized landmark trees at deck level, enhancing both the park aesthetic and community aesthetic and creating park shade. Solar-generating park shade structures could make the entire facility climate-neutral or even climate-positive. •Reinforce Talmadge's historic identity. The parcel lies directly beside two of the neighborhood's original gate structures, offering a rare chance to connect a new public amenity with Talmadge's historic character, community origins, and sense of place. <p>This is an extraordinary, time-sensitive opportunity that will not come again. On behalf of the Talmadge community, I urge the City to seriously consider acquiring the 4481 Estrella Avenue property for park use.</p>
<p>City Staff Response</p>	<p>I am following up on your inquiry and have added others who have recently communicated about this location.</p> <p>There are two potential funding sources for parkland acquisition:</p> <ul style="list-style-type: none"> •Mid-City Community DIF Funds <p>oCommunity DIF funds are legally restricted under the California Mitigation Fee Act and can only be expended on projects identified in the Public Facilities Financing Plan (PFFP) for each specific community. In this case, the Mid-City DIF Fund would be the eligible local source; however, that fund currently has a very limited balance (\$85k unallocated balance, as of Sept. 30, 2025).</p> <ul style="list-style-type: none"> •The Citywide Parks Development Impact Fee Fund, which may be used for qualifying park and recreation purposes citywide. Ten percent of the Citywide Parks Development Impact Fee is reserved for park acquisition (\$3.8 million, as of Sept. 30, 2025). <p>The request to allocate funds for land acquisition would need to be initiated by the Parks and Recreation Department, and the request would need to be made through the annual budget process or a standalone council action, and go through the appropriate approvals depending on the process. Parks and Recreation would work with the Economic Development Department to acquire the land.</p>
<p>Parks, Public Facilities, & Open Space</p>	<p>Thinking about it more, I can see a way to make this something of even a modest revenue generator over time to potentially self-fund Park and Rec management (or with enough time, possibly even construction) of the facility by managing any under-deck parking similar to what is done at UTC mall:</p> <ul style="list-style-type: none"> •Everyone pulls a ticket upon entry •During the day, a certain time period is automatically free; beyond that, pay to exit •Whatever defined local area users could each have their own scannable barcode/QR/similar, good for pick-a-number of free day uses and pick a number free overnight uses per pick-a-period. That creates a disincentive to share one's code widely, because once the allowed number of uses is consumed, they're consumed, and whatever other applicable day or overnight use rate is set has to be paid at exit. •Parking systems like that collect license plate numbers on entrance and exit, so the City could engage a PPI towing company like Western to enforce long term stays beyond whatever maximum is set, if desired: Parking fees plus towing and impound collected by tower to release from impound. Tow providers are happy to participate, as those arrangements always passively more than self-fund to pay for the towing enforcement cost. Further, the existing school operates a wireless communication facility in the steeple of the former church. This could also probably also be continued forward to provide additional City revenue and continuity of service amenity to the surrounding area.
<p>Parks, Public Facilities, & Open Space</p>	<p>Although we are located in the College-Area, about ½ of our service area is in the Eastern area. Library services, or lack of them, tend to get little attention in community plans. Would an appropriate person give me a call? Libraries. The College-Rolando Library is the only library serving the College Area and the surrounding areas of Rolando, El Cerrito, Rolando Park, Colina, and part of Talmadge. The population of this service area is 55,450, or 36% of D9's total population (158,320). The area is 5.3 square miles. This map was created by Roy MacPhail, former City of San Diego Redistricting Commissioner, for the Friends of the College-Rolando Library, using the city files developed for the last city redistricting. The Library Department provided the boundary description. Among the 36 city branch libraries, this library has the 5th largest service area. It has the 4th lowest Median Family Income. It serves a diverse population with 67% of the population identified as non-white. (demographics provided by the Library Department),</p>

Parks, Public Facilities, & Open Space	<p>I recently became a homeowner in the community and started looking into city plans for an update.</p> <p>There is an eroded dirt/ rock path behind my property line that directly connects to my communities park. Much of my community uses this path for park access and so I was hoping to get information on wether the city had plans to update the park and this path.</p> <p>Is there any way to submit input or get a more detailed plan?</p>
City Staff Response	<p>Regarding your concern, are you able to provide an address, this will help us investigate the site and inform you on any findings.</p> <p>As you may know, we are in the process of updating the 1998 Mid-City Communities Plan, which includes the City Heights community planning area. You can learn more about the initiative and the work we have done so far by visiting this link: https://www.sandiego.gov/planning/mid-city-communities-plan-update</p>
Parks, Public Facilities, & Open Space	<p>As a Talmadge resident, I am urging the City to act immediately to acquire 4481 Estrella Avenue as a public park.</p> <p>Talmadge has 10,000 residents and not one square inch of park space — a need overlooked for the entirety of our neighborhood's 99-year history. This 0.87-acre parcel is the only realistically available site for a neighborhood park, and once it is redeveloped, the opportunity will be gone forever.</p> <p>The property is listed for \$5.2 million and has been on the market for months. It represents a rare, time-sensitive, once-in-a-lifetime chance to finally correct Talmadge's long-documented park deficiency.</p> <p>This acquisition directly advances the City's goals under Parks for All of Us, the Climate Equity Index, and the Mid-City Community Plan Update, all of which recognize the need for added park space in dense, walkable neighborhoods like ours — neighborhoods with zero historic investment in park resources.</p> <p>I respectfully ask the City to:</p> <ul style="list-style-type: none"> • Evaluate this parcel immediately as a park acquisition; • Initiate CIP review and identify funding options (Citywide Park DIF, Build Better SD, grants, etc.); • Act before private redevelopment removes this opportunity permanently. <p>Please fight for Talmadge's first and only park. This moment will not come again.</p>
Parks, Public Facilities, & Open Space	<p>I am a homeowner and resident of the community of Talmadge within the mid city area of San Diego. I am an engaged member of the community serving as President of the Talmadge Historical Society and Board member of the Kensington Talmage Planning Group. I am writing with some suggestions of locations with potential for park and recreational space within my community.</p> <p>Talmadge is a great family oriented neighborhood with many residents who share the concern for lack of parks and recreational space within our community. I have two ideas that have been discussed in community forums as having potential.</p> <p>Location 1:</p> <p>Along Aldine drive from Adams avenue on the west end near Kensington to Monroe Ave on the east end near talmadge. This area has great potential to develop a shared pedestrian / bike pathway connecting the communities of Talmadge and Kensington while providing a safe needed East-West route for bikers and a way for community members to have recreational space in our open spaces. See image below.</p>
Parks, Public Facilities, & Open Space	<p>Location 2:</p> <p>At the north end of Miracle drive, the potential exists for a small pocket park for families to spend time with children even a space for a dog park. There is a large shade tree in the site that the Talmadge Historical Society would be interested in preserving as it historic connection with the community. See image below.</p>

ATTACHMENT 6

Community Feedback - Community Planning Groups		
Chapter	Comment	Community Planning Area
History & Place	Member served HRB for 10 years 1. Preserve Talmadge Park Estates Historic District as listed on the National Register. Cannot understand how city staff approved splitting the district. Urges respect for what the community has built. 2. keep the heart of commercial core (north talmagde park) as part of Kensington	09/15 Ken-Tal CPG meeting
History & Place	Q: What are the criteria for identifying important historical resources? Q: Who determines the 45 year exemption period?	09/15 Ken-Tal CPG meeting
History & Place	Q: How many ADUs have been built in historical areas? Don't sell properties, if you don't want ADUs in neighborhoods	09/15 Ken-Tal CPG meeting
History & Place	Talmadge Park Estate should remain intact as part of the broader historical district. North Talmadge park also needs to remain linked with Kensington for historical and community integrity.	09/15 Ken-Tal CPG meeting
History & Place	Lives in Park Estates and takes offense that the city ignored what was approved by the state and national register. Many hours have gone into this process—it's frustrating to see it disregarded.	09/15 Ken-Tal CPG meeting
History & Place	San Diego poorly encourages adaptive reuse. Would like to see: Supplemental design regulations Streamlined permitting Creative solutions for converting old buildings for modern use Focus on placemaking and improving livability through innovation/ adaptive reuse.	09/15 Ken-Tal CPG meeting
History & Place	Increases in zoning could impact historic resources. Consider what the community has fought for generations to protect this history.	09/15 Ken-Tal CPG meeting

History & Place	Any discussion of Ken-Tal must include its historic relevance. That's what draws people to the area.	09/15 Ken-Tal CPG meeting
History & Place	Q: Is Ken-Tal being removed from the historic district (e.g., between 44th–49th Streets)? What's the rationale for this exclusion?	09/15 Ken-Tal CPG meeting
History & Place	Talmadge Park Estate North (Talamdge Park Unit 2) should remain part of Kensington.	09/15 Ken-Tal CPG meeting
History & Place	<p>Preserving the village character is critical.</p> <p>Walkability is key—neighbors walk daily, and the village designation supports that.</p> <p>On-street parking is essential, especially for small businesses.</p> <p>Current city policies seem to discourage parking, which makes it harder for small businesses to survive.</p> <p>We need both parking and local business support.</p>	09/15 Ken-Tal CPG meeting
History & Place	Promote architectural tourism and encourage adaptive reuse of historic buildings	09/15 Ken-Tal CPG meeting
Introduction	<p>Thanked David for a high-level presentation.</p> <p>Appreciates the architectural context provided.</p> <p>Feels the process is backward—we should not have to wait so long to give zoning feedback.</p>	09/15 Ken-Tal CPG meeting

Introduction	Concerned that high school students made up 30% of the engagement participants—raises questions about the balance and depth of feedback gathered.	09/15 Ken-Tal CPG meeting
Introduction	Q: There's an emphasis on youth engagement—what ages were involved, and what were their experiences and perspectives? A: Juniors and Seniors at the local high schools	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Seek clarity on height requirements along main street	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Likes the idea of increasing commercial development along Euclid—credits this idea to David.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	The 1998 plan was focused on outdated (?) issues - we're in a housing crisis now because new housing wasn't allowed in key areas (beyond corridors). Not enough housing production at local level- state has come into play. Ken-Tal is now too expensive—people have been pushed out. Housing growth has mostly occurred south of ECB, which is unfair. To meet state and city requirements, we need to be more flexible and allow multifamily housing in SFH zones. This doesn't mean parking isn't important—but we need balance.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Strongly disagrees with zoning being dictated by Sacramento. Local governance exists for a reason. State-level zoning doesn't match the needs or character of our communities. Will attend public hearings to urge leadership to push back.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Q: What is the current zoning capacity, and what is it expected to be after the update? A:- Zoning is a tool used to implement the land use plan. It's already being applied, alongside the housing density bonus program. - Under current state law, any property owner can build up to 4 units by right. - SB 9 allows further development. - However, we are not yet at the zoning stage of this process.	09/15 Ken-Tal CPG meeting

Land Use & Economic Prosperity	Preferred concepts: 5, then 1, then 3 (in that order). Concepts 2 and 4 are not preferred and are seen as damaging to community character.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Encourage further study into the possibility of ADU restrictions in RS-1-7 zones, as the ADU bonus program amendment did not exclude RS-1-7 zones.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Concern that Concept 4 may destroy community character.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Preference for concentrating density along circulation (transit) corridors, especially where transitional spaces are available.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Proposed concepts do not include CEQA impact analysis	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	When comparing population to deed-restricted affordable units, Downtown ranks at the top, followed by San Ysidro and Greater North Park. Ken-Tal fall in comparison, appears to be above City Heights, Southeastern San Diego, Encanto, Mission Valley, and Kearny Mesa... Ken-Tal is carrying its weight—it has a 31:1 ratio (population to affordable units), which is stronger than many other communities.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Density along transit corridors makes sense, but definitions of “walking distance” vary – is it ½ mile, 1 mile? Especially unclear when canyons are involved.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Misconception that ADUs are affordable – many affordability terms expire after 10–15 years. After that, rents can rise sharply, which will create a disaster.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Upzoning could take away community character and could result in oversized buildings (3–4 homes with 30-ft heights) – where will all these residents park?	09/15 Ken-Tal CPG meeting

Land Use & Economic Prosperity	We should consider smaller stepping zones and look at less congested areas for density increases. Why are we cramming density into already full neighborhoods?	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Q: Concerns about density and parking requirements. What control does the city have over parking requirements and ADUs? A: Under state law, no parking is required for ADUs within TPAs. The market now dictates parking needs. The city cannot require parking due to state law. Developers can pay in-lieu fees to avoid providing affordable housing. This creates pressure on decision-makers but also allows applicants to sidestep affordability goals.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Q: Example – Civita: Instead of paying fees, developers provided infrastructure improvements. Are those rules being carried over?	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Upzoning single-family homes (e.g., RS-1-7) doesn't work like a commodity market. Supply and demand don't operate the same way here. If we increase density, land values may rise, pushing up housing and rent costs even further – making things less affordable and less equitable. Encroaching on SFH neighborhoods through upzoning can make them even more unaffordable. We should focus on preserving these areas.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Q: How tall can buildings be on main streets? A: Depends on the land use concept – generally 40 to 65 feet (4-6 stories).	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	The 4400 Euclid block presents an opportunity for community commercial development. However, ECB will likely never function as true neighborhood commercial Suggest we designate 4400 Euclid as a community commercial area.	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	Intersection of Euclid Ave & El Cajon Blvd (NW corner) - potential for commercial revitalization	09/15 Ken-Tal CPG meeting
Land Use & Economic Prosperity	There is a lack of walkable commercial areas in Talmadge. Requesting that 4400 Euclid block be prioritized for commercial-focused development.	09/15 Ken-Tal CPG meeting
Mobility	Plan for new transportation types like Waymo, e-bikes, etc.	09/15 Ken-Tal CPG meeting
Mobility	Q: Can there be synchronization of traffic lights along Adams?	09/15 Ken-Tal CPG meeting

Mobility	<p>Q: Does the rapid bus line need to be outlined in figures if route is not finalized?</p> <p>A: To plan without it would be a disservice to the community, potential impacts need to be considered during plan update process</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>ECB is outdated—it still looks like Old Highway 80. Wants a fresh start. It's flat and linear, offering an opportunity for a more exciting design. Ideas: Improve traffic circulation Widen sidewalks Add street trees Consider one-way streets Take inspiration from Little Italy with a community plaza</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>The rapid bus line in Aldine would be problematic. The street is very old and not built to handle heavy loads. It's also an emergency response route – competing with the rapid line could impact EMS/fire services.</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>The proposed Purple Line (2050) is not guaranteed. Planning should reflect current conditions, not depend on transit lines that may never be built.</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>Fairmount Avenue has been highlighted for pedestrian and bike use, but speeding is a major issue. The road is straight (unlike Friars), has only two lanes, and dangerous blind curves. Speeds need to be addressed/reduced – especially near ECB – as there have been many accidents.</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>Removing car lanes for bike lanes has increased congestion and accident risks.</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>We need to be concerned about the implications of future transit Q: Will the planned rapid bus line on Adams trigger SB 79? A: SB 79 is triggered only if the street (BRT route) includes a dedicated lane. Adams does not have the space for that, so it likely would not be triggered.</p>	09/15 Ken-Tal CPG meeting
Mobility	<p>Aldine Drive is rated for 4-ton vehicles, yet Route 11 buses weigh 12 tons, and a proposed rapid bus would weigh 17 tons.] The road cannot support that kind of load—this must be addressed.</p>	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	<p>Q: Haven't seen much improvement in Ken-Tal—are there any plans for libraries? Compared to places like Mission Hills, which has a large library, Ken-Tal could use something similar. Suggests Ward Canyon Park as a possible location. Not a fan of retail-style libraries due to concerns about youth congregating unsupervised.</p>	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	<p>Tree maintenance costs are high. Residents have spent \$40,000 planting new trees and \$65,000 maintaining them. A formal tree maintenance district is needed.</p>	09/15 Ken-Tal CPG meeting

Parks, Public Facilities and Open Space	Supports more parks bc lives near a roundabout park that isn't truly usable. While they support trails, they're also concerned about increased fire risks. Adding density in this area raises evacuation concerns.	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	The plan lacks attention to fire safety—only one sentence addresses it. Suggest designating Mid-City as a Fire Risk Reduction Community. Many neighborhoods have only one road in and out, and are surrounded by flammable canyons. The area has topography similar to L.A.—we've just been lucky so far. Fire marshals already deal with multiple small fires per week. Strongly recommends: Using the new fire hazard map Aligning (?) with SB11 Including fire risk mitigation strategies in the plan Aim to be a fire risk Reduction community: https://bof.fire.ca.gov/projects-and-programs/fire-risk-reduction-community-list/	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Q: Is fire safety under the scope of the Community Plan Update (CPU)? A: To a degree, the Community Plan will include fire safety policies	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Appreciation for efforts to explore deficiencies in park and other public facilities.	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Q: Have we calculated the number of park points required by our proposed land use changes? A: Not yet.	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	With 500 new residents and 2,000 housing units, we will need significantly more than the 50 park points currently identified in the master plan (e.g., library).	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Park points should not include green spaces that are aesthetic and are not functionally usable. It would be misleading to claim those meet standards. We'd rather acknowledge a real park deficit than pretend to meet it with non-usable green spaces.	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Appreciates green corridor concepts, but questions who would maintain, expresses concern for many existing and unmaintained green spaces	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Appreciates the interest in improving park spaces in Aldine. There's potential to create a park or trail through lots that are currently for sale, though they are privately owned. The area is already used informally by bikers—establishing an official trail would improve safety and also help preserve the adjacent open space potential area: https://www.google.com/maps/@32.7697683,-117.0972937,3a,75y,80.9h,90t/data=!3m8!1e1!3m6!1sCIHM0ogKEICAgICe1OaTKA!2e10!3e11!6shttps:%2F%2Fih3.googleusercontent.com%2Fgpmcs-s%2FAB8u6HYACF4j6vtQ2SxRzTvr_5hQ9EkmqZdBTfZO-PDb14gJXWAobpgfb9wJWzvuSoOn6wjYyF-FFnKy4oUvapkc5wPjciHjSbG90cOn1_Lvf277em1LFEI2op-ijf2Y8me4FB4iOFzR%3Dw900-h600-k-no-pi0-ya324.9-ro0-fo100!7i4608!8i2304?entry=ttu&g_ep=EgoyMDI1MDkxNS4wIKXMDS0ASAFQAw%3D%3D	09/15 Ken-Tal CPG meeting

Parks, Public Facilities and Open Space	Our current infrastructure is crumbling—sewers, drainage systems, etc.—and ADUs are adding density without corresponding upgrades. When will the city realistically have the funds to expand infrastructure capacity? If we wait until 2050, conditions will significantly worsen. Infrastructure upgrades need to be considered in what we can plan for	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Main concern is that infrastructure deficiencies in current systems can't support additional density	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	In addition, need for fire efficient evacuation routes are being ignored while density increases.	09/15 Ken-Tal CPG meeting
Parks, Public Facilities and Open Space	Potenital park opportunity at end of Miracle Dr: https://www.google.com/maps/@32.7634188,-117.0918636,3a,90y,4.07h,92.31t/data=!3m7!1e1!3m5!1sINJ3iy_yyws_uMirN2WvAw!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-2.310000000000023%26panoid%3DINJ3iy_yyws_uMirN2WvAw%26yaw%3D4.07!7i16384!8i8192?entry=tту&g_ep=EgoyMDI1MDkxNS4wIKXMDSoASAFQAw%3D%3D	09/15 Ken-Tal CPG meeting
Sustainability, Equity and Resilience	How is the City's Climate Action Plan (CAP) incorporated into the Community Plan Update (CPU)? concerns over pockets of pollution where construction/development happens (ex. Bankers Hill), congestion from more traffic.	09/15 Ken-Tal CPG meeting
Urban Design	Q: Study area 4 identifies a park in Wesley Church, is this just a concept or has there been any coordination yet? A: Not yet, coordiantion with property owners is the next step	09/15 Ken-Tal CPG meeting
Urban Design	To make the park in the Wesley Church most usable an internal paseo through neighborhoods is needed. Requiring pedestrians to go through Collwood is inconvenient and forces them onto a very busy road, which could be avoided.	09/15 Ken-Tal CPG meeting
Urban Design	Study center concepts include great ideas, but more detailed information is needed regarding how density transitions will be handled along corridors.	09/15 Ken-Tal CPG meeting
Urban Design	Q: Does Study Area 8 upzones from SFH to multifamily housing? If yes, strong recommendation to remove Study Area 8 from consideration A: Depending on the concept chosen.	09/15 Ken-Tal CPG meeting
Urban Design	Study Area 4 (Collwood & ECB intersection): Regarding boundary adjustments: someone mentioned that this area will never be pedestrian-oriented. Only the northwest corner has potential. RMX zoning is appropriate for that area.	09/15 Ken-Tal CPG meeting
General/ Intro	When will the plan go into effect?	10/06 City Hieghts

General/ Intro	How will existing community-led plans (e.g., RAP and CUPDs) be integrated?	10/06 City Hieghts
General/ Intro	Create a subcommittee to submit official comments/letter to report	10/06 City Hieghts
Land Use & Economic Prosperity	What is happening to CUPDs?	10/06 City Hieghts
Land Use & Economic Prosperity	Why is the community of north of Adams being assigned less density?	10/06 City Hieghts
Land Use & Economic Prosperity	What type of buildings will we be proposing in the different areas?	10/06 City Hieghts
Land Use & Economic Prosperity	Are 5-story homes being proposed in residential and transit neighborhoods? As shown in the building type slide	10/06 City Hieghts
Land Use & Economic Prosperity	The building types are incomplete and should explore another option for small single family homes, missing a focus on owning detached single family homes	10/06 City Hieghts
Parks, Public Facilities and Open Space	Need street sweeping signs south of Dwight	10/06 City Hieghts
Parks, Public Facilities and Open Space	Need park opportunities/green corridors near highways (near I-15)	10/06 City Hieghts
Parks, Public Facilities and Open Space	Include Euclid ave as part of green corridor system	10/06 City Hieghts
Mobility	Bicycle recommendations along Adams Ave and throughout Mid-City.	10/07 Normal Heights
Mobility	SANDAG Purple Line, what if it doesn't happen?	10/07 Normal Heights
Parks, Public Facilities and Open Space	Ward Canyon Park Community Garden --> "Normal Heights Community Garden"	10/07 Normal Heights
Parks, Public Facilities and Open Space	3. Neighborhood-level analysis of parks	10/07 Normal Heights
Parks, Public Facilities and Open Space	Recommend female trees so there's no odor	10/07 Normal Heights
Parks, Public Facilities and Open Space	Interest in suggesting specified street trees along certain corridors	10/07 Normal Heights
Parks, Public Facilities and Open Space	Question about if NH community garden area is included in acreage of Ward Canyon Park	10/07 Normal Heights
Urban Design	2. Proposed Study Area along ECB between I-805 & SR 15	10/07 Normal Heights
History & Place	Opposition expressed to creating a historical exemption area, which could limit flexibility for growth.	10/14 Eastern Area

Land Use & Economic Prosperity	A subcommittee was created to focus on five key land use concepts. There is strong (99%) support for Concept 5 (LU5), which emphasizes focusing growth along corridors.	10/14 Eastern Area
Land Use & Economic Prosperity	Concentrating development on corridors will create more economic opportunities and establish local urban centers, reducing the need to travel to other communities for urban amenities.	10/14 Eastern Area
Land Use & Economic Prosperity	Residents emphasized the importance of preserving neighborhood character and creating reasons for residents to stay in the community.	10/14 Eastern Area
Land Use & Economic Prosperity	Environmental benefits were noted: focusing growth on corridors helps preserve existing residential areas and green space, avoiding loss of open space from excessive infill.	10/14 Eastern Area
Land Use & Economic Prosperity	The City should engage directly with property owners along proposed growth corridors.	10/14 Eastern Area
Land Use & Economic Prosperity	The plan should include a stronger economic prosperity element, focusing on local job creation and workforce training opportunities.	10/14 Eastern Area
Land Use & Economic Prosperity	Emphasis on homeownership opportunities rather than rental-only development to help families stay in the community.	10/14 Eastern Area
Land Use & Economic Prosperity	Concern about speculative redevelopment in Rolando Village—properties sold for ~\$500K five years ago are now being redeveloped into six-unit projects selling for ~\$3.5M. Need to focus higher-density development on corridors while preserving family-friendly housing in neighborhoods.	10/14 Eastern Area
Land Use & Economic Prosperity	Out-of-town investors are buying and redeveloping homes, changing the character of local neighborhoods.	10/14 Eastern Area
Land Use & Economic Prosperity	Support for workforce training programs and education improvements, particularly at local elementary schools where test scores need improvement.	10/14 Eastern Area
Land Use & Economic Prosperity	Public member Alejandro expressed support for Concept 4.	10/14 Eastern Area
Land Use & Economic Prosperity	Public member from Redwood Village expressed support for Concept 5, noting that El Cajon Boulevard and University Avenue have significant capacity for growth, and that focusing density along these corridors will maintain neighborhood stability while bringing activity closer to transit areas.	10/14 Eastern Area
Mobility	Support for adding a bus lane on College Grove Avenue to improve transit access.	10/14 Eastern Area
Parks, Public Facilities and Open Space	Suggested visiting the section from 54th Street to La Mesa, where La Mesa's corridor design and landscaping could serve as a model for future development along	10/14 Eastern Area
Parks, Public Facilities and Open Space	Request to remove the proposed fire station from the plan.	10/14 Eastern Area

ATTACHMENT 7



2488 Historic Decatur Rd, Suite 220
San Diego, CA 92106

(619) 523-1930
AtlantisSD.com

April 11, 2025

Mr. Alex Frost
City Planning, City of San Diego
202 C Street
San Diego, CA 92101

RE: Mid-City Communities Plan Update - Mobility

Dear Mr. Frost,

The Partnership for the Advancement of New Americans (PANA) purchased 2.2 acres of land at the Chollas Triangle in Mid-City. They are working to develop the Refugee and Immigrant Cultural Hub (RICH) and Housing Campus on eight parcels at 5555-91 University Avenue. They are partnering with community-based organizations to develop 167 units of affordable housing and commercial/cultural/civic space at this site (APN Nos: 472-520-04, 472-520-05, 472-520-06, 418-520-08, 472-520-15, 472-520-16, 472-520-17 and 472-520-18).

RICH will be a mixed-use, multi-family housing and commercial project within the CC-3-5 zone. The plan includes extensive commercial space with transparent facades along University Avenue. Housing will be above the commercial space. Having commercial space directly adjacent to the sidewalk will create an active, pedestrian-oriented street. The building would be designed with sightlines from University Avenue, into the RICH plaza, and into Chollas Triangle Park and the creek. The parking structure is below grade. RICH is being designed in a way that creates a seamless pedestrian connection between our development and the proposed adjacent park. RICH will make the park safer by designing the residential and plaza to be facing the park. This will create “eyes on the park” consistent with Crime Prevention Through Environmental Design Principles.

RICH will include wide sidewalks, pedestrian-scale lighting, and shade trees along University Avenue directly in front of our property to create comfortable pedestrian connections.

RICH includes a signature architectural design by award winning architecture firm Roesling Nakamura Terada Architects, based in San Diego for the past 40 years.

The project includes an iconically framed sightline from University Avenue with enhanced transparency and circulation into the development's plaza, and into the Chollas Triangle Park and Chollas Creek development includes an ADA accessible bicycle/pedestrian switchback path on our property that connects RICH to the Chollas Triangle Park multi-use bicycle/pedestrian path. This will be open for the public to utilize during operating hours.

Approximate Site Location



The existing [Mid-City Communities Plan](#) (page 45-46) envisions the connection of Lea Street to University Avenue and all exhibits show Lea Street connection through this property and say, “The specific location and design of the intersection alignment of Lea Street and University Avenue would be subject to further engineering analysis to the satisfaction of the City Engineer.” A

MOBILITY

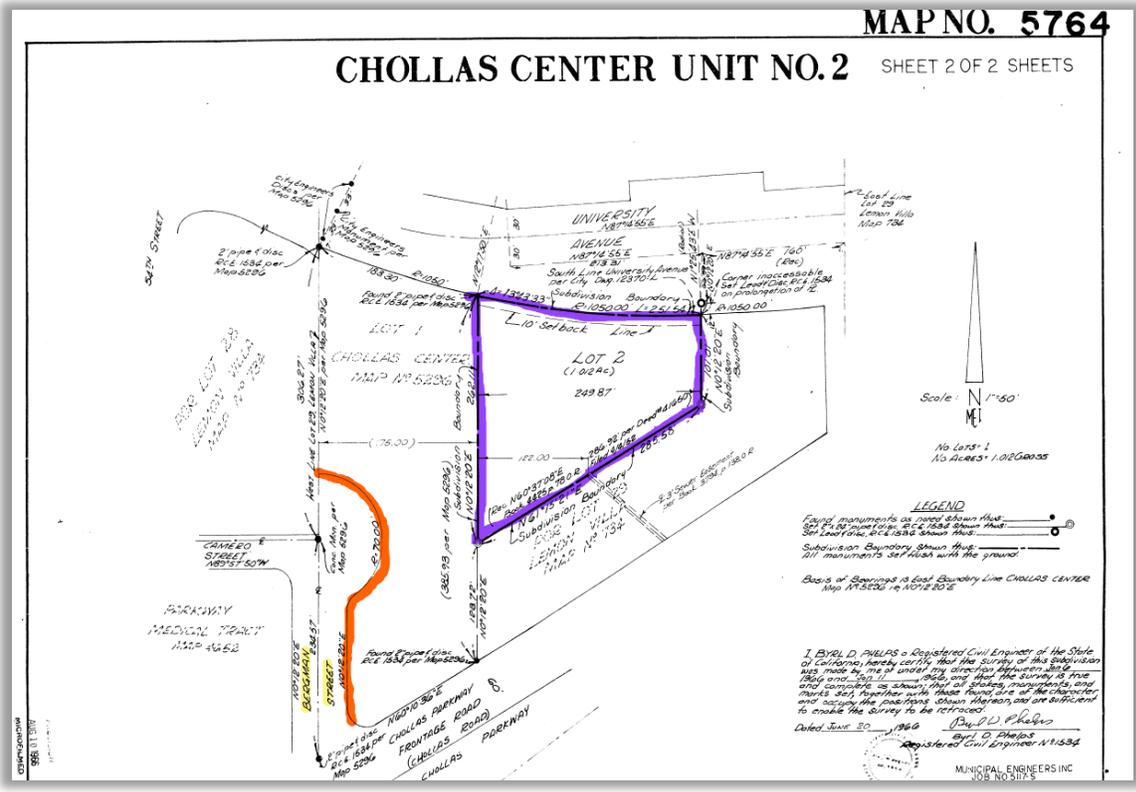
A fundamental step in achieving the community vision is to create an urban framework that encourages a more human scale, walkable development pattern. The mobility network introduces a smaller scale street and block pattern intended to function as part of the open space system as shown in Figure 12.3. Streets are designed to enhance pedestrian connections through the site and Chollas Creek Park. Design elements include wide sidewalks, street lighting, and shade trees that create safe, comfortable pedestrian connections. On-street parallel parking is identified throughout the development to calm traffic and serve as a buffer between traffic lanes and pedestrian zones. Curb extensions and marked pedestrian crosswalks, where warranted, should be incorporated at intersections to minimize pedestrian crossing distance where feasible.

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Lea Street will connect 54th Street to University Avenue to form the fourth leg of the controlled intersection near Promise Drive. The specific location and design of the intersection alignment of Lea Street and University Avenue would be subject to further engineering analysis to the satisfaction of the City Engineer. This alignment forms the northern edge of the park, creating a highly visible and accessible open space. Buildings should front Lea Street to take advantage of creek and park views and provide informal observation on the park.

According to Map Nos. 5764 and 5296, Chollas Center Unit No. 2 (Attachment 1), there is an existing public right-of-way (PROW) located on Lot 1 (subject site is Lot 2) labeled as Bergman Street. Any future connection from Lea Street should go through the existing City PROW not through Lot 1 as depicted in [Illustrative Figure 12.1 and 12.2](#) (page 45) in the Community Plan.

Please note that Figures 12.2, 12.4, 12.5 and 12.6 identifies the Lea Street connection across University Avenue to ‘Promise Drive’. However, as shown on Parcel Map No. 13167 (Attachment 2), there is no PROW for ‘Promise Drive’, only an access easement for Parcel 1.



While we do not object to the Lea Street extension, we respectfully request that all figures, illustrations, exhibits and renderings identify and utilize the existing PROW for the future extension within this plan update, subject of course to the City Engineer.

Sincerely,

Marcela Escobar

Marcela Escobar
 President/CEO
 Atlantis Group Land Use Consultants

Attachments

1. Map Nos. 5764 and 5296
2. Parcel Map No. 13167

CC: Tait Galloway, Deputy Director, City Planning, TGalloway@sandiego.gov
Kelley Stanco, Deputy Director, City Planning, TGalloway@sandiego.gov
Seth Litchney, Program Manager, City Planning, slitchney@sandiego.gov

MAP NO. 5764

CHOLLAS CENTER UNIT NO. 2

SHEET 1 of 2 SHEETS

Being a Subdivision of a portion of Lot 29 of Lemon Villa, in the City of San Diego, County of San Diego, State of California, according to map thereof No. 734, filed in the office of the County Recorder of said San Diego County.

We hereby certify that we are the owners of, or are interested in, the land embraced within the subdivision to be known as Chollas Center Unit No. 2, and we hereby consent to the preparation and recordation of this map consisting of 2 sheets and described in the caption hereof.

WALTER H. SHEAR MAE E. SHEAR
Walter H. Shear Mary E. Shear

CONTINENTAL AUXILIARY COMPANY, a corporation, as trustee
BY: [Signature] VICE PRESIDENT BY: [Signature] ASSISTANT SECRETARY

E. F. GABRIELSON, City Engineer of the City of San Diego, California, hereby certifies that I have examined the annexed map of this subdivision to be known as Chollas Center Unit No. 2, consisting of 2 sheets and described in the caption hereof, and have found that the design is substantially the same as it appeared on the tentative map and any approved alterations thereof, that all the provisions of the Subdivision Map Act of 1943 of the State of California, as amended, and any local ordinance of said City applicable at the time of the approval of the tentative map, have been complied with and I am satisfied that said map is technically correct. I hereby approve and recommend said map.

E. F. GABRIELSON
CITY ENGINEER
DATED: 7-15-66 BY: [Signature]

I, HELEN KLECKNER, Clerk of the Board of Supervisors of the County of San Diego, California, hereby certify that the provisions of Chapter 2, Part 2, Division 4, of the Business and Professions Code of the State of California, as amended, have been complied with regarding deposits for taxes on the property within this subdivision.

HELEN KLECKNER
CLERK OF THE BOARD OF SUPERVISORS
DATED: 7-29-66 BY: [Signature]

We, COUNTY TREASURER of the County of San Diego, California, County Surveyor of said County and County Director of Special District Services of said County, hereby certify that there are no unpaid special assessments or bonds which may be paid in full, shown by the books of our offices against the tract or subdivisions, or any part thereof, shown on the annexed map and described in the caption hereof.

DELANE J. DICKSON
COUNTY TREASURER
DATED: 6-22-66 BY: [Signature]

A. K. SPEER
COUNTY SURVEYOR
DATED: 6-22-66 BY: [Signature]

WARREN A. BAILEY
COUNTY DIRECTOR OF SPECIAL DISTRICT SERVICES
DATED: 6-22-66 BY: [Signature]

We, G. J. FEELEY, City Treasurer, and J. Fowler, Street Superintendent, both of the City of San Diego, California, hereby certify that there are no unpaid bonds issued under the Street Improvement Act of the State of California, against the tract or subdivision, or any part thereof, as shown on the annexed map consisting of 2 sheets and described in the caption hereof.

G. J. FEELEY
CITY TREASURER
DATED: 7-19-66 BY: [Signature]
J. P. FOWLER
STREET SUPERINTENDENT
DATED: 7-15-66 BY: [Signature]

Approved this 21 day of July, 1966, after examination of map and certificates thereon.
EDMUND T. BUTLER
CITY ATTORNEY BY: [Signature]

Approved and recommended this 21 day of July, 1966, after examination of map.
CITY PLANNING COMMISSION OF THE CITY OF SAN DIEGO, CALIFORNIA
BY: [Signature] PLANNING DIRECTOR ATTEST: [Signature] SECRETARY

Deed No. B43114

TITLE INSURANCE AND TRUST COMPANY, a corporation, hereby certifies that according to the Official Records of the County of San Diego, State of California, on the 12th day of July, 1966, at 8:00 o'clock A.M., WALTER H. SHEAR and MAE E. SHEAR, also known as MAE E. SHEAR, as owners, and CONTINENTAL AUXILIARY COMPANY, as Trustee under those certain Deeds of Trust recorded April 3, 1963, as PP No. 57647 of Official Records filed in the Office of the County Recorder of San Diego, California, were all the owners and the only parties in and whose consent was necessary to pass a clear title to the land embraced within the subdivision to be known as Chollas Center Unit No. 2, as shown on this map consisting of 2 sheets and particularly described in the caption hereof, other than the City of San Diego as holder of that certain easement recorded in Book 3794 page 138 of Official Records which said easement cannot ripen into a fee. IN WITNESS WHEREOF said Title Insurance and Trust Company, a corporation, has caused this instrument to be executed under its corporate name and seal by its proper officers thereunto duly authorized the day and year in this certificate first above written.

TITLE INSURANCE AND TRUST COMPANY
BY: [Signature] VICE PRESIDENT BY: [Signature] ASSISTANT SECRETARY

I, PHILLIP ACKEE, City Clerk of the City of San Diego, California, hereby certify that by Resolution No. 181223, the Council of said City has approved this map of CHOLLAS CENTER UNIT No. 2, consisting of 2 sheets and described in the caption hereof. IN WITNESS WHEREOF said Council has caused these presents to be executed by the City Clerk and attested by its seal this 21st day of July, 1966.

PHILLIP ACKEE
CITY CLERK BY: [Signature] DEPUTY

STATE OF CALIFORNIA, COUNTY OF SAN DIEGO. On this 21st day of July, 1966, before me, the undersigned, a Notary Public in and for said County and State, personally appeared WALTER H. SHEAR and MAE E. SHEAR, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal, the day and year in this certificate first above written.

PRINT NAME: [Signature] NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE
My commission expires: [Signature], 1961.

STATE OF CALIFORNIA, COUNTY OF SAN DIEGO. On this 21st day of July, 1966, before me, the undersigned, a Notary Public in and for said County and State, personally appeared [Signature] known to me to be Vice President and [Signature] known to me to be Assistant Secretary of CONTINENTAL AUXILIARY COMPANY, a corporation, the corporation that executed the within instrument as trustee and known to me to be the persons who executed the same on behalf of said corporation and acknowledged to me that said corporation executed the same as trustee pursuant to its by-laws, or a resolution of its Board of Directors. IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal, the day and year in this certificate first above written.

PRINT NAME: [Signature] NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE
My commission expires: [Signature], 1962.

I, A. S. GRAY, County Recorder of the County of San Diego, California, hereby approve the name CHOLLAS CENTER UNIT No. 2, for the subdivision shown on the annexed map consisting of 2 sheets and described in the caption hereof.

A. S. GRAY
COUNTY RECORDER
DATED: JUNE 21, 1966 BY: [Signature] DEPUTY
FILE No. 123816

I, A. S. GRAY, County Recorder of the County of San Diego, California, hereby certify that I have accepted for recordation this map filed at the request of DANIEL D. PHILLIPS, this day of July, 1966, at 11:36 A.M.

A. S. GRAY
COUNTY RECORDER
FEE: \$ 7.00 BY: [Signature] DEPUTY

MUNICIPAL ENGINEERS, INC.
Job No. 5117-5

CHOLLAS CENTER

BEING A SUBDIVISION OF A PORTION OF LOT 29 OF LEMON VILLA, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY.

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF, OR ARE INTERESTED IN, THE LAND EMBRACED WITHIN THE SUBDIVISION TO BE KNOWN AS CHOLLAS CENTER AND WE HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF. WE HEREBY DEDICATE TO PUBLIC USE A PORTION OF BERGMAN STREET, ALL AS SHOWN ON THIS MAP WITHIN THIS SUBDIVISION.

William R. Odom Ruth C. Odom
WILLIAM R. ODOM AND RUTH C. ODOM,
HUSBAND AND WIFE, AS OWNERS.

I, HELEN KLECHNER, CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT THE PROVISIONS OF CHAPTER 2, PART 2, DIVISION 4 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, AS AMENDED HAVE BEEN COMPLIED WITH REGARDING DEPOSITS FOR TAXES ON THE PROPERTY WITHIN THIS SUBDIVISION.
HELEN KLECHNER, CLERK OF THE BOARD OF SUPERVISORS

DATED: November 8, 1963. BY: Helen Klechner

I, E. F. GABRIELSON, CITY ENGINEER OF THE CITY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT I HAVE EXAMINED THE ANNEXED MAP OF THIS SUBDIVISION TO BE KNOWN AS CHOLLAS CENTER CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF, AND HAVE FOUND THAT THE DESIGN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL THE PROVISIONS OF THE "SUBDIVISION MAP ACT OF 1943" OF THE STATE OF CALIFORNIA, AS AMENDED, AND OF ANY LOCAL ORDINANCE OF SAID CITY APPLICABLE AT THE TIME OF THE APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH, AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT. I HEREBY APPROVE AND RECOMMEND SAID MAP.
E. F. GABRIELSON, CITY ENGINEER

DATED: 10/24/63, 1963. BY: E. F. Gabrielson

WE, COUNTY TREASURER OF THE COUNTY OF SAN DIEGO, CALIFORNIA, COUNTY SURVEYOR OF SAID COUNTY, AND DIRECTOR OF SPECIAL DISTRICT SERVICES OF SAID COUNTY, HEREBY CERTIFY THAT THERE ARE NO UNPAID SPECIAL ASSESSMENTS OR BONDS WHICH MAY BE PAID IN FULL SHOWN BY THE BOOKS OF OUR OFFICES AGAINST THE TRACT OR SUBDIVISION, OR ANY PART THEREOF, SHOWN ON THE ANNEXED MAP AND DESCRIBED IN THE CAPTION THEREOF.
DELANAN J. DICKSON, COUNTY TREASURER

DATED: 7-23, 1963. BY: Deputy B. Wood

11-5-63 4-26-63
D. K. SPEER, COUNTY SURVEYOR
DATED: 7-23, 1963. BY: F. M. Arkham, Deputy

WARREN A. BARKNEY, COUNTY DIRECTOR OF SPECIAL DISTRICT SERVICES
DATED: 11-5-63, 1963. BY: Deputy

I, G. J. FEELEY, CITY TREASURER, AND R. C. ESTERBROOKS, STREET SUPERINTENDENT, BOTH OF THE CITY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT THERE ARE NO UNPAID BONDS ISSUED UNDER THE STREET IMPROVEMENT ACTS OF THE STATE OF CALIFORNIA AGAINST THE TRACT, OR SUBDIVISION, OR ANY PART THEREOF, AS SHOWN ON THE ANNEXED MAP CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF.

Nov. 4, 1963
G. J. FEELEY, CITY TREASURER
DATED: July 23, 1963. BY: U. P. Neumann
DEPUTY

R. C. ESTERBROOKS, STREET SUPERINTENDENT
DATED: Nov. 4, 1963. BY: Edna M. Donald
DEPUTY

I, FRED W. LAWRENCE, CITY AUDITOR OF THE CITY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT THERE ARE NO LIENS FOR UNPAID CITY TAXES OR UNPAID BONDS ISSUED UNDER THE IMPROVEMENT BOND ACT OF 1915, STATUTES OF 1915, PAGE 1441, STATE OF CALIFORNIA, SHOWN BY THE BOOKS OF THIS OFFICE, EXCEPT TAXES NOT YET PAYABLE AGAINST THE TRACT OR SUBDIVISION, OR ANY PART THEREOF, SHOWN ON THE ANNEXED MAP CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF.
FRED W. LAWRENCE, CITY AUDITOR

DATED: July 23, 1963. BY: Deputy

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE HAVE CAREFULLY EXAMINED EACH LOT OF THE SUBDIVISION SHOWN ON THE ANNEXED MAP AS TO ITS VALUE FOR RESIDENTIAL OR COMMERCIAL PURPOSES AND WE FIND SAID SUBDIVISION SUITABLE FOR SUCH PURPOSES.
E. F. GABRIELSON, CITY ENGINEER

DATED: Aug. 2, 1963. BY: E. F. Gabrielson

HARRY C. HAELSIG, CITY PLANNING DIRECTOR
DATED: Aug 17, 1963. BY: Harry C. Haelig, mps.
DEPUTY

APPROVED THIS 4th DAY OF Nov, 1963, AFTER EXAMINATION OF MAP AND CERTIFICATES THEREON.
ALAN M. FIRESTONE, CITY ATTORNEY

BY: Deputy

APPROVED AND RECOMMENDED THIS ___ DAY OF ___, 1963, AFTER EXAMINATION OF MAP AND CERTIFICATES THEREON.
CITY PLANNING COMMISSION OF THE CITY OF SAN DIEGO, CALIFORNIA

BY: Anthony R. Combs ATTEST: Secretary

ORDER No. 764423
TITLE INSURANCE AND TRUST COMPANY, A CORPORATION, HEREBY CERTIFIES THAT IT HAS EXAMINED THE ORIGINAL RECORDS OF THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ON THE 1st DAY OF Nov, 1963, AT 8:00 O'CLOCK A.M., WILLIAM R. ODOM AND RUTH C. ODOM, HUSBAND AND WIFE, AS OWNERS, AND (MIDWAY) INVESTMENT CORPORATION, AS HOLDER OF THE NEAREST NEIGHBORLY RIGHTS UNDER CONDITIONS AND RESTRICTIONS AS SHOWN IN 1946 IN BOOK 2138, PAGE 298 OF ORIGINAL RECORDS, AND ALL THE OWNERS AND THE ONLY PERSONS INTERESTED IN THE WHOLE OR PART OF THE LAND SHOWN ON THE ANNEXED MAP AND THE LAND EMBRACED WITHIN THE SUBDIVISION TO BE KNOWN AS CHOLLAS CENTER, AS SHOWN ON THE ANNEXED MAP CONSISTING OF 2 SHEETS, AND PARTICULARLY DESCRIBED IN THE CAPTION THEREOF.
IN WITNESS WHEREOF, SAID TITLE INSURANCE AND TRUST COMPANY, A CORPORATION, HAS CAUSED THESE PRESENTS TO BE EXECUTED BY ITS PROPER OFFICERS, HEREUNTO DULY ATTORNEYS, THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

TITLE INSURANCE AND TRUST COMPANY
BY: Deputy VICE PRESIDENT
BY: Deputy ASSISTANT SECRETARY
NOTE - (BY REASON OF CHANGED CONDITION, IT IS IMPRACTICAL TO OBTAIN THE SIGNATURE OF DAYRAY INVESTMENT CORPORATION)

I, PHILLIP ACKER, CITY CLERK OF THE CITY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT, BY RESOLUTION NO. 17184, THE COUNCIL OF SAID CITY HAS APPROVED THIS MAP OF CHOLLAS CENTER CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF; AND HAS ACCEPTED ON BEHALF OF THE PUBLIC PORTION OF BERGMAN STREET; ALL AS SHOWN ON THIS MAP WITHIN THIS SUBDIVISION.

IN WITNESS WHEREOF, SAID COUNCIL HAS CAUSED THESE PRESENTS TO BE EXECUTED BY THE CITY CLERK AND ATTESTED BY ITS SEAL THIS 7 DAY OF NOV, 1963.

PHILLIP ACKER
CITY CLERK
DATED: NOV 8, 1963. BY: Deputy

STATE OF FLORIDA)
COUNTY OF Bay) S.S. ON THIS 22nd DAY OF July,
1963, BEFORE ME, Frank E. Ryan, a Notary Public
IN AND FOR SAID COUNTY AND STATE, PERSONALLY
APPEARED WILLIAM R. ODOM AND RUTH C. ODOM, KNOWN
TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED
TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME
THAT THEY EXECUTED THE SAME.
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY
HAND AND AFFIXED MY NOTARIAL SEAL, THE DAY AND
YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

PRINT NAME: ADONELLER SIGN: (Signature)
NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE
MY COMMISSION EXPIRES August 2nd, 1963.

I, A. S. GRAY, COUNTY RECORDER OF THE COUNTY OF SAN DIEGO, CALIFORNIA, HEREBY APPROVE THE NAME CHOLLAS CENTER, FOR THE SUBDIVISION SHOWN ON THE ANNEXED MAP CONSISTING OF 2 SHEETS AND DESCRIBED IN THE CAPTION THEREOF.
A. S. GRAY, COUNTY RECORDER

DATED: DEC. 18, 1962. BY: Deputy

FILE No. 302483

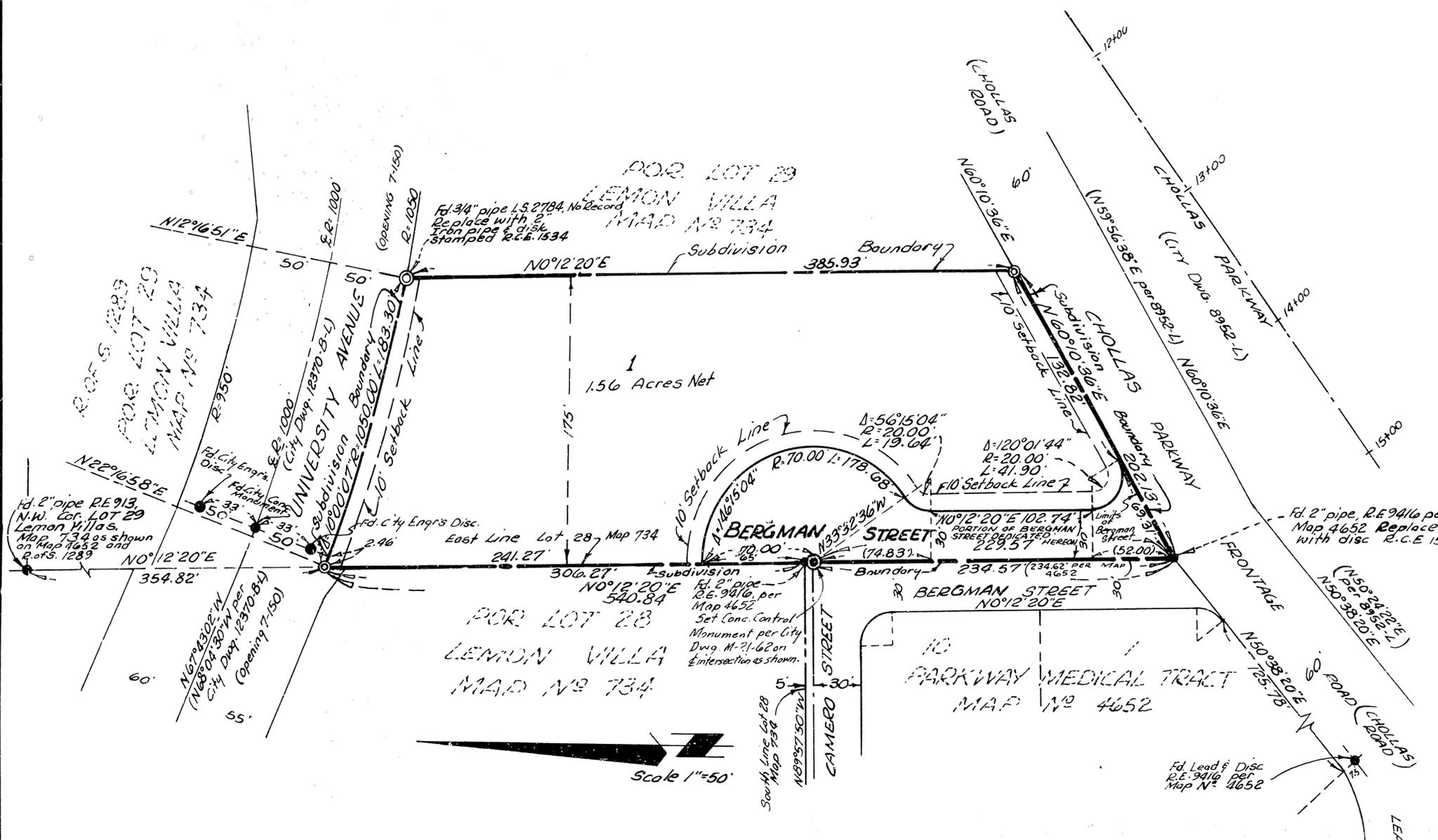
I, A. S. GRAY, COUNTY RECORDER OF THE COUNTY OF SAN DIEGO, CALIFORNIA, HEREBY CERTIFY THAT I HAVE ACCEPTED FOR RECORDATION THIS MAP FILED AT THE REQUEST OF
BYRL D. PHELPS THIS 12 DAY OF NOVEMBER, 1963,
AT 3:44 O'CLOCK P.M.
A. S. GRAY
COUNTY RECORDER

FEE: \$7.00
BY: Deputy

MUNICIPAL ENGINEERS, INC. JOB No. 4516

T. M. 63-116
W. O. 76508

CHOLLAS CENTER



TOTAL:
No. Lots = 1
Gross No. Acres = 1.85

LEGEND

Found Markers as noted shown thus: ●
 Set Concrete Control Monument per Dwg. M-21-62: ○
 Set 2"x24" Iron Pipe & disk stamped R.C.E. 1534 of boundary corners shown thus: ⊙
 Set lead and disk stamped R.C.E. 534 at 7.50 foot offset in sidewalk to mark all lot and block corners angle points and points of curves along dedicated streets, unless otherwise noted on this map. See special condition described in Engineers certificate below.
 Basis of Bearings is the East Line of Parkway Medical Tract Map N^o 4652 i.e. N0°12'20"E

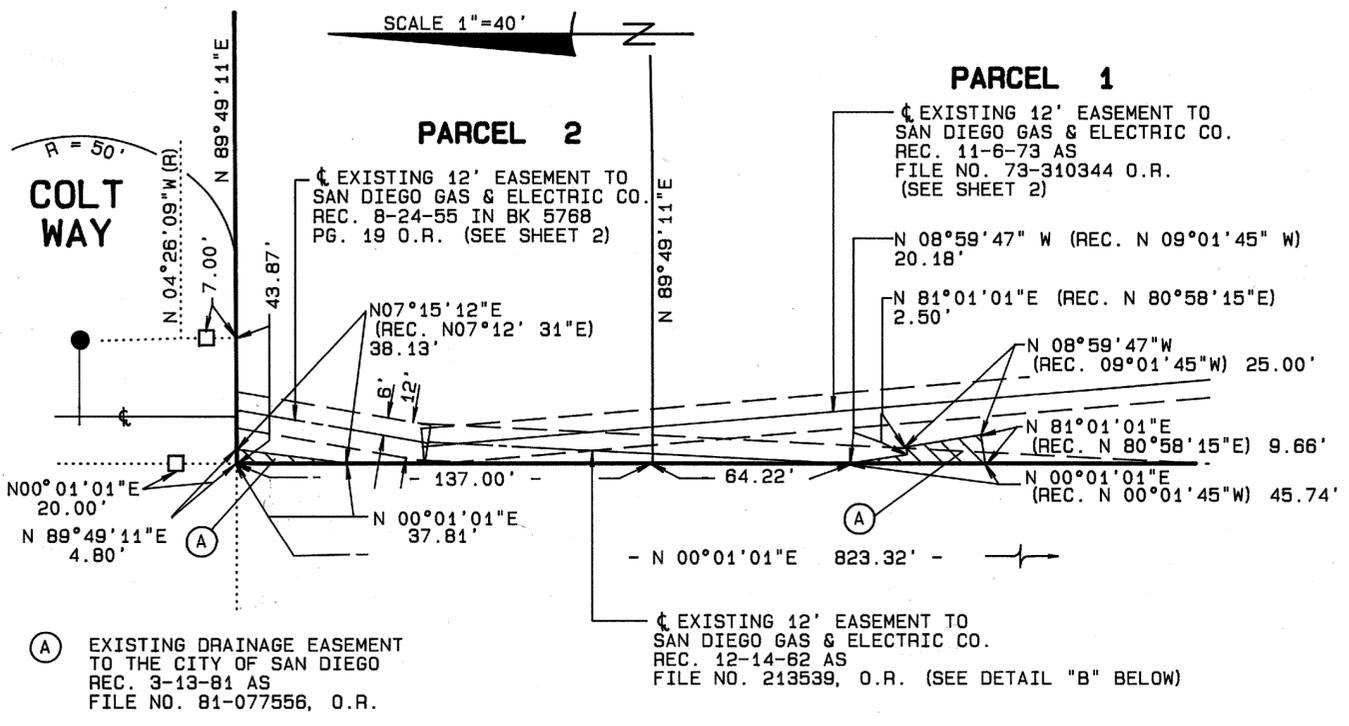
I, BYRL D. PHELPS, hereby certify that I am a Registered Civil Engineer of the State of California; that the survey of this subdivision was made by me, or under my direction, between November 9, 1962, and November 16, 1962, and that the survey is true and complete as shown; that all stakes, monuments, and marks set together with those found, are of the character and occupy the positions shown thereon, and are sufficient to enable the survey to be retraced.

Dated: September 25, 1963.

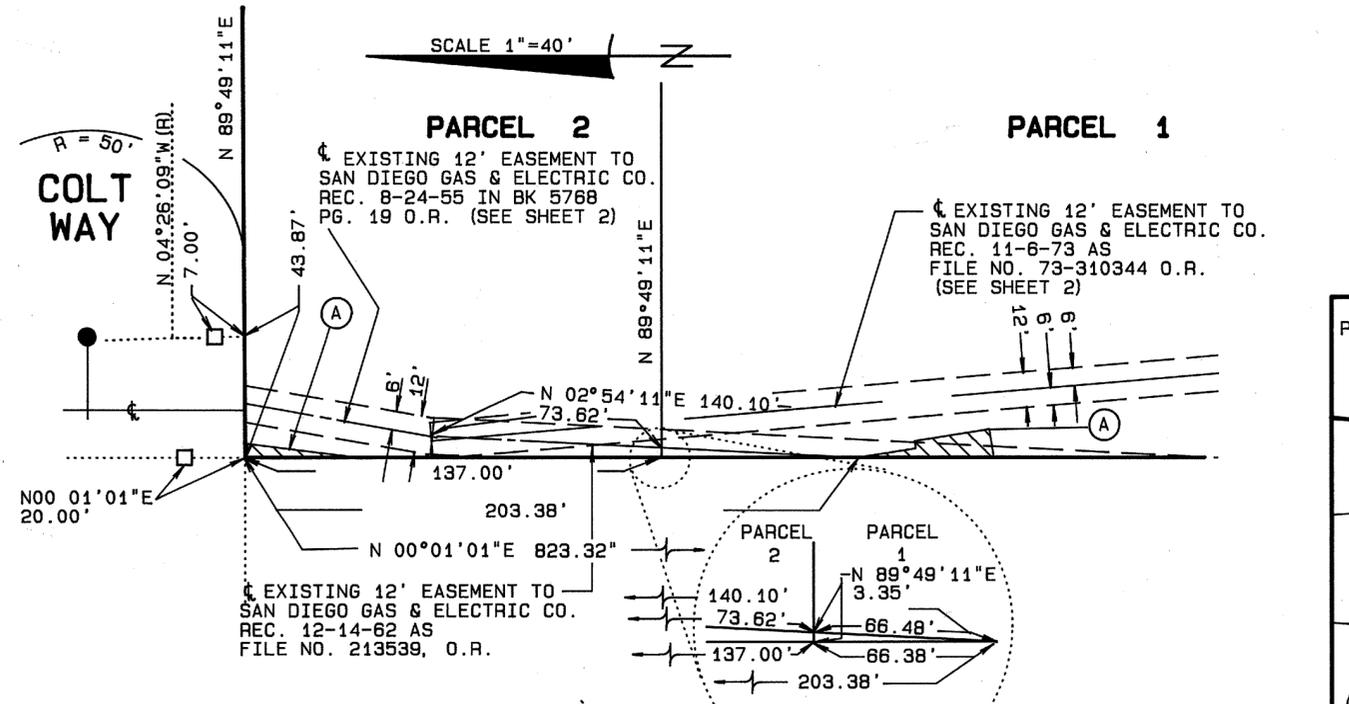
Byrl D. Phelps
BYRL D. PHELPS
Registered Civil Engineer N^o 1534

MUNICIPAL ENGINEERS INC.
Job N^o 4516

PRECISION
DEC 4 1963
MICROFILMED



DETAIL "A"
SCALE 1"=40'



DETAIL "B"
SCALE 1"=40'

WE, THE OWNERS OF THE PROPERTY COVERED BY THIS MAP HEREBY APPROVED SAID MAP AND THE FILING THEREOF.

VILLA VIEW COMMUNITY HOSPITAL, INCORPORATED A CALIFORNIA CORPORATION, 5550 UNIVERSITY AVENUE SAN DIEGO, CALIFORNIA 92105

BY: Ted Pendleton
TED PENDLETON, PRESIDENT

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.

ON THIS 27 DAY OF JANUARY IN THE YEAR 1984 BEFORE ME A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE PERSONALLY APPEARED TED PENDLETON PERSONALLY KNOWN TO ME X PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE X TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS PRESIDENT ON BEHALF OF THE CORPORATION THEREIN NAMED AND ACKNOWLEDGED TO ME THAT THE CORPORATION EXECUTED IT.



NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

GENERAL NOTES:

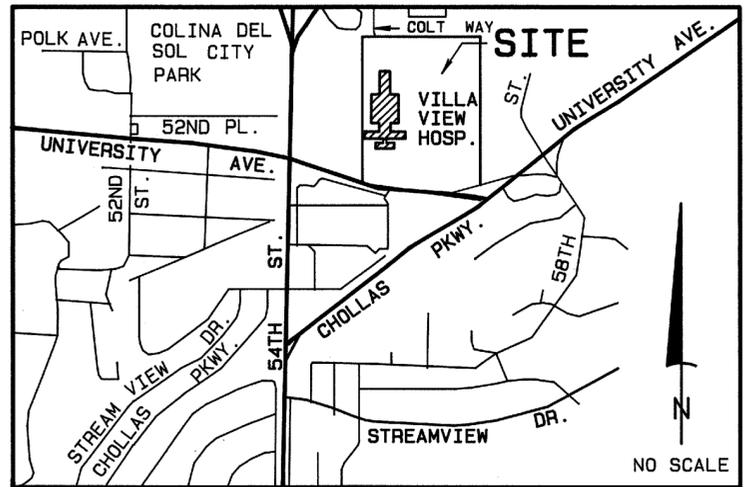
- TOTAL AREA = 12.124 ACRES
- NUMBER OF PARCELS = 3
- ASSESSOR'S PARCEL NUMBERS: 472-400-19, 472-410-04, 472-410-08
- TITLE REPORT BY SAFECO TITLE INSURANCE CO. ORDER NO. H641720

CLERK'S CERTIFICATE

I, PORTER D. CREMANS, CLERK OF THE BOARD OF SUPERVISORS, HEREBY CERTIFY THAT THE PROVISIONS OF THE SUBDIVISION MAP ACT (DIVISION 2 OF TITLE 7 OF THE GOVERNMENT CODE) REGARDING (a) DEPOSITS FOR TAXES AND (b) CERTIFICATION OF THE ABSENCE OF LIENS FOR UNPAID LOCAL, COUNTY, MUNICIPAL OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES EXCEPT THOSE WHICH ARE EXEMPT, HAVE BEEN COMPLIED WITH.



DATE: February 27, 1984 BY: Siana W. Robinson
DEPUTY



PARCEL MAP:

BEING A DIVISION OF LOT 20 AND PORTIONS OF LOT 29 OF LEMON VILLA TRACT, ACCORDING TO MAP THEREOF NO. 734 FILED IN THE OFFICE OF THE COUNTY RECORDER DECEMBER 2, 1892, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

LEGEND:

- INDICATES FOUND MONUMENT AS NOTED
- INDICATES FOUND CITY CONTROL MONUMENT AS NOTED
- ⊙ INDICATES SET 2" X 24" IRON PIPE MARKED R.C.E. 29100
- INDICATES SET 3/4" X 18" IRON PIPE MARKED R.C.E. 29100
- INDICATES SET LEAD AND DISC STAMPED R.C.Eg 29100 IN CONCRETE
- INDICATES PARCEL MAP BOUNDARY
- (R) --- INDICATES RADIAL BEARING
- REF.1 --- INDICATES RECORD DATA PER P.M. 6622
- REF.2 --- INDICATES RECORD DATA PER R.O.S. 1289
- (A) --- INDICATES EASEMENT DESCRIPTION IN TABLE

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS MAP IS A PORTION OF THE EASTERLY LINE OF PARCEL MAP 6622 I.E. N 00° 01' 01" E

SURVEYOR'S CERTIFICATE:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF VILLA VIEW COMMUNITY HOSPITAL INCORPORATED ON SEPTEMBER 4, 1983, AND I CERTIFY THAT SAID SURVEY IS TRUE AND COMPLETE AS SHOWN, THAT ALL STAKES, MONUMENTS, AND MARKS SET, TOGETHER WITH THOSE FOUND, ARE OF THE CHARACTER AND OCCUPY THE POSITIONS SHOWN THEREON AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED (SEE LEGEND ON SHEET NO. 1)



Mark E. Deardorff
MARK E. DEARDORFF
NO. R.C.E. 29100

CITY ENGINEERS CERTIFICATE:

THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE.

J.P. CASEY CITY ENGINEER BY: C.P. Lockwood DEPUTY
DATED: 2-21-84

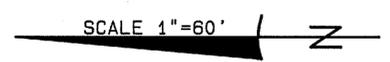
FILE NO. 84-069429
FILED THIS 27th DAY OF FEBRUARY
1984 AT 11:54 IN BOOK OF PARCEL MAPS AT PAGE 13167
AT THE REQUEST OF HARRY F. DEARDORFF.

VERA L. LYLE COUNTY RECORDER BY: Sammie Hungerford DEPUTY COUNTY RECORDER

FEE: \$7.00
MG: \$1.00

SEAMAN'S SUB. MAP NO. 71 LOT 33
R.O.S. 3801

WATERVILLE HEIGHTS RESUBDIVISION
UNIT NO. 1
MAP NO. 3902



FD. 3/4" IRON PIPE WITH DISK MARKED
R.C.E. 8454 NO RECORD ACCEPTED AS THE N.E. COR.
LOT 20 MAP 734 RESET PER LEGEND

FD. 3/4" IRON PIPE TAG MISSING NO RECORD
ACCEPTED AS N.W. COR. MAP 3902
(N 89°58'43" E 0.23' OUT OF POSITION)

FD. 2" IRON PIPE WITH DISC. MARKED RCE 20192
(NO RECORD) ACCEPTED AS THE N.E. COR. LOT 29,
MAP 734.

FD. CITY CONTROL MONUMENT NO RECORD

FD. 1/2" IRON PIN (NO REC.)

FD. LEAD & DISK MARKED R.C.E. 8454 NO RECORD

PARCEL 2
4.103 ACRES

PARCEL 3
3.478 ACRES

PARCEL 1
4.543 ACRES

POR. LOT 29
MAP NO. 734

POR. LOT 29
MAP NO. 734

POR. LOT 28

UNIVERSITY AVENUE

LOT 1
MAP 6179

R.O.S. 3801
LOT 19 MAP NO. 734

FD. P.K. NAILS PER P.M. 6622
DEDICATED PER DEED REC. 8-17-56 IN BOOK 6224 PAGE 572 O.R. AS DOC. NO. 144915 (SEE DMG. 3254-D)

COLTS WAY

(N 89°29'32"W PER R.O.S. 3801)
(N 89°49'11" E 584.84')

(N 89°58'59" W 24.99' (25.00' PER REF. 1))

(REC. S 10°07'55" W)
S 09°57'06" W 64.33'

(REC. N 04°54'47"W)
N 04°55'08" W 357.23'

EXISTING 12' EASEMENT TO SAN DIEGO GAS & ELECTRIC CO.
REC. 11-6-73 AS FILE NO. 73-310344 O.R.

EXISTING 10' EASEMENT TO CITY OF SAN DIEGO REC. 10-5-49, BK 3341 PG. 87 O.R.

FD. 3/4" IRON PIPE WITH DISK MARKED L.S. 2976 AT 5.00' OFFSET. RESET PER LEGEND

(N 89°51'38"W 5.00')

EXISTING 50' ACCESS EASEMENT TO WONG ET. AL. REC. 12-2-81 AS FILE NO. 81-378966, O.R.

FD. NAIL & DISK MARKED R.C.E. 8454 NO RECORD ACCEPTED AS BEING ON R/W (N 87°06'32"E 0.09' OUT OF POSITION)

(N 87°06'32"E 50.06')

(N 87°06'32"E 310.86' CALC'D PER REF. 2)
(S 00°01'30"W 313.52' CALC'D PER REF. 2)

FD. 3/4" IRON PIPE WITH DISC STAMPED R.C.E. 12994 PER P.M. 6622

FOUND CITY CONTROL MONUMENT (NO RECORD)

FD. 2" IRON PIPE WITH DISK MARKED RE 913 PER R.O.S. 1289, 4611, P.M. 6622 MAP 5296, S.W. COR. LOT 20.

FD. CITY CONTROL MONUMENT PER MAP NO'S 5296 6179, P.M. 6622

OLD UNIVERSITY AVENUE DEDICATED PER DEED REC. 8-16-18 BK. 761 PG. 57 O.R. SEE MAP 1697

SEE DETAILS "A" & "B" ON SHEET 1
BASIS OF BEARINGS

N 0°01'01"E
N 0°01'01"E

TIE LINE
N 51°02'57" E 46.70'
(REC. N 51°03'16" E)

- EASEMENT NOTES**
- (A) EXISTING DRAINAGE EASEMENT TO THE CITY OF SAN DIEGO REC. 3-13-81 AS FILE NO. 81-077556, O.R.
 - (B) EXISTING 12' EASEMENT TO SAN DIEGO GAS & ELECTRIC CO. REC. 12-14-62 AS FILE NO. 213539, O.R.

DEDICATION DEEDS TABLE

①	REC. 6-11-57 IN BK. 6616 PG. 2 O.R.
②	REC. 7-17-57 IN BK. 6667 PG. 215 O.R.
③	REC. 9-30-57 IN BK. 6769 PG. 57 O.R.
④	REC. 10-21-57 IN BK. 6800 PG. 427 O.R.
⑤	REC. 12-10-47 IN BK. 2529 PG. 259 O.R.
⑥	REC. 10-8-52 IN BK. 4617 PG. 300 O.R.
⑦	REC. 4-22-55 IN BK. 5617 PG. 9 O.R. (VACATION)

R.O.S. 4611

P.M. 6622



Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

June 2, 2025

Re: Comments on Mid-City Survey Report Draft (2025)

To Whom it may concern,

On behalf of Save Our Heritage Organisation (SOHO), we write to express our support of comments submitted by Laura Henson on May 31, 2025, regarding the Draft Mid-City Reconnaissance Survey Report. Ms. Henson's remarks are researched and grounded in a deep knowledge of the history and development patterns of the Talmadge Park Estate Historic District (TPEHD).

TPEHD was listed on the National Register of Historic Places in March 2024 after an intensive, community-led effort involving thousands of hours of professional and volunteer research and documentation. Guidance issued by the City's planning staff in 2021 stated that no additional significance analysis is required when properties are already listed on the National or California Registers.

Ms. Henson points out that the draft survey has incorrectly come to the conclusion that Talmadge Park Estates should be separated from Talmadge Park Units one, two and three.

The assertion that the Talmadge Park Estates were developed later and lacked involvement from the Lichty brothers is not supported by the evidence including contemporary sources and primary documents. Ms. Henson's detailed evidence, from period newspapers to city directories and census records demonstrates the brothers shared overlapping roles in all four subdivisions, including the ones the Draft Survey seeks to separate.

We urge the City of San Diego to update the Draft Mid-City Survey Report accordingly.

Sincerely,

Bruce Coons
Executive Director
Save Our Heritage Organisation (SOHO)

July 24, 2025

To:
City of San Diego
City Planning Department
Mid-City Communities Plan Update Working Group

RE: Community Recommendations for the Mid-City Communities Plan Update (MC CPU)

Dear City Planning Staff and Working Group Members,

The SR-15 Transportation Equity & Affordable Housing (TEAH) Task Force would like to thank you for the opportunity to provide input on the Mid-City Communities Plan Update (MC CPU). TEAH and City Heights residents have followed the MC CPU since it began and have several educational meetings, including a community workshop in May 2025 in which residents rolled up their sleeves to propose items for City Planning and the Working Group's consideration.

Below is a summary of our recommendations, we respectfully urge that these items be reflected in your discussions and policies that come out of the MC CPU.

Guiding Principles

- **Anti-Displacement as Core Policy**
Embed anti-displacement strategies into every part of the community plan.
- **Housing for All**
Advance housing opportunities for all and prioritize long-time residents in new housing.
- **Equitable Growth Across Communities**
Ensure all neighborhoods-especially affluent ones-welcome new homes, so housing needs are shared fairly and no community bears the burden alone.
- **Community-Led Development**
Ensure residents shape decisions on growth, design, and investment.
- **Vibrant Local Economy**
Support small businesses and protect culturally rooted commercial spaces.
- **Safe and Equitable Streets**
Design streets that serve pedestrians, cyclists, transit riders, and drivers alike.
- **Cultural Preservation**
Protect and celebrate the cultures, histories, and institutions rooted in City Heights.
- **Healthy and Resilient Environment**
Invest in parks, clean air, and sustainable infrastructure for all neighborhoods.

Housing

- **Affordability Targets:** Require 30% to 50% affordable housing in developments in City Heights. Affordability should be based on City Heights-specific income levels, not broader County incomes.

- Equity & Priority Access: Prioritize long-term (10+ years) and displaced tenants for housing and ownership opportunities. Ensure locals have first right of refusal on new housing units.
- Ownership & Land Use: Support Community Land Trusts in City Heights. Emphasize mixed-income, not just low-income housing. Remove tax breaks for large companies.
- Infrastructure & Amenities: New housing must include sidewalks, trees, art, ADA access, and transit-friendly designs.
- Developer Accountability: Higher fees for non-affordable builds. Developers must provide 90-day notice and 3 months' rent before displacement.
- Community Oversight: Create a funding oversight task force made up of local residents for the developer fees.
- Anti-Displacement Strategies: Community priority agreements, indexing affordability requirements to local census tracts, mandating supportive land use.

Zoning & Business Needs

- Replace Harmful Uses: Reduce or prohibit liquor stores, smoke shops, motels, tire shops, recycling centers, tattoo parlors, and strip clubs.
- Promote Positive Development: Increase access to: Coffee shops, cultural groceries, healthy supermarkets, pharmacies, clinics, and youth centers. Public water stations, community centers, and gardens.
- Zoning Changes: Expand mixed-use and retail zoning, especially near multifamily housing. Shift single-family zones to allow multifamily, retail, and commercial uses. Move heavy industry away from residential areas and replace or buffer with parks.

Parks & Public Spaces

- Green space: Should cover a greater amount of land than it does currently. Expand dog-friendly areas and create a park with interactive water features near Colina del Sol. Focus on Corridor and Teralta East for areas to expand greenspace.
- Freeway Caps: Create more parks and open space by covering up the freeway.
- Trees: Add near schools and bus stops, and ensure ADA accessibility and cleanliness across all parks.
- General Needs: Address deficits (lighting, bathrooms, security, benches, programming, signage for bikeways) in Teralta, Cherokee, Officer Jeremy Henwood Memorial, and Colina del Sol Parks.
 - Reduce the space dedicated to golf in Colina del Sol Park.
 - Improve Chollas Creek to make it a destination to walk and spend time in.
 - Rezone the public gathering space on 50th & University to be an official park or promenade of the City.
- Public Art: Promote murals in 50th & University, Home Ave, Central Ave bikeway, and future freeway lids. Ensure community participation in their designs.
- Community Gardens: Zone parcels of land to allow for community gardens, especially in existing cultural gathering spaces. New Roots Garden must be rezoned to a community garden to ensure it continues to serve generations of City Heights families.

Cultural Preservation

- Cultural Corridors: Maintain, improve, and celebrate corridors with ethnic businesses and cultural places of significance, such as:
 - Little Saigon (already recognized by the City)
 - Little East Africa (approximately 0.25mi radius around University & 50th)
 - Places include worship centers, gathering space adjacent to Auburn Park
 - Latine Corridor (University approximately between 35th & 39th)
 - Places include Super Cocina, El Salvadoreño, Sabores Colombianos
- First Right of Refusal: Allow cultural businesses or establishments the first right of refusal to new spaces that open up in recognized cultural areas.
- Key Community Assets: Maintain and support places like places of worship, cultural clothing stores, ethnic grocery stores, and restaurants.

Mobility & Infrastructure

- Pedestrian & School Zone Safety: Address congestion and double-parking at school sites (Central, Wilson, Ibarra). Add traffic calming near University & 39th, and Landis Valley Bridge.
- Transit Needs: Expand bus shelters and reduce wait times on weekends. Add microtransit near schools and rec centers, offer service on weekends.
- Lighting: Enhance lighting at bus stops and areas like Rosa Parks and Home Ave.
- ADA & Infrastructure Repairs: Upgrade and repair sidewalks, especially near apartments, Azalea Park, and Cherokee. Add ADA-compliant crossings and lighting near bus stops and high-traffic areas.
- Bike & Road Design: Restrict right turns near freeway on-ramps. Improve pedestrian and school zone safety, especially near Central, Wilson, and Ibarra. Add and improve bike lanes near Home Ave.

These are not just policy preferences; they are priorities grounded in lived experience. This community has endured decades of underinvestment, and the Mid-City Community Plan Update is an opportunity to chart a new course: one rooted in equity, dignity, and shared growth.

We look forward to your partnership and welcome the opportunity to continue collaborating as the update moves forward.

Sincerely,

The TEAH Task Force

About the SR-15 TEAH Task Force:

The SR-15 Transportation Equity & Affordable Housing (TEAH) Task Force is a continuation of the multi-generational, resident-led SR-15 Visions Campaign to advance transportation justice in City Heights, a historically underserved & disinvested community in San Diego. The TEAH Task Force will engage the community in the next chapter of equitable and sustainable development for the SR-15 corridor, with an emphasis on supporting the preservation and creation of affordable housing in this displacement vulnerable transit priority area. Local government will join the TEAH Task Force in advisory and community listening roles and industry experts will train the Task Force, providing Task Force members direct access to city planners, transit agency staff, housing developers, and other subject matter experts. Ultimately, recommendations on development without displacement and specific local projects/policies will be vetted with the public at a series of fun and accessible community events. [-California Air Resources Board](#)



P.O. Box 16391, San Diego CA 92176

August 8, 2025

Alex Frost
Senior Planner
City Planning Department
City of San Diego

RE: Page & Turnbull Mid-City Historic Reconnaissance Survey

The Kensington-Talmadge Planning Group (KTPG) wishes to formally register concern about statements and conclusions expressed in the Mid-City Reconnaissance Draft ("Survey") recently put forward by the City's consultants, Page & Turnbull.

On July 21, 2025, KTPG adopted the following recommendations regarding the Survey:

To support one historic district in Talmadge, which aligns with the Talmadge Park Estates Historic District as currently listed on the National Register of Historic Places.

To support one Kensington Historic District, as is currently being processed for listing on the National Register of Historic Places by State of California staff.

Despite acknowledging the need for "an intensive level survey to confirm district boundaries and periods of significance", which has not been done, the draft Survey casually recommends that the boundaries of existing and pending historic districts be radically changed based on inaccurate and ahistorical statements about the development of Kensington and Talmadge. There is significant risk in allowing the report to stand as-is, even as only a "preliminary" reconnaissance survey, because its conclusions will be assumed to have a level of rigor and authority which, in fact, do not exist. Below is a list of key concerns, though not exhaustive:

1. The established boundaries of the Talmadge Park Estates National Historic District are well supported with extensive historical documentation. **The boundaries were supported by the San Diego Historic Resources Board and City staff's report in 2024.** This would set an extremely high bar for recommending different boundaries, a threshold which has not been met by the superficial analysis of the Survey.

2. The Survey suggests undoing the already nationally designated Talmadge Park Estates National Historic District (TPEHD) by removing one of the subdivisions comprising TPEHD, the eastern Talmadge Park Estates (TPE) subdivision, and then combining the remaining subdivision, Talmadge Park Unit 3 (TP3) with Talmadge Park Units 1 (TP1) and 2 (TP2) on the Kensington mesa in a new or revised district. Page & Turnbull's recommendations lack historical foundation and documentation for the following reasons:
 - a. There was no direct physical connection between Kensington and Talmadge at the time they were developed. Even today, TP1 and TP2 continue to be accessible only through Kensington and are separated from the Talmadge mesa (TP3 and TPE) by a canyon. A map exhibit in the survey shows a road purporting to connect TP1 down the west face of the canyon to Fairmount Avenue - but this 'paper' street (Burnham Place) was never built. Today, the only existing connection through the canyon is Aldine Drive, which also did not exist at the time of development.
 - b. Reference was made to "view lots along Fairmount Avenue" uniting the two areas. In fact, original marketing materials for TP1 & TP2 refer only to mountain views to the north, not "view lots along Fairmount Avenue." ("Talmadge Park-Southern California's Finest Mountain Views", San Diego Union Jan 9th and 16th, 1926.)
 - c. The Survey ignores the Talmadge gates, which were added by the Lichty brothers as a way of unifying the subdivisions on the Talmadge mesa (TP3 and TPE). The importance of these gates to the development of Talmadge has been recognized through the long-standing local designation of the Talmadge Gates Historic District. This is further supported by the common streetlights in TP3 and TPE. (TP1 and TP2 have different streetlights and no entry gates).
3. The Survey assumes, because Roy Lichty was involved in development on both mesas at different times, they shared development and marketing plans, but marketing for the Kensington mesa (TP1/TP2) was very different than the Talmadge mesa. TP1/TP2 in Kensington were developed by Roy Lichty for owner Union Trust Company, with participation and investment by various Hollywood luminaries, and other Los Angeles-based investors. The buildout on the Talmadge mesa (TP3/TPE) was later, and involved multiple different owners, unrelated to those involved in TP1/TP2.
4. Talmadge Park Unit 1 is almost exclusively Spanish Colonial architecture, largely built in the late 1920's. Talmadge Park Unit 2 is a mix but includes a significant number of Spanish Colonial homes. In contrast, the homes built later on the Talmadge mesa, largely after the introduction of the FHA program, are overwhelmingly of the minimal traditional architectural style.

5. There is no logic for separating Kensington Park – north and south of Adams Avenue – from the rest of the proposed Kensington National Historic District. Kensington Park and Kensington Manor (to the north) were developed by the same company continuously, beginning in 1910. Isolating Kensington Park ignores the development of Kensington, on both sides of Adams Avenue – in the earliest years around the Adams Avenue trolley line and later, in the 1920's, as one of San Diego's earliest "automobile suburbs". Craftsman and Spanish Colonial homes can be seen both north and south of Adams Avenue, as Kensington Park organically grew north into what became known as Kensington Manor and Kensington Heights. All these areas continued to develop through the late 1950's and early 1960's, with the Great Depression and World War II intervening. Suggesting that the period of significance for Kensington Park (including the commercial center) ended in 1930 fails to acknowledge the overlapping patterns of community and architectural development which continued in all these areas through the late 1950's.

Kensington exists today as one of the most cohesive examples of its kind in the state of California, as a village within a city, with its own small commercial center and surrounded on three sides by steep canyons.

Talmadge, on a separate mesa to the east, with its development tied more closely to establishment of communities adjacent to San Diego State University, is an equally significant – but different – example of a post-Great Depression suburb. Different development pattern/different architecture.

The Page & Turnbull survey appears to have been done without consultation with any of several established historic resources in San Diego. Did anyone from Page & Turnbull actually visit San Diego prior to publishing their report? We add our voice to others requesting that the survey report draft be amended to correct inaccuracies noted above, as well as others.

Respectfully,



David Moty

Chair, Kensington-Talmadge Planning Group

cc: Kelly Stanco, Deputy Director, City Planning Department
Kelsey Kaline, Associate Planner, Heritage Preservation Division

Update to Mid-City Reconnaissance Survey Draft 2025

Laura Henson, July 14, 2025

Since the Mid-City Planning Meeting to discuss the 2025 Mid-City Reconnaissance Survey Draft has been postponed until August 13, 2025, I would like to update the comments I submitted on May 31, 2025. I will briefly restate some of my arguments and add more information from Talmadge Historical Society's intensive survey and research.

At issue are the claims made in the Page & Turnbull Mid-City 2025 Draft Survey regarding the Lichy brother's four subdivisions (two on the Kensington Mesa and two on the Talmadge Mesa) and how that impacts Talmadge Parks Estates Historic District (listed on the National Register of Historic Places) from being recognized locally by the City of San Diego.

According to City Staff, Hannah Lise Simonson of Page & Turnbull was given additional information beyond the relevant public documents. Ms. Simonson never counterbalanced that information by talking to Talmadge Historical Society or Historic Kensington about their own intensive survey results, which are considered best practices and necessary when doing a survey of this nature. This is especially critical when that survey challenges the validity of a Historic Resources Board (HRB) award winning National Registered District like Talmadge Park Estates Historic District (TPEHD).

Page & Turnbull recommends TPEHD (two subdivisions on the Talmadge Mesa) to be destroyed by combining one subdivision with the two subdivisions on the Kensington Mesa and eliminating the other subdivision on the Talmadge Mesa. Their rationale for this is based on the number of Minimal Traditional homes, the delayed start of development in Talmadge Park Estates due to the Great Depression, and the claimed lack of participation from Roy Lichy in the development of one subdivision in TPEHD.

This approach overlooks two visible and solid justifications for the TPEHD boundary:

- 1) TPEHD is located on the Talmadge Mesa not the Kensington Mesa. Both mesas are separated by a large canyon which is discontinuous at the bottom due to a long-established City/County Road
- 2) Only TPEHD has the unifying historically designated Talmadge Gates with streetlights.

Overlooking these obvious facts and the lack of communication with the local communities that did the intensive surveys required for the National District nominations reflects the City of San Diego's bias against processing National Register Districts locally.

Thousands of hours of work by the community and professional historians, including the California State Office of Historic Preservation, went into Talmadge Park Estates Historic District being placed on the National Register. This district, with both Talmadge Park Unit 3 and Talmadge Park Estates Unit 1, was supported by San Diego City staff and the San Diego Historic Resources Board (HRB). To disregard and overturn this work and designation requires an extremely high degree of new and contrary evidence, which this Mid-City Survey Draft does not provide.

While the National Register designation alone should lay to rest any second-guessing of the boundary of TPEHD, it is worth detailing why the objections stated in the reconnaissance survey are incorrect. These considerations are detailed below.

Lichty Brothers involvement in Talmadge Park and Talmadge Park Estates

To understand the justification for TPEHD boundary, it is important to know the subdivision names, dates filed and on which mesa they are located.

Lichty Brothers Subdivisions	Date Filed	Mesa Location
Talmadge Park 1	12-03-1925	Kensington Mesa
Talmadge Park 2	02-02-1926	Kensington Mesa
Talmadge Park 3	03-23-1926	Talmadge Mesa
Talmadge Park Estates	04-23-1928	Talmadge Mesa

Originally, Roy and Guy Lichty lived in Talmadge Park 1 on the Kensington Mesa. Guy moved to Van Dyke Ave. in 1926, and Roy moved to E. Talmadge Dr. in 1927. Roy, the elder brother by 8 years, had encouraged his younger brother Guy to move to San Diego to help run his subdivision business.

Roy C Lichty was always the face of all four subdivisions from 1925 through 1930 even as Guy C Lichty started getting more coverage in the press around 1930. The two subdivisions on the Kensington Mesa were always associated with the Talmadge Sisters “Movie girl” subdivision. The two subdivisions on the Talmadge Mesa were associated with, “Kindergarten to College” due to Hoover High School and San Diego College being built in 1930 on and near the Talmadge Mesa.

When the Talmadge Park Estates subdivision opened in 1928, Roy Lichty often marketed all four subdivisions as “Greater Talmadge Park”. This new name was used interchangeably from 1928 until 1931 to represent either all four Lichty subdivisions or just the two subdivisions on the Talmadge Mesa separate from the Kensington Mesa.

Another important factor was the proximity of the Talmadge Mesa to the building of Hoover High School adjacent to Talmadge Park 3 and San Diego College which relocated near Talmadge Park Estates. The advertisement below that promotes education and Talmadge Park Estates while also referring to it as "Greater Talmadge Park"

TALMADGE PARK ESTATES are undoubtedly today's best buy in local real estate because of their key position in the city's educational center. They form a choice part of **Greater Talmadge Park**, San Diego's close-in highly improved scenic and fast building residential park.

Based on property increases in Westwood Hills, adjoining Los Angeles' new university, as reported by the Janss Investment Co., developer of Westwood Hills, **Greater Talmadge Park** will continue to make local profit history.

For Janss reports that, following announcement of the university, the company resold \$5,924,791 in lots. As the original selling price was \$3,917,910, the difference of \$1,376,881 represents net profit to the first purchasers, or an average profit per lot for the year 1927 of \$2,158.

Whereas Westwood Hills has but one university, **Greater Talmadge Park** is the hub of a network of schools, including elementary, junior high, senior high and the new State College. And add to this assurance of successive property-value advances, **Greater Talmadge Park's** leadership in the volume and high quality of new home construction!

EDUCATIONAL CENTER

Talmadge Park Estates

SAN DIEGO'S SUPERLATIVE RESIDENTIAL PARK

ROY C. LICHTY Business Manager

10th & B Phone M. 6181

San Diego Union January 13, 1929

Common Buildout of Talmadge Park Unit 3 and Talmadge Park Estates

The Talmadge Mesa had a very different buildout from the Kensington Mesa primarily due to the Great Depression and the influence of the FHA small house movement. In 1929 the Great Depression began which severely halted housing development within TPEHD until the FHA loan program was instituted as part of President Roosevelt's New Deal. By 1936, this program jumpstarted housing development within TPEHD and nationwide.

Talmadge Park Estates development was hit the hardest by the Great Depression due to its subdivision opening, 2 to 3 years, later than Talmadge Park 1, 2 & 3 and right before the onset of the Great Depression. When the building boom from the FHA program began to rev up, the Litchy brothers decided that Guy should move to the Talmadge Mesa. In 1934 Guy moved to 4538 Norma Dr. and took over the running of those 2 subdivisions. Even though Roy stayed involved in the Tract office on the Talmadge Mesa and was featured with Guy in a San Diego Union article in March of 1929, Guy took over being Manager of both Talmadge Park 3 and Talmadge Park Estates during the 1936 -1942 FHA boom. The survey incorrectly states that Guy was only involved in Talmadge Park Estates in 1939. In fact, Guy was the manager of and the face of the two subdivisions on the Talmadge Mesa from 1936 on, according to articles in the San Diego Union. This information vigorously supports TPEHD boundary being maintained as it is in the National Register.

The use of "Greater Talmadge Park" in marketing materials disappeared during the Great Depression. During the FHA building boom from 1936 to 1942, Talmadge Parks Estates was often referred to as Talmadge Park 4 in the newspapers, emphasizing its connection to Talmadge Park 3 on the Talmadge Mesa.

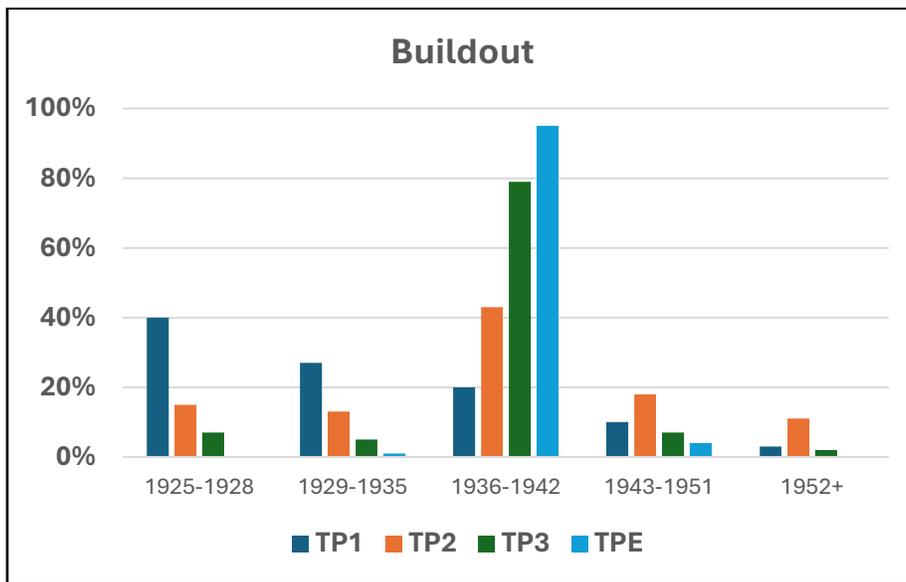
Greenwood Receives Compliments on House

Paul Greenwood, manager of the D. C. Stevens Building Co., 1013 University Ave., says that in his experience of 20 years in San Diego in the same business there has never been a home that has had as many fine compliments as the one designed by him and built by the D. C. Stevens Co. at 4568 Forty-eighth street in Talmadge Park 4.

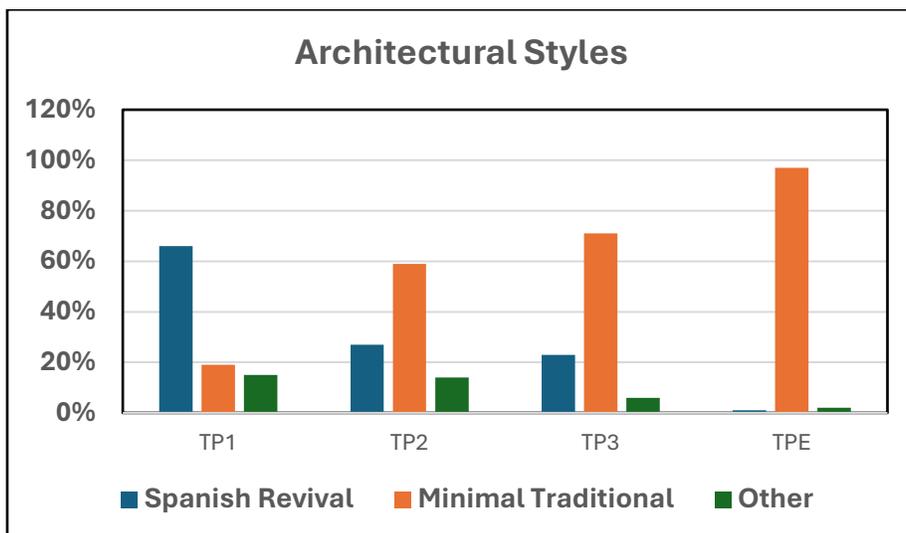
San Diego Union March 10, 1940

The promotion of Talmadge Park Estates also spurred development in Talmadge Park Unit 3, which had virtually stopped from 1928 to 1936 because of the Great Depression. In this regard, Talmadge Park Unit 3 differed significantly from the wealthier subdivisions on the Kensington Mesa, which experienced ongoing development despite the Depression.

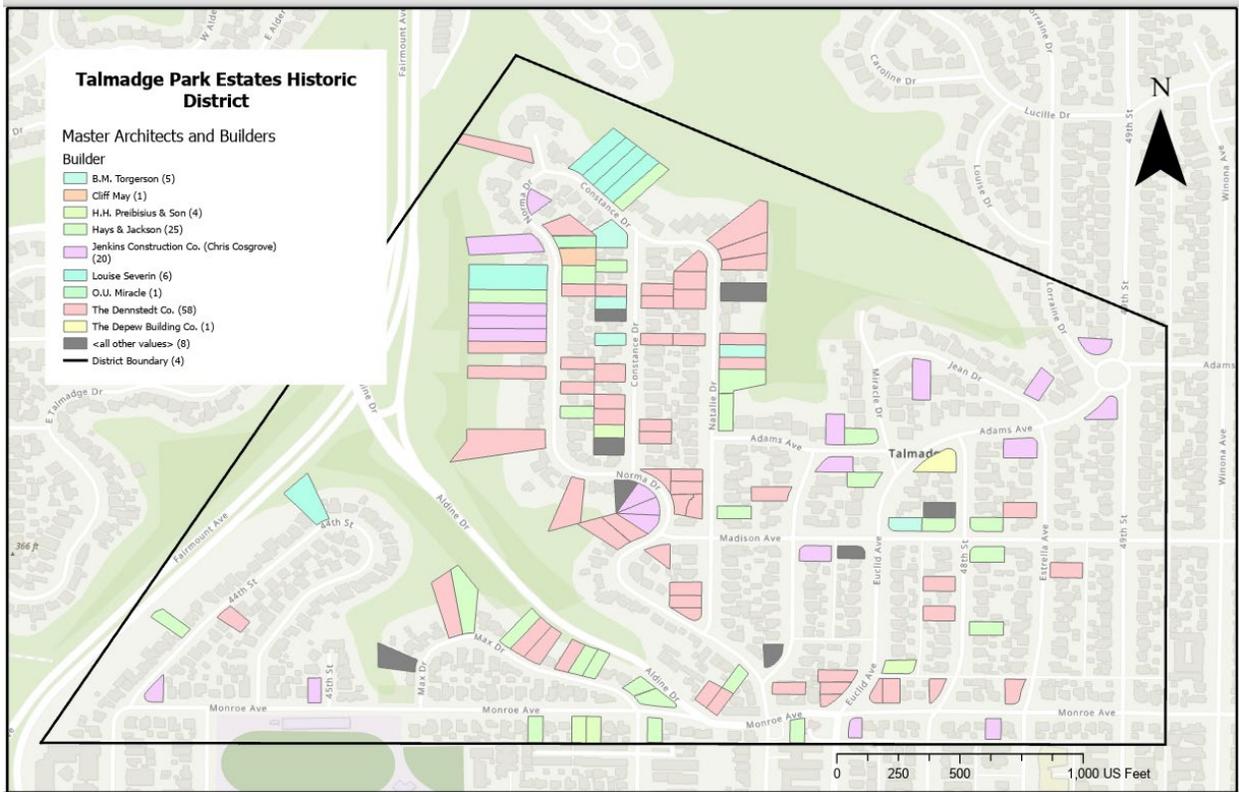
Both Talmadge Park 3 (Green) and Talmadge Park Estates (Blue) have very similar FHA buildouts which began in 1936 and ended in 1942. Talmadge Park 1 & 2 had earlier buildouts with a significantly smaller buildout during the FHA boom. This is clearly demonstrated in the graph below and supports TPEHD boundary based on Criterion A.



Due to their similar FHA buildouts both Talmadge Park 3 and Talmadge Park Estates had a majority of Minimal Traditional homes. This is directly connected to the impact of the FHA small house movement that came to define TPEHD (Criterion A).



The Master Architects and Master Builders who built in both subdivisions are also featured in the map below. They built houses throughout both subdivisions on the Talmadge Mesa.



Talmadge Park Estates has an **Individually Designated Resource** (2021) entitled, Gabriel and Marie Berg / Chris Cosgrove House at 4825 Adams Avenue. The historic resource is pictured below.



Another unifying feature of Talmadge Park 3 and Talmadge Park Estates is the partnership of **Master Architect Cliff May and Master Builder O. U. Miracle**. Both built houses on Norma Drive within Talmadge Park 3, yet their office was in Talmadge Park Estates at 4751 Monroe. Their professional lives connected both Talmadge subdivisions. See the ad below.

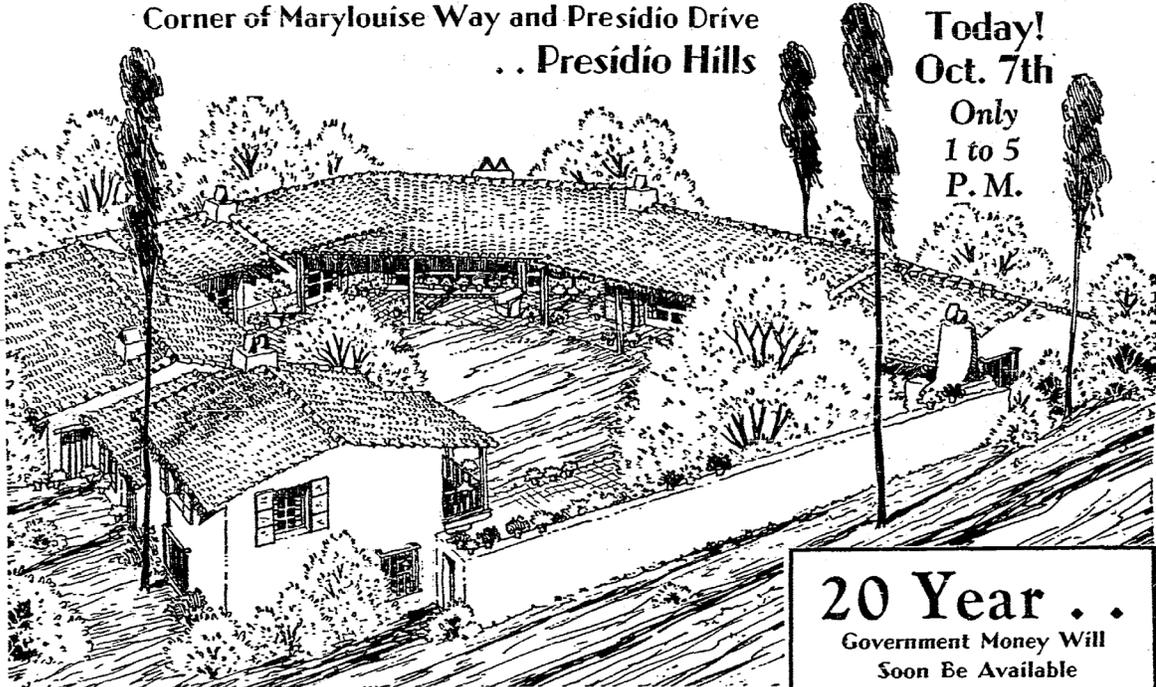
THE MIRACLE CO.

Invites You to a Special One Day (Oct. 7th)
Pre-View Showing of a Distinctive and Original
HACIENDA BY CLIFF MAY

Corner of Marylouise Way and Presidio Drive
 . . Presidio Hills

Today!
 Oct. 7th

Only
 1 to 5
 P. M.



Designed and Just Completed by Cliff May of Miracle Company for
 Mr. and Mrs. Alex Higland in Beautiful Presidio Hills

YOUR inspection of this picturesque Hacienda, built around a sun-filled patio and embodying a number of unusual features typical of California living will reveal why Cliff May designed Haciendas have captured the interest of San Diego home builders. Every modern innovation for comfort has been blended with the primitive simplicity and architectural influence of the Nineteenth Century in this low, rambling Hacienda.

You will also have an opportunity to study the structural perfection which is an assurance of lasting value in Haciendas built and guaranteed by Cliff May with the Miracle Company.

20 Year . . .

Government Money Will
 Soon Be Available

The question then is not how cheaply you can build a home but how livable and desirable your home will be 20 or more years when the final payments are being made. True Haciendas are styled for California and will always be the choice of discriminating home owners.

**CLIFF MAY with
 MIRACLE COMPANY**

Designing — Building — Financing

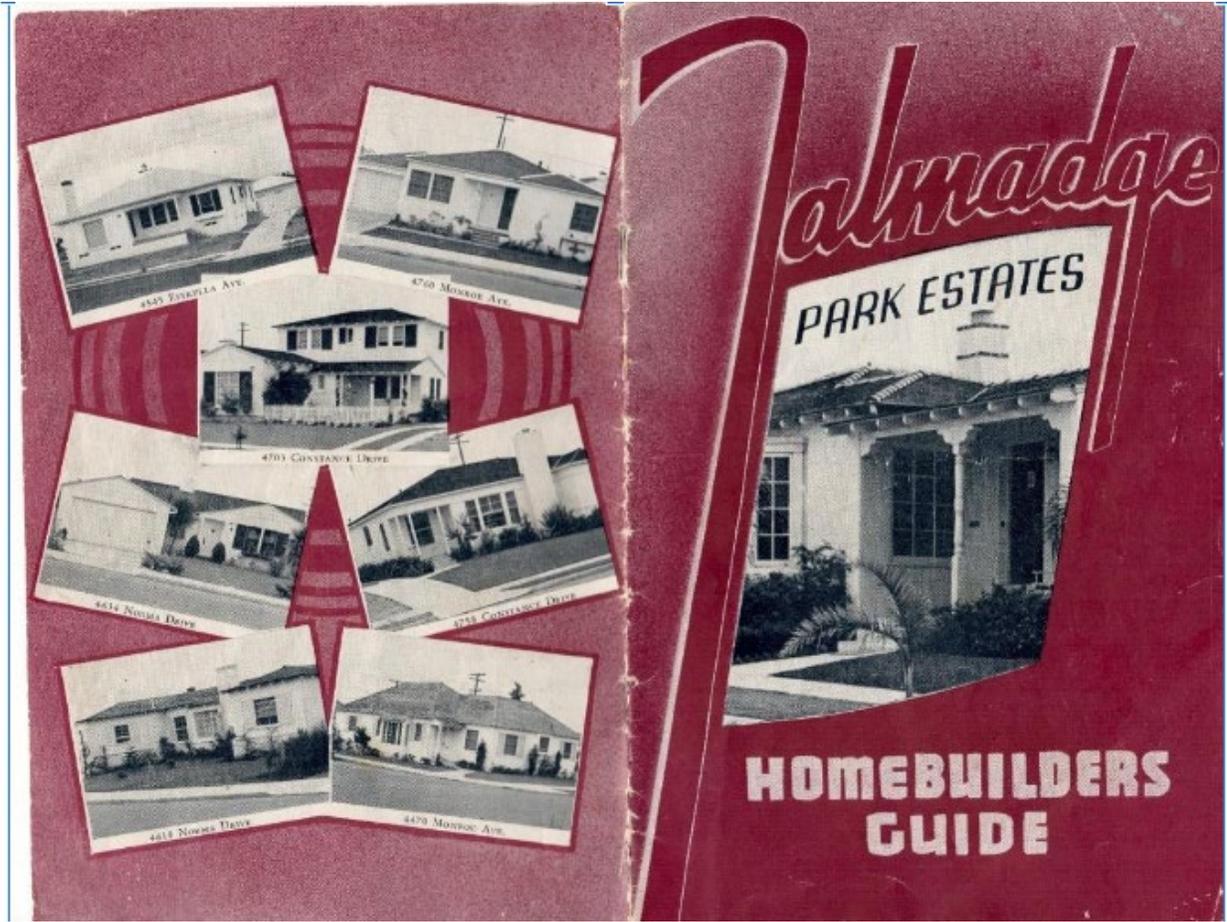
4751 Monroe

R-1632

R-5736

San Diego Union October 7, 1934

In 1940, the Lichtys published a **Homebuilders Guide for Talmadge Park Estates** to help promote home construction in Talmadge. You can see the back and front of the pamphlet attached below. The Homebuilders guide featured 23 homes on the Talmadge Mesa and only 2 homes on the Kensington Mesa.



This demonstrates a strong connection between Talmadge Park 3 and Talmadge Park Estates (Unit 4). They clearly used the same builders to build out their subdivisions during the peak of the FHA building boom. The Homebuilders Guide had a page dedicated to a list of preferred Contractors. See below.

In the map below, the builders are listed as well as where they built within TPEHD. This shows the connectivity of the two Talmadge Mesa subdivisions. TPEHD had the same builders and the same style of houses because they were built out at the same time due to the FHA building boom and the associated small house movement.



Contractors

To the contractors listed below belongs the credit of bringing to Talmadge Park Estates the latest in home designing and construction. These contractors have always stressed the importance of "personality in a home." Your own ideas about a house are given careful attention and are molded into a general pattern of comfort and convenience with just the right amount of "hominess" to make your dream home come true.

J. W. ANDERSON
4583 ARIZONA ST. JACKSON 8120

ANDERSON AND JOHNSON
4743 HARLEY BLVD. RANDOLPH 1759

BROCK-BRADY CO.
1717 UNIVERSITY AVE. JACKSON 8230

SAMUEL CAMPBELL
8508 TERRACE DRIVE TALSOT 2360

COOLEY AND GRIZZLE
4859 EL CAJON BLVD. TALSOT 3126

THE DENNSTEDT CO.
1741 FIFTH AVE. JACKSON 8176

HAYS AND JACKSON
5005 UNIVERSITY AVE. JACKSON 8189

LARRY IMIG
8237 10TH ST. RANDOLPH 0181

JENKINS CONSTRUCTION COMPANY
1940 EL CAJON BLVD. TALSOT 2387

JOHN H. LOVETT
1705 UNIVERSITY AVE. JACKSON 8341

LAWRENCE MICHEL
8405 MONROE AVE. TALSOT 2264

LEROY G. PREIBISIUS
4317 EUCLID AVE.

G. F. SAMUEL & SON
6242 EL CAJON BLVD. RANDOLPH 0706

STALLARD AND OATES
1234 VINE ST. JACKSON 8102

B. M. TORGERSON
2143 LA JOLLA AVE. JACKSON 8164
SAN DIEGO

ROBERT R. WEST
3403 COOKEY STREET. TALSOT 3322

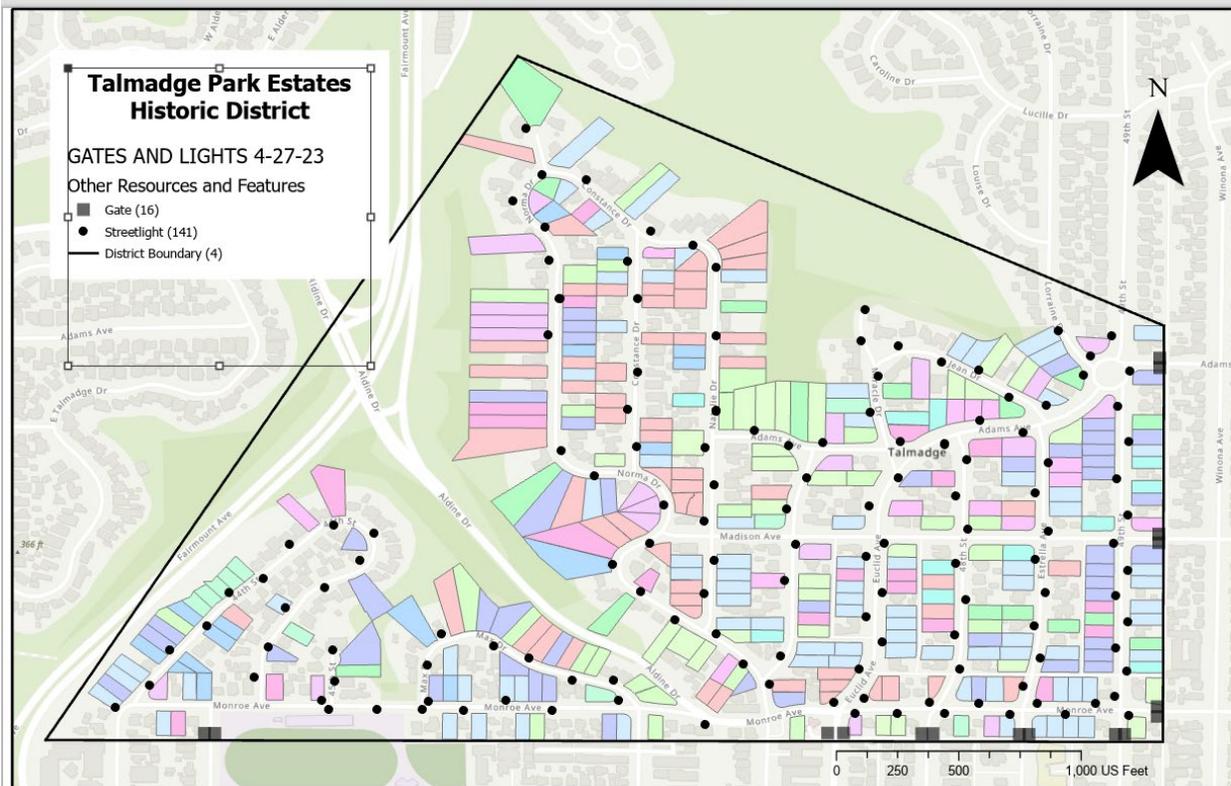
CHARLES H. WILKINSON
4074 ADAMS AVE. RANDOLPH 3085

page eleven

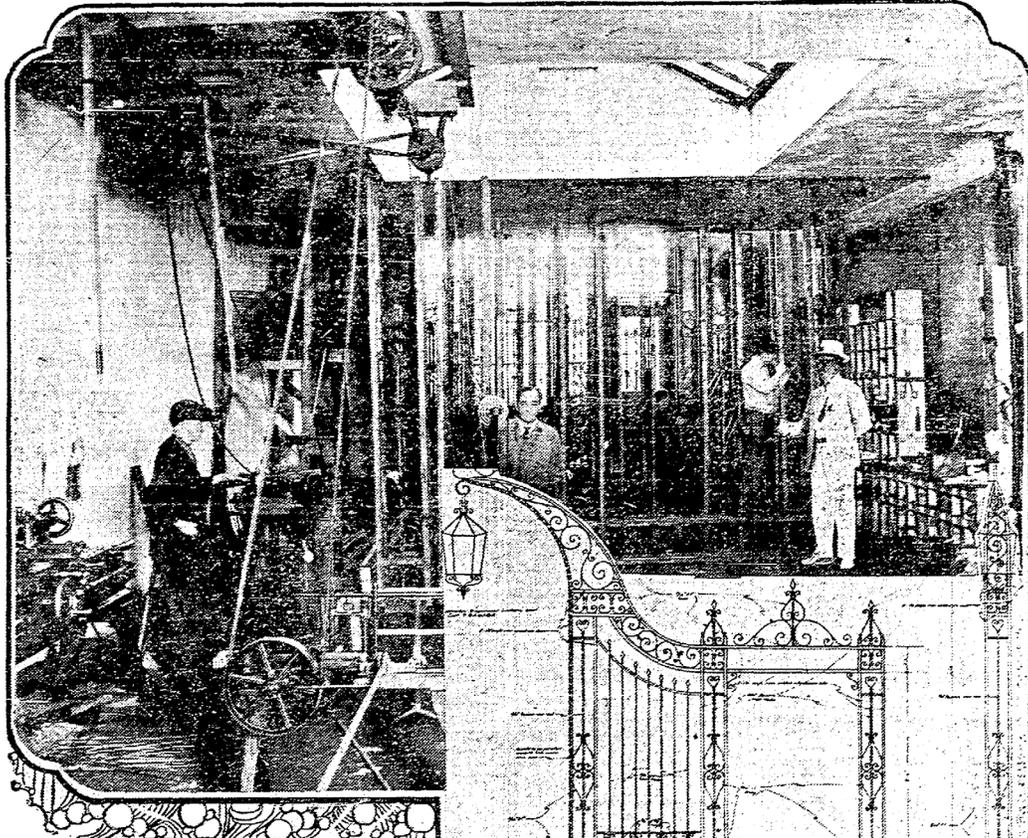
Alignment of Talmadge Park Estates Historic District with the Locally Recognized Talmadge Gates Historic District

The southern and eastern boundaries of Talmadge Park Estates Historic District are defined by the locally recognized Talmadge Gates Historic District, as shown in the map below. The Talmadge gates were an important unifying community development feature and were highlighted in newspaper articles promoting Talmadge. (See below.) The streetlights along the Talmadge Gates Historic District were common throughout Talmadge Park 3 and Talmadge Park Estates, and these streetlights have been maintained to the present day.

Talmadge Park 3 & 4 have Aegean light posts and Talmadge Park 1 & 2 have Delphi light post. The Kensington Mesa does not have ornamental gates, only the Talmadge Mesa does. This important unifying feature of TPEHD separates it from Talmadge Park 1 & 2 on the Kensington Mesa.



Lineal Footage of Steel in Magnificent Ornamental Gateways for Greater Talmadge Park Almost Equal Height of Mt. Everest, World's Highest Mountain Peak; Tract's Free Public Luncheon-Lectures Attract Throngs

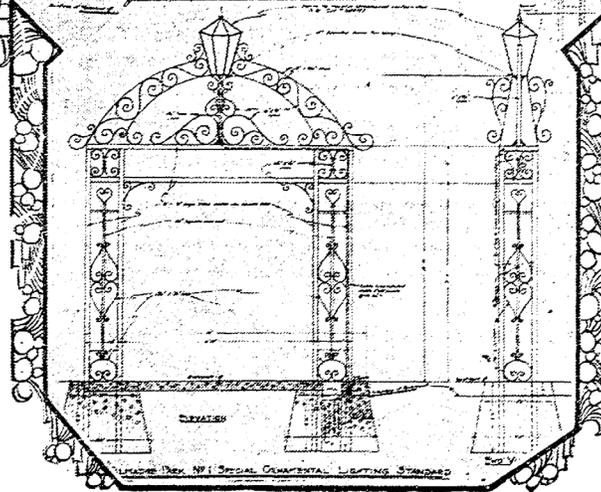


TALMADGE PARK, always known as "The Residential District Beautiful," is to have its charms still further enhanced by a series of wrought-iron gateways in artistic Spanish scrollwork which will extend over the sidewalks and parkways and carry illuminated lanterns to light the streets.

Designs are by Frank R. Carlson, engineer, and manufacture is by the Union Machine Works of 716 First St. Roy C. Lichty, business manager of Greater Talmadge Park, has appropriated several thousand dollars for this one unit of beautification for his magnificent Mission Valley rim residential park.

Crowds are still flocking to Talmadge Tavern every Sunday, Tuesday, Thursday and Friday for the free noon public luncheons and lectures, the latter delivered by Captain Nelson G. Welburn, nationally known lecturer and economist. This attraction is in conjunction with the present residence-building and development programs which have made Talmadge Park construction "hot spot" of the city.

Accompanying views show Roy C. Lichty (at right) inspecting the new ornamental gates, together with draughtsmen's details of the gateways. An idea of the amount of steel used in the construction is that the 25,000 lineal feet is almost the height of Mt. Everest in Asia, world's highest mountain.



Significance of Canyon Views

The survey draft implies that the **canyon view across Fairmount** canyon unified the Kensington Mesa to the Talmadge Mesa. Yet the Lichtys did not promote canyon views in their marketing materials. They only promoted the mountain view, which would only apply to the Kensington Mesa that faces the mountain ranges to the East. Therefore, the mountain view only unifies Talmadge Park 1 & 2 not the units on the Talmadge Mesa.

Aerial photographs from 1928 and 1939 also show that early development tended to build away from the canyon rim. The building trend during the 1920s through the 1940s focused on front yards, not backyards. This cultural aesthetic changed with later housing movements, particularly the introduction of the ranch house after World War II. See, for example, the promotional drawing and phrase from the Evening Tribune dated November 5, 2026.



With Southern California's Finest Mountain View

Architecture

Because Talmadge Park Estates has more **Minimal Traditional** homes, Page & Turnbull suggested it is less worthy of local designation as a district. Minimal Traditional homes are a strong component of TPEHD Criterion A development and buildout history, as has already been demonstrated.

There are many Contributing homes within TPEHD that are individually historically significant for architecture (Criterion C). Nine of these were built in Talmadge Park Estates (Unit 4) by either a Master Builder or Master Architect. The Lichty brothers always insisted on high quality architecture and construction.

Address	Architectural Style	Master Builder or Architect
4540 47 th Street	MT Streamline Moderne	Tifal & King (Charles Tifal)
4724 Adams Ave.	Minimal Traditional	Chris Cosgrove
4765 Adams	Minimal Traditional	The Depew Building Co.
4585 Estrella Ave.	MT Streamline Moderne	Dennstedt
4517 Euclid Ave.	MT Minima Traditional	HH Preibisius & Son
4634 Euclid Ave.	MT Cape Cod	Hays & Jackson (Carl B Hays)
4704 Miracle Dr	Minimal Traditional	Hays & Jackson (Carl B Hays)
4745 Miracle Drive	Ranch	Ralph Frank
4760 Monroe Ave.	MT Streamline Moderne	Dennstedt

Newspaper articles that feature award winning homes within Talmadge Park Estates (Unit 4) during TPEHD period of significance further counter the narrative in the Survey that Talmadge Park Estates (Unit 4) did not have architecturally significant homes.

Talmadge Park Estates (Unit 4) Homes Featured in Newspapers After 1939

The Union Tribune (05-31-1939) published a full-page article about the **Guildway Home by Johnson-Manville** that was featured in the **June issue of McCall's Magazine**. The address was 4545 48th Street and it was built by the Master Builder Carl B Hays and his partner Richard R Jackson. The home was built for Carl's son who also worked for Hays & Jackson. Hays & Jackson built 25 Minimal Traditional homes within TPEHD.

The San Diego Union (01-26-1941) published a full-page article on the **"Acclaimed Masterpiece Home"** found at 4701 Madison Ave. This home was created by 6 industry leaders collaborating on one home. Master Builder, Chris Cosgrove was the featured builder on this project. Cosgrove built 20 homes within TPEHD.

The San Diego Union (02-04-1951) did a full-page article on 4745 Miracle Drive. It was featured due to its pie-shaped lot and use of color both inside and outside the home. It was **designed by Ralph and William Frank (Ralph Frank is a Master Architect)**.

Conclusion

In closing, TPEHD was a well-conceived and researched historic district nominated by community volunteers and Heritage Architecture. It was validated and approved by the rigorous and well-respected State Historic Preservation Office (SHPO), State Historical Resources Commission (SHRC) and The Keeper of the National Register of Historic Places.

Talmadge Park Estates Historic District shares a common origin story around the Talmadge Sisters and the “movie star” subdivision (Talmadge Park 1) on the Kensington Mesa. The story is where we began but it was not where we ended our journey. TPEHD’s development patterns were very different, due to their location on a mesa that had two large educational institutions built on and nearby. The Lichty brothers also had the foresight to unify the Talmadge Mesa differently from the Kensington Mesa using gates and streetlights. Most importantly, the Great Depression and the subsequent FHA loan guarantee program had the biggest impact on our different buildouts and architectural styles. While all four subdivisions benefited greatly from the emphasis the Lichty brothers placed on high-quality architectural development, their identities diverged with the Lichtys ever evolving and creative marketing strategies.

To quote the Conclusion from the City of San Diego’s Heritage Preservation staff report dated January 11, 2024, to the Historic Resources Board:

Most of the homes in the proposed Talmadge Park Estates historic district, which reflect modest, middle- and working-class small house development, would be considered to be individually undistinguished. These resources derive their significance as part of a unified whole which conveys significance as an early auto-oriented, working-class subdivision illustrating the progression of the small house movement.

In general, Talmadge Park Estates historic district has not been impacted by teardowns, inappropriate infill or redevelopment to any significant degree and retains a distinct sense of time, place and character as a whole.

The district appears significant under National Register Criteria A and C at the local level of significance with a period of significance of 1926-1951.

The City of San Diego Historic Preservation staff and the Historic Resources Board have already acknowledged TPEHD as a significant historic district listed on the National Register of Historic Places. This sets a high bar for judging that TPEHD should be overturned as a district, which Page & Turnbull proposes to do with only superficial arguments.

Laura Henson
President Emeritus, Talmadge Historical Society

Aug 13, 2025

City of San Diego Planning Department & Mid-City Communities Plan Working Group
Mid-City, San Diego, CA

Subject: Creation of *Somali Town* Cultural District in City Heights & Eastern Area as part of the Mid-City Communities Plan Update

Dear City of San Diego Planning Staff and Mid-City Communities Plan Working Group members,

We are writing to you to ask the City of San Diego to include a cultural district in the Mid-City Communities Plan Update that recognizes the Somali community's history and presence in City Heights and Eastern Area.

Since 2010, the Somali community has worked with community based organizations and the City to plan for the implementation of crosswalks and artistic enhancements at 50th Street & University Avenue. This [visioning process](#) led to community discussions around the creation of a cultural district recognizing the Somali community.

The 50th Street & University Avenue intersection has been the center of a Somali ethnic business cluster. The first Somali-owned business storefront in San Diego opened in the mid-1990s on the southwest corner of this intersection. The area between Estrella Avenue and Chollas Parkway is home to over two dozen Somali-owned businesses, two mosques, offices for Somali-led nonprofit organizations, [artistic enhancements and a gathering space](#) created in partnership with leaders of San Diego's Somali community, and is the site of the Global Village cultural hub and housing campus.

San Diego is home to the fourth largest Somali enclave in San Diego with 50th Street & University Ave in City Heights being the cultural, social, and economic epicenter for our community.

As part of the Mid-City Communities Plan update, we ask that your team recognize University Avenue from Estrella Ave to Chollas Parkway in City Heights and Eastern Area as *Somali Town*.

The signatories of this letter look forward to working with you.

Thank you,

Rahmo Abdi, Director of Organizing and Campaigns with PANA - Partnership for the Advancement of New Americans

Ahmed Malinomar, Project Manager, United Taxi Workers of San Diego

Abdikadir Osman, Minnehaha Market, Owner

Abdi Mohamoud, Executive Director, Horn of Africa Community

Ahmad Mahmud, Asylee Case Manager, Horn of Africa Community

Randy Torres-Van Vleck, Mid-City Community Plan Update Working Group Member

Lucky Aden

Fadumo Yusuf

Muna Shegow

Victor Castaneda

Mahamud Umar

John Loughlin

Hodan Mohamed

Fatuma Muhamed

Amina Adan

Claire Enemark

Asha Mohamud

Hadaya Ahmed

Aisha Ali

Sumaya Abdullahi

Ugboad Dayib

Maria Cortez

Sawaad Sheikh

Abdimaalik Ahmed

Nux Musa

Nafsa Abdi

Abdirahman Abdullahi

Ahmednoor Noor

Saadi Ahmed

Mohamed Ismail

Zulka Ali

Pam Clark

Peter Zschieshe

Maryan Osman

Jermaine Rocacorba

Nicholas Paúl

Rosa Olascoaga, City Heights Community Development Corporation

Jesse Ramirez

Manny Rodriguez

Bill Oswald, Associate Executive Director, Global Action Research Center

Paul L Watson Jr., The Global Action Research Center



City Planning Department
Community Planning Division

October 23, 2025

RE: Community Recommendations for the Mid-City Communities Plan Update

Dear Transportation Equity & Affordable Housing Task Force,

The City Planning Department appreciates your participation in the Mid-City Communities Plan Update process. We acknowledge the time and effort you have dedicated to reviewing materials and submitting written feedback.

Many of the guiding principles and categorized recommendations raised in your letter are reflected in the Mid-City Communities Ideas Report or will be incorporated as actionable policies in the first draft of the community plan, anticipated for public release in Spring 2026. We have provided responses to several additional comments that were highlighted in your letter dated July 24, 2025 (attachment 1).

We appreciate your thoughtful input on the Mid-City Communities Plan Update and look forward to your ongoing engagement throughout the Plan Update process

Sincerely,

A handwritten signature in black ink, appearing to read "Coby Tomlins".

Coby Tomlins
Program Manager – Community Planning
City Planning

Response to comment letter – Transportation Equity & Affordable Housing Task Force

THEA Key Comments (Summarized)	Response
<p>Affordability Targets: Require 30% to 50% affordable housing in developments in City Heights. Affordability should be based on City Heights-specific income levels, not broader County incomes.</p>	<p>State defined regulations and programs such as the affordable density bonus require the use of countywide income limits.</p> <p>The City is a different affordable housing programs to incentive affordable housing such as the Affordable Housing Permit Now Program expedites the review of 100 percent affordable home developments that meet certain requirements. The City continues to exploring options to better increase affordability by amending existing programs and creating new programs to increase affordable home options citywide.</p>
<p>Equity & Priority Access: Prioritize long-term (10+ years) and displaced tenants for housing and ownership opportunities. Ensure locals have first right of refusal on new housing units.</p>	<p>The City is advancing land use policies that prevent displacement and foster walkable, transit-friendly, mixed-income neighborhoods. The City's Tenant Protection Ordinance and Condominium Conversion Ordinance include provisions for first right of refusal for displaced tenants in affordable developments, and associated tenant rights.</p> <p>The City plans to help provide opportunities for small-scale neighborhood homes that are not currently being produced to meet the needs of San Diego families, including expanding home ownership opportunities with the upcoming Neighborhood Homes For All of Us program.</p>
<p>Ownership & Land Use: Support Community Land Trusts in City Heights. Emphasize mixed-income, not just low-income housing. Remove tax breaks for large companies.</p>	<p>As part of the Neighborhood Homes For All of Us program, the City will be exploring how Community Land Trusts can help to advance long-term housing affordability and community ownership.</p>

Attachment 1

Response to comment letter – Transportation Equity & Affordable Housing Task Force

<p>Infrastructure & Amenities: New housing must include sidewalks, trees, art, ADA access, and transit-friendly designs.</p>	<p>New developments are required to comply with the municipal code regulations for ADA compliant sidewalks and access as well as landscaping and street trees. The City is in the process of updating the Street Design Manual to further support pedestrian and transit oriented street designs consistent with the City's Complete Streets Policy and Climate Action Plan.</p> <p>Public Art: Development may incorporate public art through participation in the Commission for Arts and Culture's public art policies or through voluntary or incentivized measures, particularly in larger mixed-use or civic-adjacent projects.</p>
<p>Developer Accountability: Higher fees for non-affordable builds. Developers must provide 90-day notice and 3 months' rent before displacement.</p>	<p>Development fees are based on the calculation of the impact to City facilities and infrastructure such as streets, parks, fire protection and libraries. The City does waive or reduce certain fees based on number affordable homes and level of affordability. The City will be looking to update its inclusionary housing regulations to help balance the need for affordable housing and the overall production of affordable housing in a manner that affirmatory furthers fair housing across the City.</p> <p>The City's Tenant Protection Ordinance requires just cause for a termination of tenancy, limits the grounds for a termination of a tenancy, and requires tenant relocation assistance in some circumstances, among other tenant protections.</p>
<p>Community Oversight: Create a funding oversight task force made up of local residents for the developer fees.</p>	<p>As part of the Capital Improvements Program (CIP) process, Community Planning Groups can submit a CIP prioritization list that reflects the community's infrastructure needs. The</p>

Attachment 1

Response to comment letter – Transportation Equity & Affordable Housing Task Force

	<p>public may provide input by completing the City's CIP prioritization survey. This input helps guide how the City allocates its various funding sources that support the Capital Improvements Program, including the use of Development Impact Fees to fund public infrastructure projects.</p>
<p>Anti-Displacement Strategies: Community priority agreements, indexing affordability requirements to local census tracts, mandating supportive land use.</p>	<p>The City's Dwelling Unit Protection Regulations require the replacement of deed-restricted affordable homes for very low and low income households or were rented by a very low or low income household.</p>



Sean Elo-Rivera
Council District D-9
San Diego City Council

April 2, 2025

Dear Honorable Elo-Rivera,

The residents of Normal Heights voiced strong concerns regarding mobility safety in the neighborhood during our mobility focused meeting on February 4, 2025. Many feel unsafe walking and biking due to excessive speeding, ineffective bike infrastructure, and lack of enforcement. Streets like Mountain View Drive and Adams Avenue were highlighted during the meeting as particularly dangerous and we intend on identifying other locations as well. There is strong community support for implementing traffic calming measures and increased enforcement to protect pedestrians and cyclists.

We urge the City to prioritize mobility safety in Normal Heights by investing in infrastructure improvements and enforcement that make our streets safer for all users. Additionally, we ask that these concerns be incorporated into the Mid-City Communities Plan Update to ensure future policies and infrastructure changes support safer, more accessible streets. Addressing these issues in the planning process will help create a long-term framework for a more livable, pedestrian- and bike-friendly community.

Lastly, the NHCPG Board is reporting the attached stories to the city in our role as the "Voice of the Community". The board is not making specific recommendations at this time though we intend to follow up with more specific requests via our Traffic Safety Subcommittee.

Sincerely,

A handwritten signature in black ink that reads "Paul Coogan". The signature is written in a cursive, flowing style.

Paul Coogan
Chair, Normal Heights Community Planning Group



Additional Materials

2/5/25 Meeting Minutes: <https://normalheightscpg.org/meeting-minutes-february-2025/>

2/5/25 Meeting Recording and Presentations

<https://normalheightscpg.org/february-4th-video-recording/>

Summary

Residents and visitors of Normal Heights were invited to the Normal Heights Community Planning Group Meeting, Tuesday, February 4th to share their experiences with mobility safety in the neighborhood. Many voiced concerns about traffic safety, particularly for pedestrians and cyclists. Key themes from the discussion include:

- Widespread Safety Concerns: Many residents reported feeling unsafe walking and biking, with near-miss incidents, excessive speeding, and lack of infrastructure contributing to the issue.
- Need for Traffic Calming Measures: Streets like Mountain View Drive and Adams Avenue were identified as problematic due to speeding, lack of crosswalks, and insufficient enforcement.
- Bike and Pedestrian Infrastructure: Sharrows on Adams Avenue were widely criticized as ineffective, and there was strong support for dedicated bike lanes, better crosswalks, and enforcement of existing regulations.
- Community and Business Impacts: Some residents pointed to the positive economic impact of bike-friendly infrastructure, while others expressed concerns about parking availability.
- Enforcement Issues: Many attendees noted that current traffic laws are not adequately enforced, particularly regarding illegal parking in bike lanes and red zones.

Public Comments

Below are the paraphrased comments by attendees that chose to speak up. The full verbiage is available via the Zoom recording on the Normal Heights Community Planning website:

<https://normalheightscpg.org/february-4th-video-recording/>

- Jacob: Survey on NHCPG NextDoor account asking if it's safe to bike in NH, 28% value life too much, 12% not really, 26% depended on time of day, 25%, mostly, watch out for potholes 9% said it's great. Shared personal experiences from people who posted



on NextDoor. General consensus was dedicated bike lanes, that led to an argument of parking versus bikes.

- Ramie: Mtv View Drive 1.3 miles does not have any kind of stop, race track around here. No less than 7 neighbors that use mobility scooters or walkers and people fly down the street at twice the legal limit. Told they would not do anything to Mtv View as it would push people to other side streets.
- Saw flyer at BLAH, University Heights resident. Eye doctor, Burn All Books, I would bike here more often if I felt safe. But I don't feel safe to bike or walk. 34th crosswalk and want to zoom past. Give my business to North Park because there are bike lanes.
- Kim Pham: Resident in Normal Heights, worked as traffic engineer for a decade, why I chose Normal Heights, wanted a vibrant community. Trends are consistent with a large population interested in riding bikes but concerned about their safety. Anyone should be able to walk or ride a bike and feel safe doing so.
- David Noa: Resident of Normal Heights, concerned with Mtv View, dangerous for pedestrians, bikers, and incredibly wide and encourages people to drive faster and needs traffic calming measures. Bike lanes become garbage lanes. Daylighting, several roads are not abiding by regulations.
- Paul Jameson: Resident of Kensington, but in Normal Heights often, rode on Adams and experienced the speed on Adams. Some drivers do 40mph and pedestrians/cyclists are more likely to have an injury at that speed. Adams Avenue has red zones that people park in often. Curious if meters on Adams to help fund more enforcement. Dedicated bike lane on Adams. 30th Street has been a huge driver.
- Chris Litvin: Resident of Normal Heights, 10 years. Most rides start/end going up Adams and get to experience it at all times of day. Seems in the last couple years, have felt less safe, speeds are up, people are more distracted. Big fan of Meade and traffic calming measures. Something to calm the speed.
- Adam Deutsch: One car family live on Bancroft/Meade, child goes to school, story of NH is of disconnect. Meade bike lane, technically Adams is Class 3 bike lane, but painting is not bike structure. If you feel safe, only because drivers are getting less mean. Slow speeds on Adams Avenue, what about barrier on 35th.
- Audra: Resident of Normal Heights for 12 years, all of which involve cycling and walking. Lots of close calls. Prioritize safety, it's a win for everyone. Encourage people to imagine a community built for people and not cars.



- Tyler Shank: Hillcrest resident, bikes down here all the time. Sharrow on Adams Avenue doesn't work for biking. In the door zone or middle of the road. Creates a dangerous environment for pedestrians and bikers.
- Arthur: Room is full with bikes, is that the only issue that considers residents? They don't feel safe but Arthur feels safe in San Diego. What are the statistics? Normal Heights reducing in population and aging?
- Ben Hayes: long-term resident of Normal Heights, meeting not well publicized. This is an issue that matters to him. Commute to work, bike 3 times a week, and almost got hit by a car. Sidewalk and fire safety is great, this is why people are here. Stop light sensor of Felton/Adams doesn't work South bound. Enforcement, bike lane on Meade awesome, but cars parked on it. Submitted many Get It Done.
- Kyle: Lot of us are here because it is life or death, nearly hit by a car. All of us have that happen frequently. Bike lanes can help save our lives.
- Sami: Started attending meetings and joined the board because of the crosswalk on 34th and Adams and felt unsafe at many of the crosswalks on Adams Avenue. As a biker, I have also experienced hostility riding on Adams by drivers not understanding sharrows.
- Scott: Comments about biking in the area, and the ratio of what percentage bike versus population. Shared business perspectives and impact on parking with bike infrastructure.
- Emilie: Mid-City Community Planning Draft Existing Conditions Mobility Assessment - highlights the current state of mobility in Mid-City, covering infrastructure, demand, safety, and performance across all transportation modes - pedestrian, bicycle, public transit and vehicular. Great opportunity. Please provide your comments before Feb.28, 2025.
- Brian: What has been our history with the board and the city for traffic calming?
- Peter Holberg: Currently lives in OB, learned to love and ride bikes regularly in this area. Meade is my lifeline to get to my house. If we improve the conditions, make it safe and accessible, ride use will go up.
- Randy: University Heights, and seen SF has changed its city into biking city. The change in the last 8 years, families with big cargo bikes riding around and made a huge difference in the community.
- Zander: Live on Monroe, economic impact of bike lanes, to date no study that there are negative impacts, only positive impacts. More people are out eating, using restaurants,



stopping for small businesses. Economic impact of less parking, actually having more people.

- Ramie: our roads are being treated like race cars, what are we going to do for the city? Are we then going to do something on our own and do something as a community?
- Jacob: more voices documented, propose and make a motion to create a summary elaborating on what he heard and send a letter to District 9 Representative so it's on their radar. Be the squeaky wheel. Also, motioned we send the same summary to Mid-City Community Plan Update. Motion to put it on next agenda, to vote to create a summary of information and send out Jacob motion. Kenny second to put on the agenda.
- Francis: believes there is an enforcement issue, need to consider fire safety.
- Eydie: It's a complicated issue. Every action taken on behalf of some has a reaction in that it affects others Example is Meade traffic circles caused increased speeding on Monroe.

November 6, 2025

Tait Galloway
Deputy Director
City Planning Department
City of San Diego
1200 Third Avenue, Suite 1600
San Diego, CA 92101

RE: Mid-City Community Plan Update – Opposition to the Proposed Lea Street Extension in Chollas Triangle

Dear Mr. Galloway,

On behalf of the Groundwork San Diego–Chollas Creek Board, we write to express our concerns with the proposed vehicular extension of Lea Street through the Chollas Triangle area, as outlined in the **Mid-City Ideas Report (Draft August 2025)**.

As an organization dedicated to **community-led environmental justice, equitable land use, and climate resilience**, we strongly oppose the addition of new vehicular streets through the Chollas Triangle. These proposed roadways, especially the extension of Lea Street, pose clear risks to public safety, mobility equity, and the environmental health of the surrounding community.

The Chollas Creek corridor has long borne the burdens of fragmented planning, disinvestment, and unsafe infrastructure. The proposed extension would only worsen these conditions by increasing traffic volumes in a dense residential area, undermining efforts to create safe pedestrian and bicycle access to future green spaces like **Chollas Triangle Park**.

Rather than enhancing safety and mobility, this proposal threatens to invite regional cut-through traffic, increase collision risks, and disrupt the community’s vision for a connected, walkable, and resilient neighborhood.

We join other community stakeholders in recommending that:

- The solid blue line indicating “New Streets” within the Chollas Triangle be replaced with a **broken blue line indicating “New Pedestrian Connections”** in the Draft Ideas Report (pp. 134–136).
- The planned pedestrian and bicycle network extends fully through the Chollas Triangle to connect with the proposed park and surrounding mobility corridors.
- The City align this plan with **its own Strategic Plan values**: safety, sustainability, and equitable access to green space.

Groundwork San Diego’s work in this area is centered on creating safe, climate-smart, and community-driven public spaces that reduce environmental harm and expand access to nature for historically underserved communities. We urge the City to prioritize mobility solutions that are **people-first**, not car-first—especially in areas already disproportionately impacted by air pollution, traffic violence, and green space deficits.

We appreciate your attention to this critical matter and welcome the opportunity to work together toward a community plan that reflects the values and needs of the people who live, work, and lead in the Chollas Creek Watershed.

Sincerely,

Board of Directors

Groundwork San Diego – Chollas Creek

Park historic districts, which were subdivided later with more curvilinear streets and with the involvement of distinct groups of developers and builders. Although named Kensington Park Extension, the subdivision that includes the looped street connecting Biona Drive and Vista Street appears to have a closer shared development history and character with the identified Potential Kensington Manor & Heights Historic District, discussed below; Kensington Park Extension was subdivided in 1925, around the time of other subdivisions in Kensington Manor & Heights, and is characterized by a curvilinear street pattern that is distinct from the grid of Kensington Park. The boundaries of the potential historic district, and its association with the following Kensington Manor potential district will be evaluated with a future nomination for designation.

As the potential historic district is significant for its integrity of location, setting, and feeling, it is a non-contributor.

For clarity and consistency, insert "Kensington Heights" after "Kensington Manor." Comment submitted by Priscilla Ann Berge, November 19, 2025.

TABLE 4. SUBDIVISIONS INCLUDED IN POTENTIAL HISTORIC DISTRICT

SUBDIVISION MAP #	SUBDIVISION NAME	SUBDIVISION YEAR	DEVELOPER
1245	KENSINGTON PK	1911	
1644	EAST KENSINGTON PK	1914	
1780	KENSINGTON PK ANNEX	1924	Gager Davis, Emily Tyler Davis
1922	KENSINGTON VILLA	1926	F.C. Martin, Abbie Martin, Edward Walters
1953	KENSINGTON VILLA ANNEX	1926	Sidney Reeves, Union Trust Company of San Diego

••••

¹⁸ Subject to review and refinement based on any future intensive-level survey.

Potential Kensington Manor & Heights Historic District

.....

The proposed boundaries for the district follow the historic boundaries of the Kensington Heights and Kensington Manor subdivisions north of Alder Drive and the natural boundaries created by the mesa and valley topography. The proposed boundaries include Interstate 15 to the west, the natural topography providing the northern boundary, the eastern boundary following the rear property lines of properties fronting Vista Street, and the southern boundary following Alder Drive. The Potential Kensington Manor & Heights Historic District is characterized by curvilinear streets and development in the 1920s and onward in predominantly Period Revival styles, which distinguishes it from the adjacent Potential Kensington Historic District which has a rectilinear street grid and a mix of earlier architecture. The district is also distinct from the adjacent Kensington Manor & Heights Historic District associated with the Lichtig Park Extension.

As discussed in the Kensington Manor & Heights Historic District Study, the Kensington Manor & Heights Historic District is a closer shared development pattern that is distinct from the Kensington Manor & Heights Historic District. Include both potential local Kensington Manor & Heights Historic District study process.

For clarity and consistency, insert "Park" after "Kensington." Comment by Priscilla Ann Berge. November 19, 2025.

As the potential historic district is eligible under Criterion C (Design), integrity of design, workmanship, and materials are important for contributors, although the threshold of integrity may be somewhat lower than for an individual resource.

To: The City of San Diego City Planning Department, Community Planning Division
From: SR-15 Transportation Equity & Affordable Housing (TEAH) Task Force
RE: Community Recommendations for the Mid-City Communities Plan Update (MC CPU)

Dear City Planning Staff and Working Group Members,

This memo comes in response to the October 23, 2025 letter from Coby Tomlins, Program Manager – City Planning Department, Community Planning Division, titled RE: Community Recommendations for the Mid-City Communities Plan Update. In her letter, Ms. Tomlins gave seven specific responses to the guiding principles and recommendations that we had made in a July 24, 2025, in which we urged the inclusion of policy language in the Mid-City Community Plan. She also noted that “many of the guiding principles and categorized recommendations raised in [our] letter are reflected in the Mid-City Communities Ideas Report or will be incorporated as actionable policies in the first draft of the community plan.

As a next step in the process, we reviewed other adopted San Diego Community plans to identify specific policies that have already been adopted by the City of San Diego which we feel will ensure that the goals of guiding principles will be enshrined into the Mid-City Community Plan. These policies, which are contained in the Barrio Logan Community Plan, are listed below and we request that they be considered for inclusion in the updated Mid-City Community Plan.

Barrio Logan Community Plan Update:

RESIDENTIAL POLICIES

Policy 2.2.7 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

Policy 2.2.8 Rehabilitate older residential development where appropriate to provide a balance with new development.

Policy 2.2.3 Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

Policy 2.2.4 Provide development of housing that incorporates universal design standards for persons with disabilities.

Policy 2.2.5 Enable rental and ownership opportunities in all types of housing including companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for-sale townhomes.

Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units, particularly in the Historic Core and along Boston Avenue, and provide incentives to retrofit or remodel units in a sustainable manner.

Policy 2.2.7 Preserve existing single family homes which provide affordable housing and contribute to Barrio Logan's unique character.

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Avenue south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low- income homeowners to meet their mortgage obligations.

Policy 2.2.9 Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial or heavy commercial uses on site and that have been re-designated for residential and mixed-use development. a. Require soil remediation to occur as part of development when proposing a change in use from Industrial or heavy commercial to residential and or mixed residential development. b. Design any future residential use on the site to prevent future residents from coming into contact with and experiencing any adverse impacts caused by potential subsurface contamination.

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Work with development applicants to provide very-low and low income affordable housing in all residential and multi-use neighborhood designations rather than paying an in-lieu fee, to the maximum extent feasible.

Policy 2.2.11 Create affordable home ownership opportunities for moderate income buyers.

Policy 2.2.12 Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

Policy 2.2.13 Promote homebuyer assistance programs for moderate-income buyers. Financial tools to facilitate the development of housing affordable to all income levels.

Policy 2.2.15 Encourage compliance with State and local affordability requirements to ensure that affordable housing will continue to address the needs of the Barrio Logan community.

Policy 2.2.16 Respecting community history and ties, seek to preserve Barrio Logan residents' ability to continue to live in the community.

Policy 2.2.17 In cases of planned demolition of existing residential units, work with development applicants to ensure that residents are provided extended notice and options to return to new affordable units to the maximum extent feasible.

Policy 2.2.18 Work with development applicants to provide affordable units on-site and incorporating options to retain and relocate existing tenants by directly engaging with existing tenants and residents to the maximum extent feasible.

Policy 2.2.19 Support anti-displacement initiatives, such as the community acquisition/ land trust and other programs to increase homeownership opportunities for residents in the community.

Policy 2.2.20 Explore options to promote and preserve affordable housing options in Barrio Logan, including both deed-restricted and naturally occurring affordable housing.

As we noted in our July 24, 2025 memo, City Heights has endured decades of underinvestment, and the Mid-City Community Plan Update is an opportunity to chart a new course: one rooted in equity, dignity, and shared growth. We think that adoption of these referenced policies was a great step forward for Barrio Logan and we would welcome the same in City Heights.

Sincerely,

The TEAH Task Force

Once-in-a-Lifetime Park Space Opportunity in Talmadge

Historic 2.8 Acres of park space per 1,000 residents

City Standard: pursuant to the Parks Master Plan

Talmadge: 10,000 residents

Should have 28 ACRES of park space

Has ZERO park space – not one square inch

Fully built out / no foreseeable opportunities

Except...

America's Finest Charter School parcel is up for sale

4481 Estrella Avenue

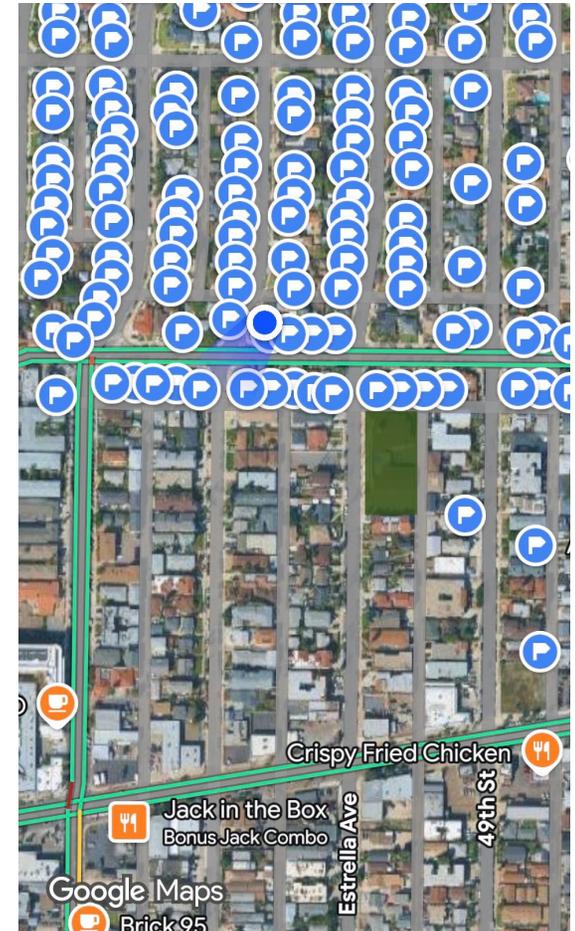
School ceasing operations
at end of this school year

0.87 ACRES

Listed at \$5.2M

On market for 252 days

Initially offered at \$6.9M



Could be a modest, low-cost park:

**A turf field, basic amenities,
fencing, and trees**

**Parcel is located in a designated
Climate Equity Index (CEI)
Priority Area census tract.**



Could be a transformative community asset

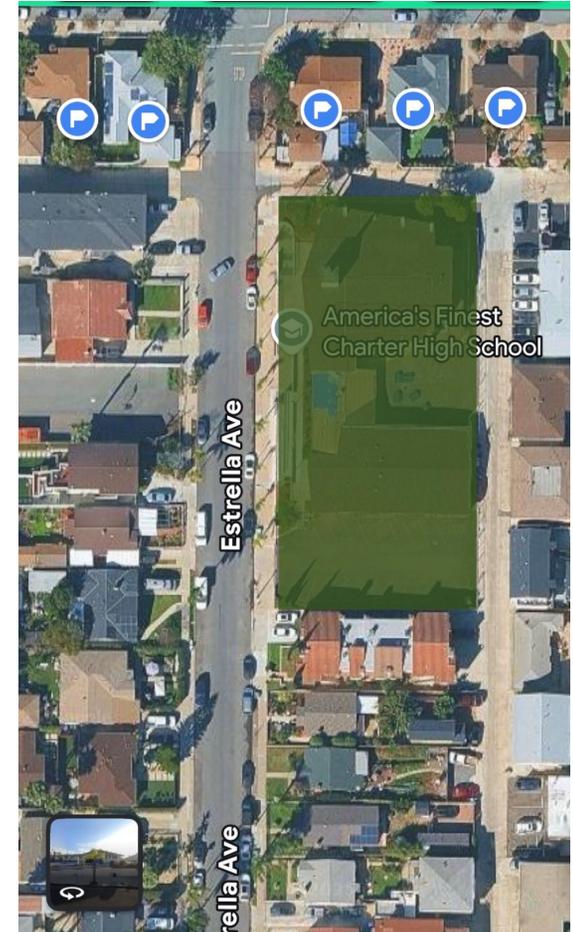
**If developed as a one-story
elevated deck park to serve
multiple community needs**



Could be a transformative community asset

Ensure safe, secure access

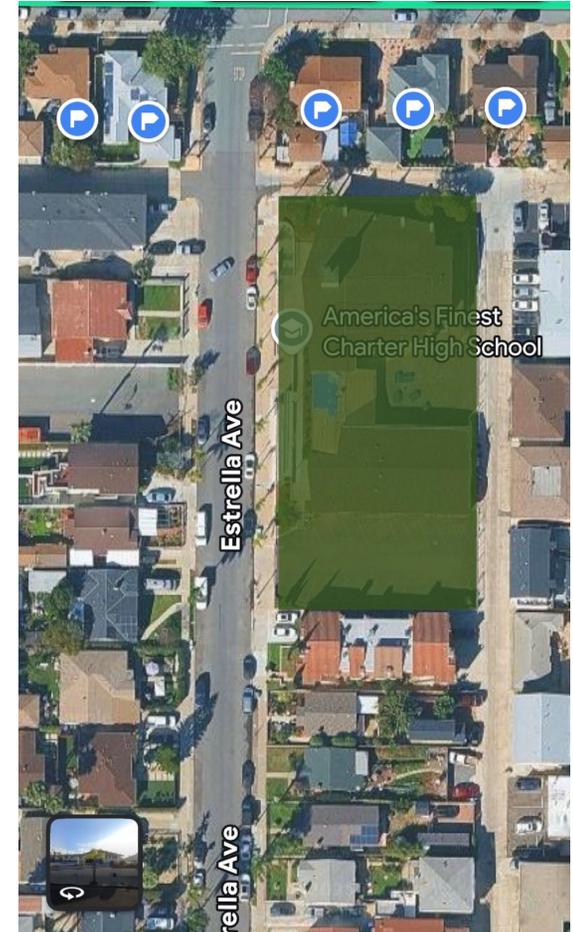
East Block development (Fairmount & ECB) elevated community deck strategically uses above-street construction to make closed hours access extremely easy to control



Could be a transformative community asset

Add valuable off-street parking

Adding new parking to this part of the community would ease parking competition for residents and nearby businesses and help to enable significant future high density, zero-parking-required housing near the Boulevard.



Could be a transformative community asset

Add valuable off-street parking

Street access on one side.

Alley access on two.

Under-deck parking could be accessed solely from the alleys, preserving all on-street spaces.



Could be a transformative community asset

Provide a small community center

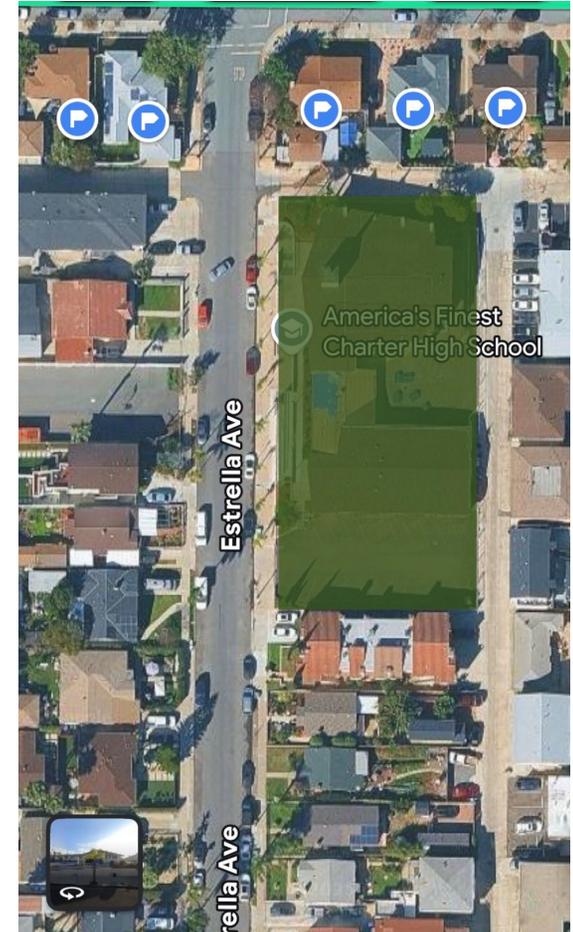
A simple room or multipurpose facility beneath the deck could provide an all-weather civic gathering space, something the Talmadge community entirely lacks.



Could be a transformative community asset

Provide a small community center

The same structure could also accommodate small-scale community-friendly uses like child care, with safe, controlled under-deck pickup/drop-off access.



Could be a transformative community asset

Support urban canopy & climate goals

Engineered planters built beneath the deck could allow for full-sized landmark trees at deck level, enhancing both the park aesthetic and community aesthetic and creating park shade.



Could be a transformative community asset

Support urban canopy & climate goals

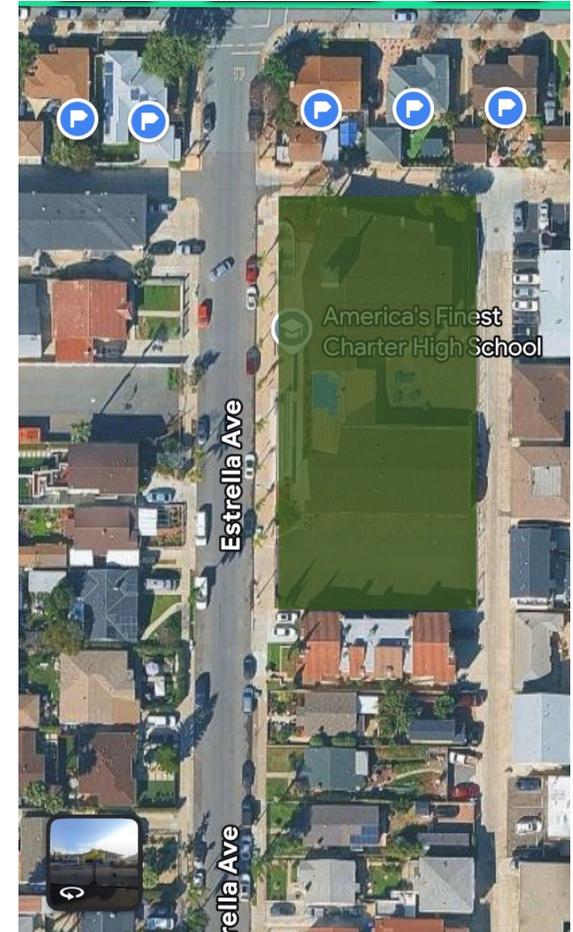
Solar-generating park shade structures could make the entire facility climate-neutral or even climate-positive.



Could be a transformative community asset

Reinforce Talmadge's historic identity

The parcel lies directly beside two of Talmadge's original gate structures, offering a rare chance to connect a new public amenity with Talmadge's historic character, community origins, and sense of place.



Proposal sent on October 30

- Mayor
- Parks and Rec director
- Real Estate Assets director
- Planning Department staff
- Mayor's relevant policy staff
- All nine councilmembers
- All nine council chiefs of staff



City Responses

- Principal Planner Alex Frost /
Mid City Community Plan Update

PLN Mid-City Communit... Oct 30, 2025, 12:54 PM

to PLN, Jonathan, me ▾

Hi Brian,

I didn't know this parcel was up for sale. I am meeting with Jonathan early next week, so we will look into it and get back to you.

Thanks,

Alex



City Responses

- Mayor's office community rep

Maciel, Fatima Wed, Nov 5, 4:12 PM (12 days ago)

to me ▾

Hello Brian,

Thank you for contacting our office and for sharing your suggestion.
I've shared your input with the City Planning Department for their review and awareness.

We appreciate your engagement and commitment to improving our community.

Best,

Fatima Maciel (*she/her*)



Council Policy 800-14

Prioritization of CIPs

How the City scores and ranks infrastructure projects (streets, parks, libraries, fire stations) for funding in the budget.

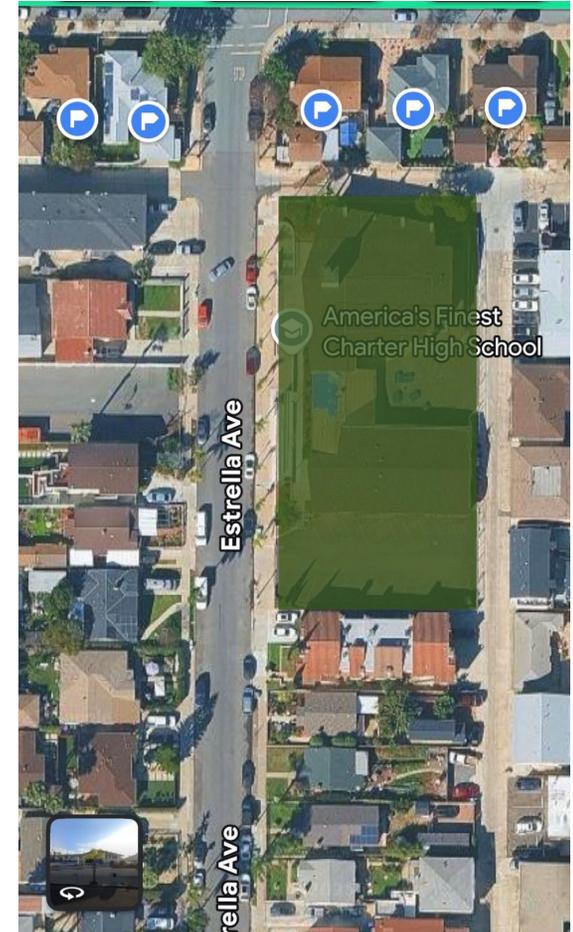
Factors	Parks & Rec and Golf Assets
1. Legal Compliance and Risk to Health, Safety and Environment	18
2. Asset Condition and Level of Service	25
3. Equal and Equitable Community Investment	20
4. Sustainability and Conservation	25
5. Funding Availability	5
6. Project Readiness	5
7. Multi Asset Benefit	2
Total	100



A Park at This Site Could Score High on Several Factors

Level of Service / Deficiency

Kensington-Talmadge is documented as park-deficient relative to City park standards.



A Park at This Site Could Score High on Several Factors

Level of Service / Deficiency

Adding nearly an acre of neighborhood parkland in a dense residential area directly addresses an identified service gap, which is a plus in CP 800-14's community investment and asset condition and level of service factors.



A Park at This Site Could Score High on Several Factors

Community Investment & Equity / Build Better SD

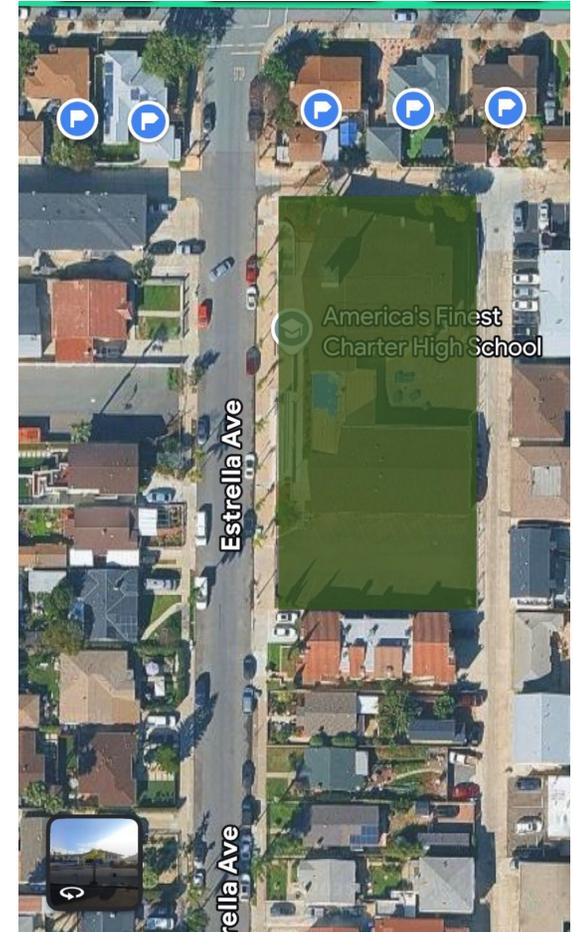
Explicitly aligns with Build Better SD and the Climate Action Plan, emphasizing equitable distribution of infrastructure and prioritizing “safe and enjoyable spaces to gather” in communities with historic under-investment.



A Park at This Site Could Score High on Several Factors

Community Investment & Equity / Build Better SD

A walkable neighborhood park in Talmadge supports equity and climate goals (short trips on foot, more tree canopy), which helps its score.



A Park at This Site Could Score High on Several Factors

Health, Safety, and Quality of Life

Parks are framed in City policy as essential for physical and mental health and community safety.

Talmadge has no park space at all and no foreseeable significant alternate park opportunities.



A Park at This Site Could Score High on Several Factors

Health, Safety, and Quality of Life

With a site plan including lighting, safe routes, and play areas away from traffic, staff can legitimately claim health/safety and “safe, enjoyable spaces” benefits.



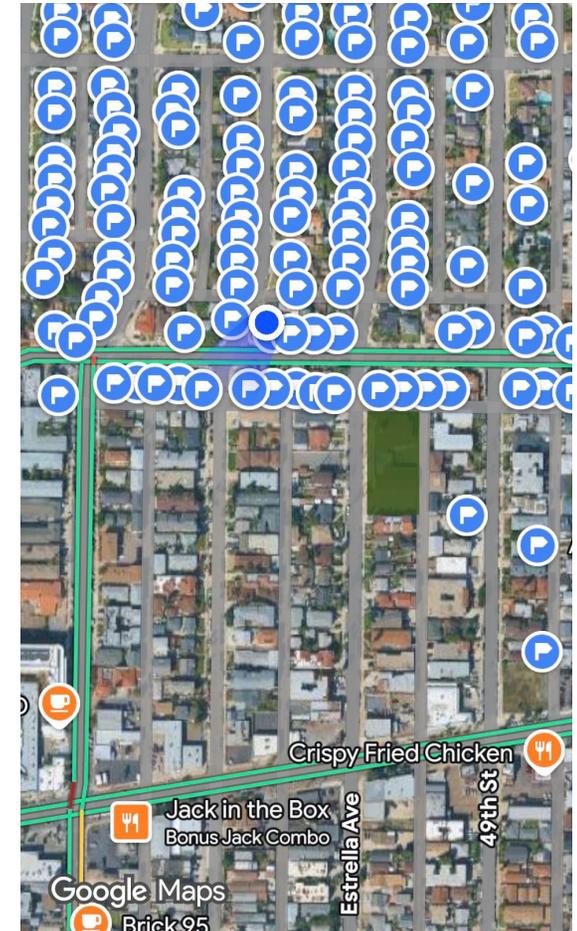
A First Park in Talmadge?

\$5.2M asking price

½ of 1% of the City's
\$942M annual CIP budget

Limited time opportunity

City's 2022 purchase of
101 Ash Street for \$86M
took just 13 days to close.



Role of community advocacy under CP 800-14

CP 800-14 explicitly recognizes that CIP needs should originate from

- community input,
- community planning groups,
- elected officials.





P.O. Box 600904, San Diego CA 92160

November 23, 2025

Alex Frost
Principal Planner
City Planning Department

RE: Mid-City Ideas Report

Dear Alex;

The Kensington-Talmadge Planning Group offers the following comments:

CONCEPT PLANS

The Kensington-Talmadge board supports Concept Plan 5. Besides being the plan that most closely aligns with the City's widely supported City of Villages development model, Concept 5 is more likely to promote transit adoption and put more new residents in closer proximity to meaningful park facilities.

LAND USE

The Kensington-Talmadge Planning Group supports adding density directly along our major transit corridors. However, increasing zoning density will not address the housing affordability issue because the operation of Proposition 13 imposes no additional financial pressures to drive redevelopment. This is particularly pronounced for upzoned land, whether that upzoning is done officially, or unofficially via density bonuses, expanded FAR, or added height. Therefore, the value of upzoning accrues primarily to the current land owner, not the developer. After paying a premium for the site, the prospective developer can only earn a return by building luxury units. Recognizing this underlying math is essential for any zoning changes to achieve the housing outcomes the City seeks.

The lot occupied by Wesley United Church may be a good candidate for RMX zoning. The intersection of ECB & 54th Street is an intersection which divides the area into its four respective quadrants. It's best for redevelopment at that intersection to prioritize internal neighborhood walkability first, before focusing on walkable connections across these major streets which may not be feasible. Allowing future developers to organize their projects according to their own walkable vision could provide better results. RMX zoning allows this flexibility.

To promote walkability, the Talmadge neighborhood needs neighborhood-serving commercial development. El Cajon Boulevard does not and cannot provide this. It's too wide, too busy, too noisy, too fast. As a central Talmadge neighborhood location, the 4400 block of Euclid Avenue, particularly the west side, should be considered for CN zoning.

RECREATION

Green corridors are a valuable urban design element, however, the concept should not count toward park points as “green corridors” typically do not provide the recreational value and amenities as outlined in the Parks Master Plan.

The western portion of Aldine Drive has potential as park space or trails on the 11 privately owned vacant lots abutting Aldine Drive.

Within Talmadge, community members have identified four potential park sites that are either publicly or privately owned. If requested, the planning group could explain these possibilities in depth. However, all of these sites come with issues that must be explored. If any of these sites are deemed to have realistic potential then they should be described in the community plan.

MOBILITY

Fairmount Avenue has a higher speed limit than Friars Road while Fairmount Avenue is narrower, with blind curves. The stacking of traffic at the Aldine offramp adds a new hazard to the area. Its improvement should be given priority.

We must acknowledge that bicycle lanes remove roadway capacity, and street parking is still a needed part of neighborhood infrastructure. However, with careful engineering, the bicycle lane completing the circumnavigation of Kensington could be done without these issues.

Also, the Kensington-Talmadge Planning Group is generally supportive of an east-west bicycle lane to connect the two communities and the city generally. There are three potential routes, all of which come with significant challenges:

1. An all-Aldine route has steep grades which would not make that connection accessible for general riders, not to mention the engineering challenges.
2. An El Cajon Boulevard route would require significant changes to either the number of travel lanes or parking availability in the business area.
3. A Meade-Monroe route would require significant re-engineering of the Aldine-Monroe-Euclid intersections in Talmadge. There is no band-aid fix to this stretch of road.

The planning group looks forward to seeing staff’s proposals for Aldine Drive, and would suggest holding a special meeting dedicated to that topic alone – in Talmadge.

A Rapid Bus route on Adams Avenue in Kensington is not possible as there is no room for a dedicated bus lane without a radical re-engineering of the road.

PUBLIC FACILITIES

The planning group is supportive of a potential move of the library to Normal Heights and the construction of an expanded modernized library there. Restoring the existing library building to its original façade and retaining it as a potential future community space with restroom facilities for both the park’s and building’s users is necessary.

Both Kensington and Talmadge are peninsulas surrounded by fire prone habitat with significant fire danger. Sheltering in place is not an option. Therefore, a meaningful fire evacuation plan should be developed, particularly for the entire northern end of Kensington and the outer areas of Talmadge.

While water supply is generally secure in the county, development beyond the capacity of local pipes and sewers, and especially fire hydrants during major fire events, is still a grave risk. The City has a poor record in this regard. So far, we have seen little attention given to this issue.

HISTORIC RESOURCES

The Kensington-Talmadge Planning Group is very supportive of our local historic preservation efforts as these resources are integral to our community identities. They are as important to us, as the beaches are to our beach communities.

Respectfully submitted,

David Moty
Chair, Kensington-Talmadge Planning Group

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



November 20, 2025

11-SD-15, 94, 805
PM VAR

Mid-City Communities Plan Update - Ideas Report

Ms. Morgen Ruby, Senior Planner
City Planning Department
City of San Diego
202 C Street, M.S. 413
San Diego, CA 92101

Dear Ms. Ruby:

Thank you for including the California Department of Transportation (Caltrans) to review the Ideas Report for the Mid-City Communities Plan Update (CPU) located near State Route 15 (SR-15), State Route 94 (SR-94), and Interstate 805 (I-805). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Regional Planning Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of San Diego (City) in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

The City of San Diego must consult with Caltrans on any proposed improvements that affect Caltrans' Right-of-Way (R/W), facilities, freeways, ramp operations, and safety.

Traffic Impact Study

- New developments resulting from the City's Mid-City Community Plan Update should provide a Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS). Please use the guidance from the Governor's Office of Land Use and Climate Innovation (formerly known as the Office of Planning and Research) to identify VMT related impacts.¹
- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities.
- For future development projects, please reference the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf> to determine if the project meets both of the screening criteria. If both screening criteria are not met, then a safety review will be needed.

Vehicle Miles Traveled (VMT)

We encourage the City to utilize strategies that will help the City achieve conformance with State GHG emission and VMT reduction goals. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming measures and strategies.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Design/FHWA

Because the I-805 is a federal highway, any proposed changes to I-15 and I-805 will need Federal Highway Administration (FHWA) approval.

Planning

Please coordinate with SANDAG and Caltrans regarding the location for the proposed DAR at I-15, near I-8.

The quote from Slide 8 of the Draft Ideas Report August 2025 state "The highest concentrations of people walking/rolling, biking and three or more pedestrian collisions are along El Cajon Boulevard and University Avenue."

- PDF page 8 – This sentence can be read multiple ways. Please consider clarifying if it is saying a "concentration of collisions that involve three or more pedestrians" or that the corridors "have three or more pedestrian collisions."
- PDF page 144 – Please consider using Curb Management as the umbrella term (i.e., on PDF page 161) of which parking management is a subcategory.

System Planning

Mid-City Ideas Report, Atlas, and Public Engagement Summary

- Section 5.5 of the Mid-City Atlas references the Freeway and Street Network and how transit is accommodated within the network. Please continue to update Caltrans on this effort.
- Page 153 of the Draft Mid-City Ideas Report references the Planned Neighborhood Electric Vehicle (NEV) Service and the existing Mid-City Go program. Please consider adding information about potential electric vehicle charging facilities, as applicable.

Regional and Statewide Coordination

Ensure alignment with the SANDAG 2021 Regional Plan and Draft 2025 Regional Plan, including corridor investments along University Avenue, El Cajon Boulevard, and the Purple Line. Review the I-805 South Bay to Sorrento CMCP and I-8 Kumeyaay Corridor CMCP, as Mid-City falls within their spheres of influence.

[Kumeyaay Corridor Comprehensive Multimodal Corridor Plan \(CMCP\)](#)

The Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP) outlines potential strategies to enhance travel choices, safety, and connectivity throughout a specific region (the study area and area of influence). Communities listed within the Draft Mid-City Ideas Report and the Mid-City Atlas are within the vicinity of the CMCP's study area. CMCPs are required to be eligible for funding under the Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP). Additionally, CMCPs can support grant applications for other SB 1, state, and federal funding sources. Please consider reviewing and incorporating this plan. Please also see [Appendix E: Transportation Solutions, Cost Estimates, and Phasing Results](#), which includes a listing of proposed projects that may be of interest (see examples below):

- Transit-T1-Rapid 10-La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town
- Flexible Fleet-FF2-Flexible Fleets-City Heights FF Pilot Area-Carshare

- Flexible Fleet-FF3-Flexible Fleets-City Heights FF Pilot Area-Ridehall
- Mobility Hub-MH1-Mobility Hub - City Heights-Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations.

SANDAG 2021 Regional Plan and SANDAG Draft Proposed 2025 Regional Plan

The SANDAG Regional Plan, formally known as, [San Diego Forward: The 2021 Regional Plan](#), and the [Draft Proposed 2025 Regional Plan](#) are listed or cited within the Draft Mid-City Ideas Report and the Mid-City Atlas. Caltrans System Planning encourages further review of the SANDAG Regional Plans and the following sections that may support your project (see examples below):

2021 Regional Plan [Appendix A: Transportation Projects, Programs, and Phasing](#)

- AT004-2025-Active Transportation-North Park/Mid-City Bikeways: Orange Avenue-On-Street-I-8, I-15
- AT005-2025-Active Transportation-North Park/Mid-City Bikeways: Howard Avenue-On-Street-I-8, Central Mobility Hub (CMH)
- AT006-2025-Active Transportation-North Park/Mid-City Bikeways: Robinson Avenue-Off-Street and On-Street-I-8
- AT013-2035-Active Transportation-North Park/Mid-City Bikeways: Monroe Bikeway-On-Street-I-8
- TL19-2025-Transit Leap-Rapid 10 Phase 1-La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town (light version of Rapid)-I-15, CMH, SR 94, SR 125, SB2S
- TL20-2035-Transit Leap-Rapid 10 Phase 2-La Mesa to Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub (full version of Rapid)-I-15, SR 94, SR 125, CMH, S2BS

2025 Draft Regional Plan [Appendix A: Transportation Projects, Programs, Policies, and Phasing](#)

- TL017-2035-Transit: Next Gen Rapid-Arterial Rapid Route 210-La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town
- AT044-2035-Active Transportation: On-Street Bikeway- North Park | Mid-City: Monroe Bikeway- Early Action Program (Tier 1), Local Bike Plan, Comprehensive Multimodal Corridor Plan
- TL017-2035- Transit: Next Gen Rapid-Arterial Rapid Route 210-La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town

Freight and Goods Movement

Please include National Highway System (NHS) and Surface Transportation Assistance Act (STAA) designations for I-805, SR-15, and SR-94, and assess potential freight impacts of proposed land use and mobility strategies (air quality, noise, equity).

System Performance Monitoring

While VMT and costs are shown, the Ideas Report does not connect land use changes to performance on state highways. Please evaluate VMT reduction, greenhouse gas (GHG) benefits, and congestion effects on the SR-15/SR-94 interchanges.

Interregional Connectivity

The documents emphasize local transit and bike mobility but do not assess Mid-City's role in interregional travel demand. Please address consistency with California Transportation Plan 2050 (CTP 2050) interregional travel goals.

Highway Safety Considerations

Safety discussions focus on pedestrians and bicycles but omit freeway ramp/interchange safety. Please consider operational and safety issues at SR-15 and SR-94 access points.

Explicit Policy Crosswalk

Please create an explicit crosswalk aligning Mid-City goals with CAPTI (and CAPTI 2.0), CTP 2050, and Smart Mobility Framework principles to strengthen policy consistency.

Construction Activities

Future construction of housing, transit, or streetscape improvements may require temporary detours affecting the SR-15, I-805, and SR-94 interchanges. Please coordinate with Caltrans during project-level planning and CEQA review.

The following planning documents frequently utilized by Caltrans System Planning promotes the importance of accessibility through multimodal mobility, clean transportation, and active travel. These documents may provide further background on state and regional planning in relation to the Mid-City Community Plan Update:

- [California Transportation Plan 2050](#), The California Transportation Plan (CTP) provides a common framework for guiding transportation decisions and investments by all levels of government and the private sector. Statutorily mandated federal and state law require that Caltrans facilitate, develop, and prepare the CTP. Caltrans is responsible to work with stakeholders and the public to update the CTP every five years.
- [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#) and [CAPTI 2.0](#), The California State Transportation Agency (CalSTA) adopted the Climate Action Plan for Transportation Infrastructure (CAPTI) in 2021, which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals. Despite all our progress, we know that there is more work to be done to meet our state climate goals. Throughout 2024, CalSTA engaged with stakeholders through multiple listening sessions, public workshops, and a public comment period to develop four new strategies and 14 new actions to further implement the existing CAPTI investment framework. The update, CAPTI 2.0 was released in February 2025.
- [Smart Mobility Framework 2010](#), The Smart Mobility Framework (SMF) was prepared by Caltrans in partnership with the US Environmental Protection Agency, the Governor's Office of Planning & Research, and the California Department of Housing & Community Development to address both long-range challenges and short-term programmatic actions to implement multi-modal and sustainable transportation strategies in California. The SMF is a planning framework that helps guide and assess how well plans, programs,

and projects meet a definition of "smart mobility". It can be used by both Caltrans and partner agencies in all geographic parts of the State to transform transportation decisions. Ideally, the SMF can be applied to various levels of plans, programs, or projects (e.g., Regional Transportation and Blueprint Plans, General Plans, corridor plans, specific development proposals, etc.) in all parts of the state (i.e., urban, suburban, and rural).

- [Caltrans Active Transportation Plans](#), Caltrans Active Transportation (CAT) Plans identify specific locations and specific bike or pedestrian needs ("location-based needs", or LBNs) which can be referenced to help scope projects.
- [2017 California Statewide Transit Strategic Plan](#), The University of California, Los Angeles (UCLA) Institute of Transportation Studies is worked with the Caltrans Division of Rail and Mass Transportation to create the 2017 California Statewide Transit Strategic Plan. The Plan takes a pan-governmental perspective that makes recommendations not only for local transit agencies and Caltrans but also other state departments and the Legislature. The Statewide Transit Strategic Plan inherits state-level transit-relevant goals, policies, strategies, modeling assumptions, implementation measures from recent legislation, the Governor's Office, the California Transportation Plan 2040, and the Caltrans Strategic Management Plan.
- Other proposed improvements near the plan area:
 - EA 11-43021- On the I-805 at post miles 9.0-18.5, Pavement Rehabilitation.
 - EA 11-43115- On the SR-15 at post miles 1.0-6.0, Bus Rapid Transit Enhancements, including median bus lanes and interchange improvements.
 - EA 11-43077- On the SR-94 at post miles 2.5-10.5, Bridge and Culvert Rehabilitation.
 - EA 11-43090- On the I-805/SR-94 at post miles 7.0-10.0, Interchange Operational Improvements.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies. Please work with Caltrans to plan and construct enhanced

and connected bikeways/walkways across State highways along borders of and within the Mid-City communities.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City of San Diego should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-15, SR-94, and I-805.

Environmental

Should future projects based upon changes implemented from the Mid-City CPU contain elements and/or mitigation measures that affect Caltrans' Right-of-Way, Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA).

Sustainability

Caltrans recommends collaboration between our agency and the City on proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce vehicle miles traveled (VMT), and off-road and on-road greenhouse gas (GHG) emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend collaborating with Caltrans on the following measures such as increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying right-of-way areas to be used for carbon sequestration, and complete streets.

The existing climate hazards discussed in this document will have an impact of the transportation system. We recommend working with Caltrans on determining the preventative strategies the Caltrans can take to keep roadways operational and ensure their longevity against climate stressors such as increased temperatures, changes in precipitation patterns, wildfire, and flooding. Caltrans recognizes the central role that transportation planning plays in safety and ensuring that when these natural hazards do occur, citizens have a reliable evacuation route.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Rob Owen, Regional Planner, at (619) 930-7203 or by e-mail sent to rowen@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review
Regional Planning



August 11, 2025

CITY OF SAN DIEGO
Planning Department
202 C Street, MS 413
San Diego, CA 92101

Subject: Mid-City Focused Reconnaissance Survey Report, Public Review Draft March 4, 2025
Public Comments

To Whom It May Concern:

Heritage is in receipt of the City of San Diego's Mid-City Historic Context Statement, Public Review Draft December 13, 2024; the City of San Diego's Mid-City Focused Reconnaissance Survey Report, Public Review Draft March 4, 2025; and Ms. Laura Henson, President Emeritus Talmadge Historical Society, May 31, 2025 comments to the City of San Diego. Heritage echoes Ms. Henson's concern for the disregard of the Talmadge Park Estates National Register Historic District and the questioning of its significance findings and boundaries within the Draft Mid-City Focused Reconnaissance Survey Report. While the Mid-City Context Statement acknowledges this National Registered Historic District, the Survey Report discusses changes to the Historic District's boundaries and leaving out an area, Talmadge Park Estates Unit 1, altogether.

The Talmadge Park Estates National Register Historic District was reviewed by city staff from December 2023 through January 2024 with the following acknowledgment: "The district appears significant under National Register Criterion A and C at the local level of significance with a period of significance of 1926-1951."¹ The Historical Resources Board reviewed the nomination and staff report in preparation for the informational item in the January 2024 hearing and recommended the nomination with staff report to the California State Office of Historic Preservation (OHP). These comments, as well as others, were viewed by OHP staff and the State Historical Resources Commissioners prior to their formal discussion and vote. As a result, the district was successfully listed in March 2024 after thousands of hours of research and documentation conducted by both volunteers and professionals; months of review and editorials by the OHP staff; review and recommendations by the State Historical Resources Commission to the National Park Service (NPS); and final review and approval by the NPS staff.

¹City of San Diego Heritage Preservation Staff Report to the Historical Resources Board, January 11, 2024.



City of San Diego
Mid-City Focused Reconnaissance Survey Report - Public Comments
August 11, 2025
Page 2

Ms. Henson's comments letter also provides additional background information for the justification of the District's significance and boundary. We hope that you will review the contents and view in favor of retaining the Talmadge Park Estates National Register Historic District as is. Further, in a memo from city staff in 2021, guidance was provided for National Registered properties or those found eligible for listing in the National Register or State Register stating, "no additional analysis of the property's significance is required to nominate and designate it locally."²

The Talmadge Park Estates National Register Historic District is a City of San Diego Historical Resources Board and SOHO award-winning project and is recognized for its grassroots effort bringing community members together for the common goal of preserving their neighborhood and nurturing pride within its boundaries. We hope that the City will continue to partner with members of the Mid-City communities in these efforts and acknowledge the Talmadge Park Estates National Register Historic District by updating the draft Mid-City Survey Report findings to reflect this district's local significance.

Thank you for your consideration.

Sincerely,

Eileen Magno, MA
Principal

Z:\HAP Projects\2022\2022.042 - Talmadge NR Nomination\Data\2025 Mid-City survey_CPU\HAP Public Comment - Mid City Focused Recon Rpt 08.11.2025.docx

² City of San Diego, "HRB Criterion E." Memorandum to the Historical Resources Board Policy Subcommittee from Gemma Tierney, City of San Diego Historical Resources Board Support Staff. February 3, 2021.

Talmadge Historical Society Comments on Revised Mid-City Reconnaissance Survey

October 28, 2025

Pages 6-8

Looks good. Thank you for emphasizing that further work will be needed to determine final boundaries.

Page 13

The locally-designated Talmadge Gates Historical District goes all the way to 44th Street and incorporates the original lights and gates on the 49th Street and Monroe Avenue corridor. The map on Page 39 shows the correct extent of the gates and lights district.

Page 25

Talmadge was an early automobile suburb. The streetcar stopped in Kensington. Suggest changing to “early twentieth century streetcar **and automobile** suburbs”.

Page 27, 29, 34

Good clarifications

Page 35

The changes to the wording adequately capture the preliminary work by Page & Turnbull and our input, but the comments at the bottom of the page and Figure 18 are not entirely consistent.

Request changing:

Nearby Talmadge Park Estates (Unit 1) (1928) was platted around the same and was built out primarily during the Federal Housing Association (FHA) building boom in the mid-1930s.

To:

Adjoining Nearby Talmadge Park Estates (Unit 1) (1928) was platted around the same time and was built out primarily during the Federal Housing Association (FHA) building boom that started in the mid-1930s, along with most of Talmadge Park Unit 3, which has the first house in San Diego built under the FHA program.

Note that with the additions that have been made to the document, Figure 18 is now on page 39 (might get moved back to page 38 when the redlines are accepted).

Page 36, second paragraph

This looks good. Thank you for the changes.

Page 36, bottom of the page

This is acceptable, but it raises the question of whether Criterion E will be retained in the changes to the Land Development Manual in Package B of Preservation and Progress.

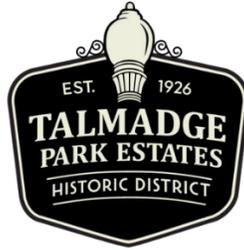
Page 37

Thanks for making those changes.

Page 39

While the revised changes clarify that all four subdivisions will be considered when determining a local district, the map implies that Talmadge Park Estates (Unit 1) will be excluded. To be consistent with the changes made to the previous pages, Talmadge Park Estates (Unit 1) should also be shaded yellow for consideration as part of a future potential district. The legend would need to remove the green label just for that subdivision.

The drawing of the Talmadge Historical Gates District needs to be replicated to the map on Page 13.



www.tpehd.org

September 22, 2025

Kelley Stanco

CC: Kelsey Kaline, Alex Frost

Re: Requested Changes to the Mid-City Focused Reconnaissance Survey Report

Dear Ms. Stanco,

Thank you again for taking the time to meet with us on August 26, 2025. Following up on the meeting, I have attached specific requested changes to the “Mid-City Focused Reconnaissance Survey” and the “Draft Mid-City Ideas Report”

We would be happy to meet to walk through the requested changes.

In addition to the list of requested changes in the attachments, I have included annotated versions of the Mid-City documents for further reference.

Regards,

Laura Henson

President Emeritus, Talmadge Historical Society

Attachments:

Attachment 1: Requested Changes to the “Mid-City Focused Reconnaissance Survey Report”

Attachment 2: Requested Changes to the “Draft Mid-City Ideas Report”

Attachment 1: Requested Changes to the “Mid-City Focused Reconnaissance Survey Report”

September 22, 2025

The Talmadge Historical Society requests the following changes to the Mid-City Focused Reconnaissance Survey Report.

Page 35, first paragraph

Insert “and Post WWII Residential Development (1945-1984)” as follows:

The district is directly related to the Residence Parks & Speculative Residential development (1915-1945) **and Post WWII Residential Development (1945-1984)** themes under the Mid_City.Historic.Context.Statement.

Page 35, second paragraph

Properly include Talmadge Park Estates (Unit 1) through the follow changes:

The boundary identified in this Mid-City Focused Reconnaissance Survey for the Potential Talmadge Park Historic District corresponds to the original **subdivision** boundaries of Talmadge Park Unit 1 (1925), Talmadge Park Unit 2 (1926), **and** Talmadge Park Unit 3 (1926), **and Talmadge Park Estates (1928) (Page 38 Figure 18)**. All **three** Talmadge Park subdivisions have a shared development history including: early development and marketing by the Lichty brothers; curvilinear street and block development patterns along the mesas, with view lots along **the Fairmount Avenue** canyons; and a mix of popular Period Revival style residences. Talmadge Park Unit #1 appears to have the densest concentration of high-quality Spanish Colonial Revival architecture of the three subdivisions, but all **three** contain distinctive examples of Spanish Colonial Revival architecture as well as other Period Revival styles including Mission, Monterey, Tudor, and Colonial revivals, and **some** examples of the Minimal Traditional style.

Note that the referenced map on page 38 is not labeled as Figure 18.

With the above changes, remove Footnote 16.

Page 35, third paragraph:

Add eligibility for the Talmadge Park Estates Historic District under Criterion E and delete factually contentious arguments for including Talmadge Park Unit 3 with Units 1 and 2, while excluding Talmadge Park Estates. This leaves these questions for later intensive surveys and local district designation work plan.

The Talmadge Park Unit 3 subdivision and adjacent Talmadge Park Estates subdivision are currently listed in the National Register as the Talmadge Park Estates Historic District. This district can also be processed for local designation with future property research and survey work, including under Criterion E. Talmadge Park Unit 3 and Talmadge Park Units 1 and 2 share similar relationships of subdivision approval dates, association with the Lichty brothers, and similar lot and block patterns within each subdivision unit (particularly view lots along Fairmount Ave canyon). Additional research can further develop this shared context and Talmadge Park Units 1, 2 and 3 can be processed for local designation as a historic district with a future intensive-level survey of all subdivision units.

Again, these changes remove Footnote 16.

Page 36, Table 3

Add row for Talmadge Park Estates (Map 2104, dated 1928)

2104	Talmadge Park Estates	1928	Union Trust Company of San Diego, San Diego Consolidated Gas and Electric Company
------	-----------------------	------	---

Page 36, "Preliminary Potential District Character-Defining Features"

Change "Views oriented over the Fairmount Avenue canyon" to "Canyon views"

Change "Wrought-iron Talmadge Gates (portion of existing Historic District)" to "Wrought-iron Talmadge Gates (designated locally and within the nationally designated Talmadge Park Estates Historic District)"

Page 37, upper right photo

This is not the historic appearance of the home, which was significantly remodeled in 1980s. For an example of the Tudor Revival style in Talmadge, recommend using 4554 Norma Drive, which is also an individually designated local resource.



Page 38, map of “Potential Talmadge Park Local Historic District”

Page 35 references this map as Figure 18, but this and other maps are not labeled with figure numbers.

The map shows lots as empty that were developed after property lines were altered. These should be filled in.

The bold purple outline should extend around Talmadge Park Estates, so that it includes all four subdivisions shown.

Extend the boundary around the locally designated “Talmadge Gates Historical” district to 44th Street.

Attachment 2: Requested Changes to the “Mid-City Focused Reconnaissance Survey Report”

September 22, 2025

The Talmadge Historical Society requests the following changes to the Mid-City Focused Reconnaissance Survey Report.

Ideas Report

Slide 12

Shade Talmadge Park Estates (Unit 1) subdivision in the area described as "Potential Historic District" to match corrected reconnaissance survey map.

Slide 16

There are multiple areas throughout this map that are designated as Tier 2 in the Reconnaissance Survey and hence subject to historic review.

Replace with the figure on page 28 of the "Mid-City Focused Reconnaissance Survey Report "

<https://www.sandiego.gov/sites/default/files/2025-03/2025-mid-city-survey-report-public-review-draft-w-maps.pdf>

The maps on page 21 of the Ideas report also need to be updated to correctly reflect the Reconnaissance Survey.

Slide 20

Match figure to corrected reconnaissance survey

Replace middle right figure with actual period appropriate house. See requested changes to Page 37 of the “Mid-City Focused Reconnaissance Survey Report” for details.

The map on this slide does not show the correct boundaries for the existing Talmadge Park Estates Historic District. It should be redrawn to only surround the Talmadge Park Unit 3 and Talmadge Park Estates (Unit 1) subdivisions.

Slide 21

Some of the areas proposed for exemption from future historic review are Tier 2 not Tier 3 in Reconnaissance Survey, which is presumed to be more authoritative. The maps in the Draft Mid-City Ideas Report should be updated to reflect the Reconnaissance Survey.

Slide 22 Key Policies

- Change first bullet from "Explore the establishment" to "Establish"
- Change second bullet from "Encourage implementation" to "Implement"
- Expand fourth bullet include public participation per CLG:
 - “Identify funding sources to intensively survey Mid-City for historical resources, including collaboration with preservationists”
- Add bullet for "Support sustainability goals and encourage placemaking through adaptive reuse"

Comments on Mid-City Survey Report Draft (2025)

Laura Henson, May 31, 2025

The Mid-City survey is not an intensive survey and therefore not a definitive document but rather a guide for future research and formal recommendations. Because any historic document can influence important decisions about the fate of future local designation of a historic district, I would like to address some assertions made in this survey that are assumptions based on incomplete and inadequate data. Because Talmadge Park Estate Historic District has already completed an intensive survey of its district, those data points will be shared in this response to the Mid-City 2025 Reconnaissance Survey.

My focus will be solely on recommendations and comments related to Talmadge Park Estate Historic District (TPEHD), which was listed on the National Register of Historic Places in March of 2024.

I have two areas of concern in this Survey with regard to breaking up the TPEHD. The first is the suggestion that Talmadge Park Units 1 & 2 on the Kensington Mesa should be linked to Talmadge Park Unit 3 on the Talmadge Mesa. The second area of concern is separating Talmadge Park Estates Unit 1 from Talmadge Park Unit 3, both of which are located on the Talmadge Mesa and unified by ornamental lights and

gates that join them as a unit. All four subdivisions were created by the realtor Roy Lichty.

The entire argument for not including Talmadge Park Estates Unit 1 with the other Lichty subdivisions is contained in footnote 16 on page 35 of the Survey:

Only Talmadge Park Units 1, 2, and 3 have been identified by this survey as part of the local Potential Talmadge Park Historic District, and Talmadge Park Estates is excluded; Talmadge Park Estates appears to have generally been developed later than the Talmadge Park subdivisions, does not include shared involvement of the Lichtys, and includes a much higher concentration of Minimal Traditional architecture than the Talmadge Park subdivisions.

I disagree with all of the unsubstantiated assertions made in this statement. Before detailing those disagreements, however, it is important to point out that the Survey is casually disregarding the validity of a National Register district, as well as the requirement that proposed districts be contiguous, as detailed below.

Survey provides no justification for disregarding the determination of the National Register

The survey cavalierly suggests dividing up the Talmadge Park Estates Historic District, implying that the authors disregard

the importance of the National Register, and the thousands of hours of volunteer and professional work put into creating the district. The National Register is the gold standard for historic preservation and sets a high bar for justifying that the district be broken up and partially combined with disconnected subdivisions on the other side of Fairmount canyon.

Another concern is the recommendation that completed National Register historic districts need to be reevaluated. This goes against the City of San Diego's own *Guidelines for the Application of Historic Resources Board Designation Criteria*. Criterion E that states:

Resources identified as significant by the State or Federal Government with SHPO concurrence through listing or determinations of eligibility for listing on the California or National Registers are eligible for designation by the HRB under Criterion E.

Furthermore, a February 3, 2021, Memorandum written by City of San Diego Associate Planner Gemma Tierney further states that:

Although designation under Criterion E does not occur automatically for eligible resources, it does provide a simplified path to local designation for these resources. If a resource is already listed on, or officially determined

eligible for listing on, the State or National Registers, **no additional analysis of the property's significance is required to nominate and designate it locally.**

(emphasis added)

The survey contradicts the above protocols when it states the following:

That Talmadge Park Unit 3 subdivision and adjacent Talmadge Park Estates subdivision are currently listed in the National Register as Talmadge Park Estates Historic District. This district can also be processed for local designation with future research and survey work.

The TPEHD was the result of thousands of hours of community survey work that was thoroughly vetted by TPEHD's professional consultant and the State Historic Preservation Office. It is unclear what the City's staff would do that would exceed these efforts, and further whether City staff would have the resources to do so. San Diego has not processed a district since 2017, and they have a 12 to 15-year backlog of unprocessed districts, so one needs to ask whether the local consideration of the Talmadge subdivisions would ever happen and whether the implied superior scholarship of the City's Historic Resources staff would be more than offset by the loss of historic integrity

while the district waits decades to be evaluated from scratch.

Survey ignores requirement that historic districts be contiguous

A key omission of the Reconnaissance Survey is that Talmadge Park Unit 1 & 2 and Talmadge Park 3 & Talmadge Park Estates 1 are not contiguous and are separated by a large canyon. This argues strongly against the proposal that Talmadge Park Unit be combined with Units 1 and 2 as an historic district.

Conversely, Talmadge Park 3 and Talmadge Park Estates Unit 1 are joined by historic designated ornamental gates and streetlights, which are not present in Talmadge Park Units 1 and 2. These lights and gates are a locally designated historic corridor and the non-canyon boundary for TPEHD.

These two concrete facts should be enough to support keeping TPEHD as created. There is evidence to support this position found in The National Register Bulletin 15 Page 12 which states:

When visual continuity is not a factor of historic significance, ... a historic district may contain discontinuous elements.

Applying this requirement to potential Talmadge Park historic districts, the historically designated gates and lights that unify the two Lichty subdivisions on the Talmadge Mesa represent “visual continuity,” which, therefore, requires that the district be contiguous. This prevents Talmadge Park 1 & 2 from being united into one district with Talmadge Park 3 and supports the current boundaries established within TPEHD. (Talmadge Park Unit 1 and Talmadge Park Unit 2 aren’t even connected to one another. Instead, someone must travel through the Kensington Park subdivisions to reach one from the other. This likely contributes to the much different patterns of development between the Talmadge Park Unit 1 and Talmadge Park Unit 2.)

Survey asserts that the Lichty brothers did not have shared involvement with Talmadge Park Units 1, 2 & 3 and Talmadge Park Estate Unit 1

Early on, Roy Lichty was always the face of all 4 subdivisions. His name and his name alone showed up in the papers as the manager of the 4 Lichty subdivisions created between 1925 to 1928. In 1930, Guy Lichty got involved with his brother’s real estate business and was listed as the manager of Talmadge Park in the City Directory.

The title of manager stayed with him until the 1934 City Directory.

The news reporting and marketing often refers to “Greater Talmadge,” which encompassed the two Lichty subdivisions on the Talmadge Mesa (Talmadge Park Unit 3 and Talmadge Park Estates Unit 1).

- The Evening Tribune on May 11, 1929, featured Roy C. Lichty promoting “Greater Talmadge” at the Talmadge Tavern at the entrance to Talmadge Park Unit 3.
- The San Diego Union published an article on May 19, 1929, about Roy Lichty and the ornamental gates going up in “Greater Talmadge.”
- On March 3, 1930, both brothers were listed in a San Diego Union Article promoting “Greater Talmadge.”
- On August 2, 1936, The San Diego Union mentioned Guy Lichty associated with the “Building Boom” in Talmadge Park Unit 3. They referred to him as the developer of Unit 3. This shows that Guy Lichty wasn’t just associated with Talmadge Park Estates Unit 1, as implied by the Survey.
- On November 5, 1939, entitled, *San Diegans buy Homes Through Guy Lichty*, features pictures of home in Talmadge Park 1 & 3 that Guy had sold.

- The San Diego Union on March 19, 1939, pictures both Roy Lichty and Guy Lichty as they celebrate a positive development regarding Talmadge Park Estates Unit 1.
- An article in the San Diego Union date March 10, 1940, references Talmadge Park Estates Unit 1 as Talmadge Park 4. Talmadge Park 4 shows up in real estate ads, as well, blurring the distinction between Talmadge Park and Talmadge Park Estates.
- Both Lichty Brothers draft cards from 1940 have them sharing the real estate office on the Talmadge Mesa at 4496 Euclid Ave. This is at the entrance of Talmadge Park Estates Unit 1.

Clearly, the above evidence demonstrates that both brothers were involved in all 4 subdivisions. Roy took the lead on Talmadge Park 1 & 2 on the Kensington mesa (where he lived) and Guy took the lead on Talmadge Park 3 and Talmadge Park Estates 1 on the Talmadge mesa. Frequently, Talmadge Park 3 and Talmadge Park Estates Unit 1 were referred to as “Greater Talmadge” as a unifying device once Talmadge Park Estates Unit 1 became a subdivision in 1928. This clearly supports the boundaries defined within TPEHD. Guy moved from Kensington to Talmadge in 1934. In 1939 the brothers moved the real estate office from 4249 Adams

Avenue on the Kensington Mesa to 4496 Euclid Avenue on the Talmadge Mesa.

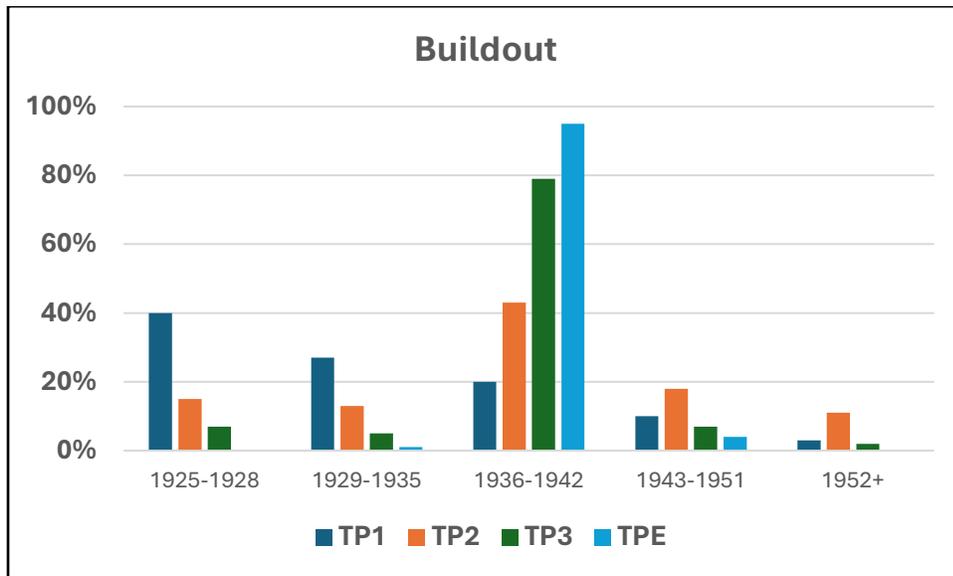
Because both brothers were involved in the development of all 4 Lichty subdivisions there is no justification to change the boundaries which were carefully defined in TPEHD which is listed on the National Register of Historic Places.

Survey asserts that Talmadge Park Estates Unit 1 was developed later than Talmadge Park Unit 1-3

The assertion of the Survey that “Talmadge Park Estates appears to have generally been developed later than the Talmadge Park subdivisions” is contradicted by the graph below, which shows the percentage of homes built during different periods of development. The graph shows that the early development of Talmadge Park Unit 3 lagged behind the development of Talmadge Park Units 1 and 2. Following the introduction of the FHA program and the combination with Talmadge Park Estates Unit 1, Talmadge Park Unit 3 and Talmadge Park Estates Unit 1 were substantially built out during the same peak period, 1936-1942.

By contrast, development in Talmadge Park Unit 1 peaked immediately and tapered off as the subdivision was built out.

The build out of Talmadge Park Unit 2 was intermediate. It has a broad period of development with a significant boost during the FHA/pre-war period from 1938-1942.

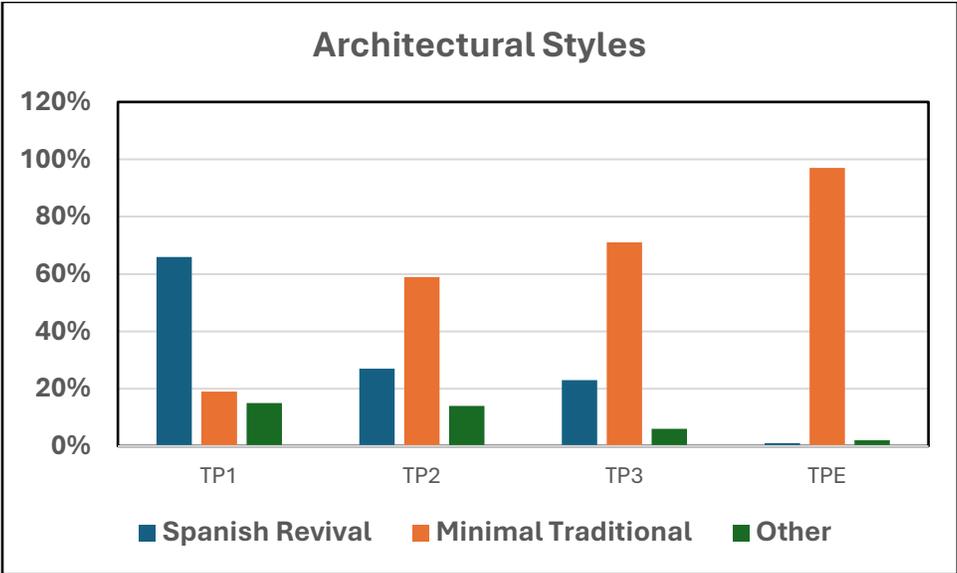


Survey asserts that concentration of Minimal Traditional homes is inconsistent with Talmadge Park Units 1-3

A justification for separating Talmadge Park Estates Unit 1 from the other Talmadge Park subdivisions, including the adjacent Unit 3 subdivision is that it “includes a much higher concentration of Minimal Traditional architecture than the Talmadge Park subdivisions.”

While it is true that Talmadge Park Estates Unit 1 contains a higher percentage of Minimal Traditional homes than Talmadge Park Units 1-3, it can be seen from the chart below

that Talmadge Park Units 2 and 3 were also substantially built out with Minimal Traditional. If anything, the high percentage of Spanish Colonial Revival homes separates Talmadge Park Unit 1 from the other subdivisions.



Examination of arguments presented in favor of including Talmadge Park Unit 3 with Talmadge Park Units 1 and 2

On page 35 of the Survey it states that: “All three Talmadge Park subdivisions have a shared development history including: early development and marketing by the Lichy brothers; **curvilinear street and block development patterns along the mesas, with view lots along the**

Fairmount Avenue canyon; and a mix of popular Period Revival style residences.”

Regarding the layout of the streets, the use of curvilinear streets was characteristic of development along San Diego’s mesa tops since the advent of the Nolan Plan. Therefore, these characteristics don’t argue for separating Talmadge Park Estates Unit 1 from Talmadge Park Unit 3 nor for uniquely binding Talmadge Park Units 1, 2, and 3 together.

As noted on page 25 Normal Heights also is characterized by curvilinear streets.

On page 36 of the Survey it states that: “Views oriented over the Fairmount Avenue canyon”

This assertion might make sense looking at a current day aerial photograph, but the reality is that these developments are on mesa tops and not rising slopes, so that only the small percentage of lots that are on the mesa edges would actually see Fairmount canyon let alone the houses on the opposite side. This statement also imposes a modern sensibility of privacy and status on these developments that may not have existed in the 1930s. For example, the view lots in Talmadge Park Unit 3 were not the first to be developed as they would be in a modern subdivision. Development turned inside out between the period of

development of Talmadge Park and today. In the 1930s, houses had porches in front and garages in the back, as social life was oriented towards toward the public street. With the advent of the ranch house, the garage was moved to the front, the porch disappeared, and social life moved to the private rear of the house, enhanced even more by the open space and views of the canyon, as we value it today.

On page 35 of the Survey, it states that: **“Talmadge Park Unit 3 and Talmadge Park Units 1 and 2 share similar relationships of subdivision approval dates, association with the Lichty brothers, and similar lot and block patterns within each subdivision unit (particularly view lots along Fairmount Ave canyon).”**

The statement that “similar relationships of subdivision approval dates” ignores that Talmadge Park Units 2 and 3 are dated a year later than Talmadge Park Unit 1, and Talmadge Park Estates Unit 1 is only 2 years after Talmadge Park Units 2 and 3. It also disregards that intensive-level surveys have been conducted by Talmadge Historical Society and the Historic Kensington on all four subdivisions, which led to the decision, affirmed by the National Register of Historic Places, to separate Talmadge Park Units 1 & 2 and Talmadge Park Unit 3 & Talmadge Park Estates 1 as historic districts.

The Survey says, “particularly view lots along Fairmount Ave canyon” ignores that most lots in Talmadge Park subdivisions do not view Fairmount canyon, and that interior lots, not the rim lots, tended to be developed first in Talmadge Park Unit 3.

On page 36: “**Wrought-iron Talmadge Gates** (portion of existing Historic District)”

This statement contradicts the recommendation of the Survey. Because Talmadge Park Units 1 and 2 did not have ornamental gates, the gates clearly define Talmadge Park Unit 3 and Talmadge Park Estates 1 as a combined district on the Talmadge Mesa, separate from Talmadge Park subdivisions (1 and 2) on the Kensington mesa.

In Closing, I do not know how Page & Turnbull went from writing a supportive report on TPEHD in the Mid-City Historic Context Statement to this discounting document of the intensive survey conducted by TPEHD and the National Register of Historic Places.

Laura Henson

President Emeritus, Talmadge Historical Society



224 Postcards



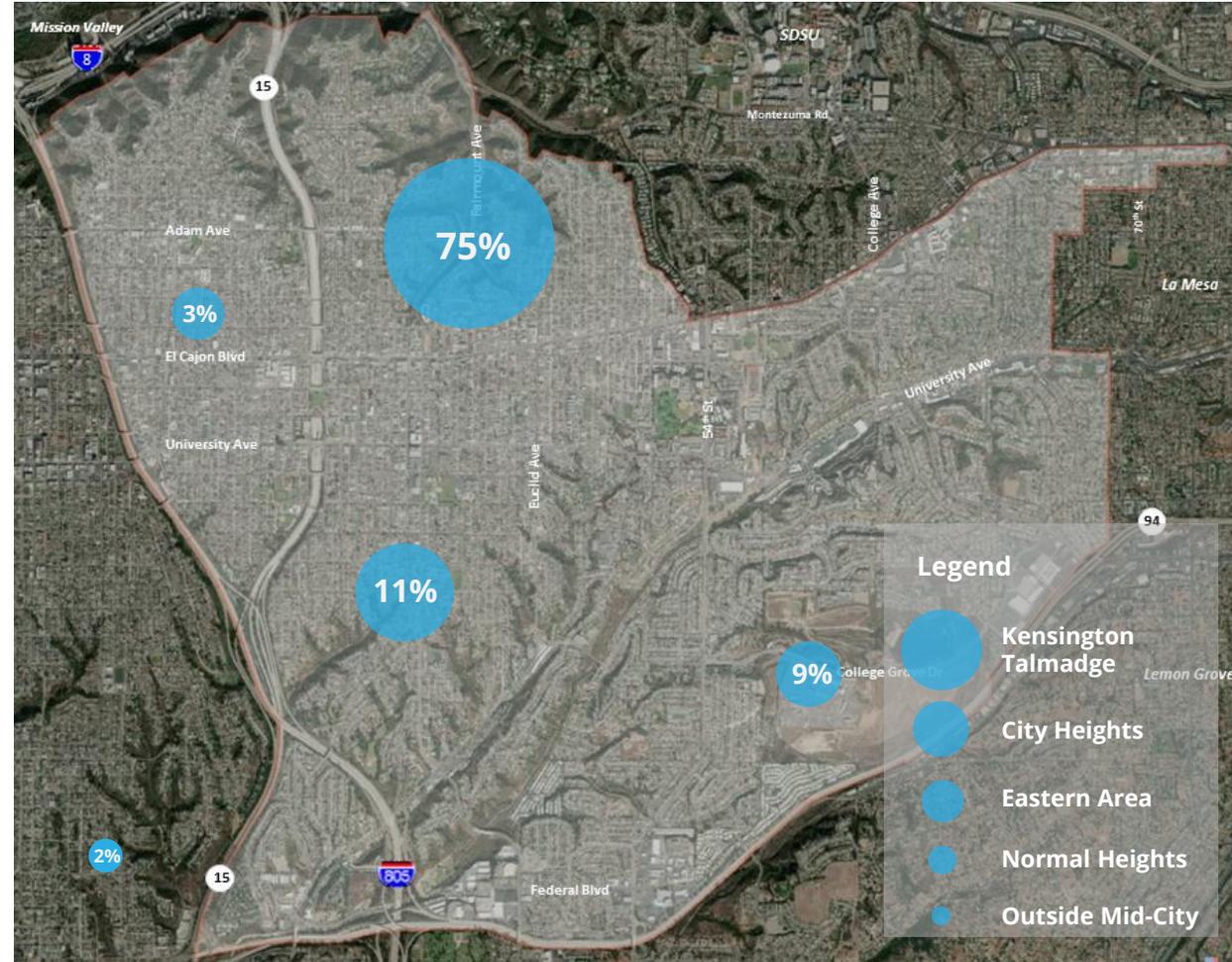
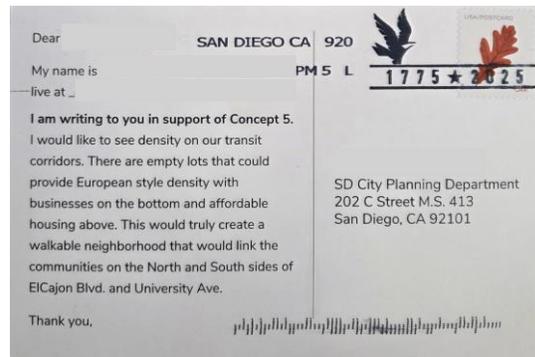
Land Use & Development - Postcards Received

Postcards:

The City received 224 unsolicited postcards (pictured below) from community members that expressed support for Land Use Concept 5. The postcards emphasized increased density along transit corridors, with mixed-use development that includes ground-floor businesses and affordable housing above.

Total Postcards Received (224)

- Kensington-Talmadge (169)
- City Heights (24)
- Eastern Area (20)
- Normal Heights (6)
- Outside Mid-City (5)



This map illustrates the geographic distribution of communities that submitted postcards.

ATTACHMENT 9

Community Feedback - Pop-Ups	
Chapter	Comment
Mobility	Safety Concern: car speeding in bieway, no barriers
Mobility	Safety Concern: transition from bikeway to Central Ave; parking creates visibility
Mobility	Gap in System: gap between 805 bus only and Fairmount Bikeway
Mobility	/805 is good. I-15 and I-8 needs help to cross
Mobility	Safety Concern: near Albert Instein Academy in Golden Hill: safety concern/Construction zone?
Mobility	Loves Teralta Park Expansion
Mobility	Gap in System: University Ave between 38 and 39th St
Mobility	Safety Concern: pin approximately between Dwight St and Landis St ((N-S) and Central Ave and 41 St
Mobility	Safety Concern: pin approximately on Landis St and Cherokee Ave

ATTACHMENT 10

Community Feedback - Atlas Feedback and Responses	
COMMUNITY COMMENT	HOW IT GOT ADDRESSED
Introduction	
Update "Fairmont Park" and "Fairmont Village" to correct spelling, "Fairmount" in both Table 1-1 and Figure 1-2	The requested grammar correction has been made throughout Atlas.
Kroc + YMCA were "privately built"	Comment noted. The Mid-City Atlas mentions the Salvation Army Ray and Joan Kroc Center and the Copley-Price Family YMCA as two state-of-the-art community facilities that have opened since 1998.
Large building is in College Area (see border on Page 36) (InDesign p. 10-MR)	The large building photographed on page 10 is currently considered to be within the College Area Community Plan Area. However, a part of the community plan update process, there have been several request to incorporate this area of College into Talmadge. City staff are exploring a boundary change for Talmadge, in the meantime, city staff will edit Atlas to state "bordering Talmadge."
There are 24 neighborhoods. Ridgeview/Webster and Redwood Village/Rolando Park are four separate neighborhoods, not two (please respect community identities; Ridgeview and Webster do not identify themselves as Ridgeview/Webster and neither do Redwood Village and Rolando Park)	Corrections have been made to the text and tables; however, Figure 1-2 Planning Areas and Neighborhoods will remain consistent with the police beat map boundaries. For the draft plan, the most accurate map reflecting the 24 neighborhoods in Mid-City will be incorporated.
Ridgeview/Webster s/b Ridgeview and Webster. Ridgeview is in City Heights CPC and Webster is in Eastern Area CPC	Corrections have been made to the text and tables; however, Figure 1-2 Planning Areas and Neighborhoods will remain consistent with the police beat map boundaries. For the draft plan, the most accurate map reflecting the 24 neighborhoods in Mid-City will be incorporated.

<p>Separate Ridgeview and Webster and Redwood Village and Rolando Park</p>	<p>Corrections have been made to the text and tables; however, Figure 1-2 Planning Areas and Neighborhoods will remain consistent with the police beat map boundaries. For the draft plan, the most accurate map reflecting the 24 neighborhoods in Mid-City will be incorporated.</p>
<p>There are “over three amendments” mentioned. These should be identified with hyperlinks. The approved revision dates to the 1998 plan of, 2003, 2008, 2015. Note “amendments for entitlement” require going to the planning commission while an “approved amendment” has city review and city council approval. There were three amendment initiations via the school district which has led to a total of 6 deviations from the 1998 Mid City Communities Plan.</p>	<p>The approved amendment dates of 2003, 2008, and 2015 were identified in the text, and hyperlinks were added on page 5.</p>
<p>Figure 1-3. The second phase, it should say Fall - Winter 2024. NOT 2025.</p>	<p>Figure 1-3 Community Plan Updates At A Glance has been updated to accurately reflect the project timeline on page 5.</p>
<p>Under Purpose, third line, change “...undergone over three amendments” to “undergone more than three amendments”</p>	<p>The requested grammar correction has been made on page 5.</p>
<p>“The rapid growth led to overcrowding of homes, schools, and community facilities.” should be rephrased as the influx of population outpaced home building and the delivery of community facilities including schools, libraries, parks, and infrastructure.</p>	<p>The text on page 7 has been updated per the comment request.</p>
<p>Citation on Figure 1-4 needs two titles for the 1984 & 1998 plans. Community vs. Communities. Table 1-2, Figure 1-5, and Figure 1-6 use 2000 and 2022 for existing conditions. This leaves a 2 year post-pandemic gap as well as the 2 year gap starting with the 1998 plan date.</p>	<p>The citation on page 7 has been updated per the comment request.</p>
<p>Reference to “recent research” cites a paper published by the Urban Institute, an industry think tank only loosely associated with an academic institution. It suggests housing prices are solely controlled by zoning and does not factor in short term rentals, institutional markets, interest rates, material/labor costs, or price fixing. The paper is paywalled and needs to be publically available for inspection. SDSU does not subscribe to the journal. A</p>	<p>Comment noted. Citation to research paper is found in the footnote of page 8.</p>

The largest income groups need to be broken down by planning group as the areas are disparate.	Comment noted. This information is already provided per planning area in Figure 1-10 Household Income by Category, Mid-City Communities and San Diego on page 9.
Polish ' add the 'h'	The requested grammar correction has been made on page 11.
Update 1.6 and 1.7 - move documents recently adopted	Citywide initiatives have been updated on pages 14 and 15.
Map of all houses of worship and faith-based organizations	A new figure, Figure 1-15 Faith-based Spaces, exemplifying the faith-based organizations in the Mid-City Communities has been added.
Watershed is NOT in Normal Heights (see page 54)	Comment noted. The text within the Hydrology section regarding the Chollas Creek Watershed will remain as is. A small portion of Normal Heights is within the Chollas Creek Watershed. Please refer to the Chollas Creek Watershed Park Master Plan Map: https://www.sandiego.gov/planning/chollas-creek-master-plan .
College Area Plan is not relevant - Remove	Comment noted. The section on the College Area Community Plan Update will remain in the Mid-City Atlas. El Cajon Boulevard serves as a shared corridor, with the northern side in the College Area and the southern side in the Eastern Area. Its success is closely tied to collaboration between both community plans.
First photo, "Youth in Mid-City" adds nothing; perhaps add some detail to the caption that points out the diversity of youth in Mid-City	Comment noted. Added additional sections to showcase the diversity in Mid-City.
Update all figures and appendices using 2023 SANDAG estimates	The Atlas has been updated to use 2023 SANDAG estimates, replacing the 2022 estimates.
Pictures of Mid-City people to showcase the diversity	Additional images were added throughout the Atlas.
It should be noted the 1998 plan was relabeled as "Communities Plan" (plural) to clarify the inclusion of four planning groups into one plan. This is unique within the City. All references to the current "community plan" within the document should be updated.	The Atlas has been updated to ensure that all text correctly references "Communities Plan" were appropriate.
The primary feature of the 1998 communities plan called out is "significantly reduced residential densities due to the need for adequate community facilities and the overcrowding of schools". This needs to state an exact figure.	City staff conducted further analysis to estimate the figure for all Mid-City communities. Based on the updated analysis, the implementation of the 1998 Mid-City Communities Plan via rezoning resulted in a loss of approximately 40,000 zoned capacity for homes compared to the 1986 zones.
CUPD predates the concept of and zoning for "mixed use", this should be noted.	Comment noted.
Mention of additional requirements via the Central Urbanized Planned District nullified by Complete Communities	Comment noted.
No mention of Complete Communities or Bonus ADU programs are in this document.	Comment noted.
Cost of homes uses a mix of decimal multiplier and percentage of change. (2.7 times vs.384%)	Comment noted.

<p>Reference to a regional housing shortage cites Axios. https://www.axios.com/local/san-diego/2024/01/09/san-diego-housing-shortage-chart Chart caption on the article indicates the data source and caveats: “Data: Hines analysis of Census Bureau and Moody's data; Note: Population demand is a theoretical housing demand metric based on long-term household formation and homeownership rates by age cohort; Chart: Axios Visuals”</p> <p>This is a private sector report and secondary source that mixes census data with other</p>	<p>Comment noted.</p>
<p>Capital Improvement Projects mentions scheduled projects but is unclear if those are funded or to what level.</p>	<p>Comment noted. Please refer to Appendix E - Mid-City Communities' Capital Improvements Program, which lists every CIP project within the four communities.</p>
<p>\$2 billion in community investments is emphasized but does not describe what the shortfall is. Facilities that are only available via membership should be excluded from “public” facilities unless there is a free option.</p>	<p>Comment noted.</p>
<p>The largest income groups need to be broken down by planning group as the areas are disparate.</p>	<p>Figure 1-10 highlights the household income by category for Mid-City communities.</p>
<p>Urban Carrying Capacity needs to be added to the summary using current metrics. Recommend “Away from over-populated development: Estimating urban carrying capacity with an integrated perspective of transportation and urban planning” from Department of Civil and Environmental Engineering, University of Michigan https://www.sciencedirect.com/science/article/abs/pii/S0967070X24003846?via%3Dihub</p>	<p>Comment noted. Although an interesting concept, urban carrying capacity is beyond the scope of community plan update.</p>
<p>History & Place</p>	
<p>Not "valley" (that is south of 94) it's in the "watershed"</p>	<p>The requested correction has been made on page 20.</p>
<p>Bottom right Photo - Caption is wrong</p>	<p>The street referenced on page 20 has been corrected for accuracy.</p>
<p>View to Chollas Lake Park from “College Ave” should be “College Grove Dr” (Chollas Lake Park isn’t visible from College Ave)</p>	<p>Requested correction has been made on page 20.</p>
<p>2nd bullet in bulleted list: “Chollas Reservoir” should be “Chollas Lake”</p>	<p>Requested correction has been made on page 20.</p>
<p>Grammar - Either Spain/Mexico or Spanish/Mexican</p>	<p>The requested grammar correction has been made on page 22.</p>

Just a quick note for correction as well. In the report, this following quote: "A series of art installations was installed throughout the district as part of the Little Saigon Project, an initiative to feature the work of local artists that speak to the area's culture." (NOTE: both of the murals mentioned above were not a part of the Little Saigon Project as they were funded not by the same funder of that project.) And as an example of the art installations, the Yellow Postcard mural was mentioned. This mural was actually not done by local artists, by the way. here are the info on the artists who created this postcard mural: Victor Ving from Pasadena (I do believe that he is of Asian descendant, but not Vietnamese) & a photographer named Lisa Beggs. (also, more info on the Yellow Postcard mural). I am sharing this info that will help you to figure out updating the information on the report, just in case if someone were curious about this Yellow Postcard mural & look up the artists Ving & Beggs to learn that they are actually not local artists. This document is coming from the city & has a lot of great information that I think a minor correction will keep the integrity of this document which I am sure is painstakingly researched. Hope this info I share will help support you.

Comment noted. The text has been updated to ensure accuracy and the mural's caption on page 25 now includes the artist's name.

Add Normal Heights lost homes when 805 was built

The text on page 25 has been updated to ensure inclusiveness and accuracy.

College Grove - Shopping is in Eastern not outside (see page 34?)

"College Grove" was removed from the listed shopping centers outside of the Eastern Area on page 25 for accuracy.

Little Saigon is in Ken Tal. Also add north side of CC?

The caption on page 25 has been corrected and changed to "Little Saigon... in City Heights and Talmadge."

<p>Navy already historic</p>	<p>Comment noted. Chollas Heights Naval Radio Transmitting Facility (NRTF) was a component of the U.S. Naval Communication Station San Diego. The site is located in the Chollas Heights area of the City of San Diego, approximately six miles east of downtown San Diego and adjacent to the Chollas Reservoir. The Navy acquired a total of 74.552 acres; 73.65 acres in fee from Mr. Harry Flavel Carling in 1914, and 0.902 acre in easement from the City of San Diego. The Navy constructed a high-power radio transmitter facility, including three 600-foot towers, a powerhouse, condenser house, pump house, blower house, office, garage, shop, and housing for a small number of officers and enlisted men. The NRTF was the first Navy Global Transmitting Facility. In 1941, the Japanese attack on the fleet at pearl Harbor was first broadcast by Radio San Diego through the radio towers. Demolition of the 600-foot towers occurred in 1995, after detailed Historic American Building Survey (HABS) documentation occurred. The site is now home to 412 Navy housing units. The Transmitter Building remains and a part of it has been converted into a museum. Four of the original navy housing units as well as the top piece of one of the 600- foot towers remains on site. The City does not have the ability to regulate resources on Navy-owned property, including listing on the City of San Diego historical register. The history of this site was researched and discussed as part of the draft. Mid-City Historic Context Statement, which is scheduled to be released later this year.</p>
<p>Lines 5 and 6 (pg. 37): There aren't neighborhood centers, strip centers, and regional shopping centers on Chollas Parkway; it should be deleted from this sentence. You seem to be using a very old map where what is University used to be Chollas Parkway.</p>	<p>Requested correction has been made on page 35.</p>
<p>Working with local artist Thao Huynh French to install a mural on the wall of Minh Ky restaurant. Here is the link & all in the info on the Minh Ky Tiger Woman mural that you can also find on our website. Thao herself also created another large mural right across from the yellow Little Saigon mural that was mentioned in the report. We also planted 45 trees along El Cajon Blvd, a project that took our organization to work with multiple partners for 1.5 years to get them done. As you can tell, these projects were not included in the report. I would appreciate it if it would get updated with the information of these projects as they are very prominent in the community space & have existed in our community lives since 2022 & 2024. They were both well-received by the community. And most importantly to us, the two murals are the work of the local Vietnamese mural artist Thao Huynh French.</p>	<p>Comment noted. A brief mention of the community-led tree planting initiative has been added on page 42.</p>

A photo of the butterfly mural on the Adams Recreation Center should be added to accompany mention of NHUAC and NHCDC.	A photograph of the butterfly mural has been included on page 42.
Emphasis on “Very little construction has occurred after 2005” should have an explanation of markets including the building industry recession just prior to the banking crisis of 2005 as well as the pandemic.	Comment noted. The summary page is reflective of the chapter and not a place to add new information.
<p>Community Assets Not Mentioned in the Atlas as an “Important Place”:</p> <ul style="list-style-type: none"> • New Roots Community Garden • Officer Jeremy Henwood Memorial Park • Indochinese Association <p>These locations contain cultural, historical, and social value. They should be included in the final Atlas to ensure their preservation and integration into future planning efforts.</p>	Figure 2-17 Important Places and Neighborhood Centers has been updated to reflect community input.
Acknowledgment of Important Places The report acknowledges important places but the BID would like to see several more community treasures mentioned. These include The Tower Bar, Silverado Ballroom, and Egyptian Garage. These landmarks are integral to the community's identity and should be preserved and promoted in the planning process.	Figure 2-17 Important Places and Neighborhood Centers has been updated to reflect community input.
Talmadge gates are not on Marlborough, stone pillar	Figure 2-17 Important Places and Neighborhood Centers has been updated.
Sustainability, Equity & Climate Resilience	
<p>Baseline:</p> <p>Second paragraph needs editing for clarity, “employee drove 27%” may be a typo. Reference should be Table 3-2 and not Figure 3-2.</p>	The text has been updated to correct the typo and reference the correct figure on page 48.
Table 3-2 needs a heading if referenced specifically in paragraph 2.	The tables and figures have been correctly labeled on page 48.
Need citation and hyperlink for San Diego Regional Plan.	A citation and link for the Regional Transportation Plan have been added: (https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2021-regional-plan/final-2021-regional-plan-flipbook.pdf) on page 48.

Average age of "Walkers"? 20 years vs 80 years	Comment noted. A link to the Walk Score methodology for additional information has been added on page 50.
Please remove the meaningless infographic; this isn't an article on health and fitness	The infographic remains on page 50 to emphasize the importance and benefits of increasing daily physical activity, such as walking and biking, to reduce obesity rates and prevent chronic health problems.
Table 3-3 needs to be broken down by CPG.	The scores for each of the four primary communities have been added to Figure 3-3 Mid-City Walk Score.
Maps are needed for Bike Score and Transit Score.	Two new figures have been added to the the Sustainability, Equity, & Climate Resilience chapter, Figure 3-4 Mid-City Transit Score and Figure 3-5 Mid-City Bike Score.
Add a new section (discussion/map) after walk score on City's Blueprint SD/General Plan Refresh and Village Climate Goal Propensity Map.	A new discussion section on the General Plan Refresh and Figure 3-6, Climate Village Propensity Map in Mid-City Communities, have been added on page 54.
Add recently adopted General Plan Village Climate Goal Propensity figure and section in sustainability chapter - after 3.3	A VCGP section has been added after Section 3.3, Mobility and Land Use, starting on page 54, since it was adopted after the release of the Atlas.
Need definition of "Environmental Justice Communities"	Comment noted. A definition of 'Environmental Justice Communities' has been added on page 56 of the Atlas, along with a link to the City of San Diego's Environmental Justice Element for more information.
Paragraph 3, bullet 4 contains a footnote "4" - typo?	The typo has been corrected on page 56.
Update Figure 3-8 using 2025 data	Figure 3-8 California Tax Credit Allocation Committee (CTCAC) Opportunity Map (2025) has been updated.
Update discussion related to Figure 3-8	The discussion related to Figure 3-8 California Tax Credit Allocation Committee (CTCAC) Opportunity Map (2025), on page 58 has been updated.
The referenced map is outdated, there is a 2024 version.	Figure 3-8 California Tax Credit Allocation Committee (CTCAC) Opportunity Map (2025) has been updated with the latest data.
Normal Height is in the SD River Watershed	Comment noted. A majority of Normal Heights is in the San Diego River Watershed, with a small portion of the community located in the Chollas Creek/Pueblo Watershed.

Omitted the 2016 Aldine Flood and 2019 Fire - Please add the recent flood and fire in Ken Tal	Small sections have been added on page 60 to discuss the 2016 flooding and recent fires, including the 2019 fire mentioned in the comment.
Please add more photos from recent fire and flooding in Ken-Tal	Relevant images have been added to page 60.
Lines 5 and 6: This should be Village Green apartments in Rolando Park and it's low-income housing, not affordable housing. It was more than "impacted;" affected residents were displaced for six months and lost most of their belongings.	Comment noted. Additional language has been added on page 60.
Health issues/listed in summary where's the data	Comment noted. Links to the Heat Exposure data and the City of San Diego's Climate Resilient SD added on page 62 for additional information.
From the figure titles on page 57 it appears Heat Vulnerability is a function of Heat Exposure and Heat Risk. A definition or description would be good.	A definition for Heat Vulnerability and its context has been added, along with a link to the associated StoryMap on page 62.
Lists heart disease + diabetes ; where's the data	See response to comment above.
Bottom right/Photo caption is wrong	A new photograph has been added to reflect the tree canopy coverage nearby the Salvation Army Kroc Center on page 64.
This is very misleading; the photo of trees in front of Kroc Center would lead the reader to believe that all of University Ave looks like this, when in fact, from College to Aragon, it's a blighted urban heat island and whoever wrote this should actually drive/walk this section of University Ave to see for themselves. The attached photo shows what College to Aragon really looks like; clearly not a tree canopy	A new photograph has been added to reflect the tree canopy coverage nearby the Salvation Army Kroc Center on page 64.
3.8. Second paragraph, line 6: Chollas Parkway is not a major corridor and will be vacated in the next few years to become part of the Chollas Triangle Park; again, a very old map. I think that you mean University.	The requested edit on page 64 has been updated.
Paragraph 3 typo: "espectively".	The typo has been corrected on page 64.

<p>I would like to see a better differentiation of statistics between North of Adams and Normal Heights subareas. The socioeconomic and geographic conditions are quite different between these two areas, with the former being a high-resource area and the latter with much lower resource area. The subarea of Normal Heights is more akin to City Heights and its needs for trees, for example, are much greater than North of Adams. There is also a similar issue with Normal Heights East being lumped in by the state with Kensington south across the Meade Avenue bridge. Normal Heights East has been categorized as a medium tree area and medium resource area but that is not really the case on the ground, but rather a result of being diluted by Kensington to the east.</p>	<p>Text has been added to elaborate on the contrasting tree canopy coverage in Normal Heights, between the north and south sides of Adams Avenue on page 64.</p>
<p>Bullet 9: Places blame on lack of tree coverage on freeways and corridors. There are several factors that need to be included - City policy on tree replacements placing onus on parcel owners, lack of watering programs, deferred tree maintenance, allowing palms to be used as trees by developers, curb cuts that removed parkway, lack of installing parks in concert with housing increases, and unpermitted tree removals.</p>	<p>The bullet point on page 66 has been reworded to better convey its purpose.</p>
<p>The overview section is excellent and should be the focal of future planning.</p> <ul style="list-style-type: none"> • “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” • “...especially due to the deferred infrastructure maintenance and investment, with some communities experiencing the effects more strongly, with fewer resources to prepare and respond.” 	<p>Comment noted.</p>
<p>Use of the term “transit-rich” is too broad when large portions of the north are outside the TPA.</p>	<p>A transit score map, Figure 3-4 Mid-City Transit Score, and community-level transit scores have been added to the analysis, allowing for the identification and highlighting of differences in service levels and providing a more detailed level of transit analysis.</p>
<p>Citation links are needed for both tables.</p>	<p>Comment noted. CoolClimate Network can be found here https://coolclimate.berkeley.edu/.</p>

<p>Paragraph 1 states "...two-thirds of smog forming emissions in San Diego County are generated from mobile sources."</p> <ul style="list-style-type: none"> • A county wide measure is inappropriate for city planning. What is the measure that is in scope? • Do mobile sources include aircraft and watercraft? The airport and dockyards impact air quality. • Provide source and citation. 	<p>Comment noted. City statistics are included in the section 'Baseline.' Mobile sources are listed and citation has been included as a footnote.</p>
<p>Paragraph 2 states "Since their invention, cars and automobility have killed 60-80 million people and injured at least 2 billion."</p> <ul style="list-style-type: none"> • This figure is maximal and should be made relevant to the scope of the document. Is this the leading cause of injury in Mid-City public spaces? 	<p>The statement emphasizes the importance of improving safety for vulnerable roadway users such as pedestrians and bicyclists. A thorough analysis of the cause and impact of traffic collisions in Mid-City has been conducted. Please refer to the Draft Existing Conditions Mobility Assessment for more information.</p>
<p>Hex-tiles used on Figure 3-3 do not provide enough detail.</p>	<p>Comment noted.</p>
<p>Possibly out of scope if propositions and the Coastal Commission are "Other Contributing Factors". Bullet 6 states "growth management initiatives that limit the City's ability to increase housing in certain areas of the City without a vote of the people". While technically true that a "vote" is not needed, the CPG are a part of the representative government that makes these decisions.</p>	<p>Comment noted.</p>
<p>Last paragraph mentions "several initiatives" and lists weed abatement, education, and water pressure, are there others? What is the current existing condition of those initiatives (planned, funded, active, decommissioned)?</p> <p>"The Normal Heights fire pushed the City of San Diego to establish several initiatives including weed and brush abatement program, an educational campaign for canyon rim residents and a plan to improve water pressure in the Mid-City area."</p>	<p>Comment noted. For additional information on fire safety, please reference the Wildfire Preparedness webpage (https://www.sandiego.gov/fire/community-risk-reduction/wildfire-preparedness) found in the Fire-Rescue Department website.</p>
<p>Map keys need heat score ranges.</p>	<p>Comment noted.</p>

Need to mention ciity policy for replacing street trees has been ineffective due reliance on property owners to take initiative. Additionally, the free tree program ran out of funding.	Comments noted.
Need to add curb cuts for parking at apartment complexes as a reason for the loss of parkway and tree canopy in much of the Normal Heights south of Adams area.	Comments noted.
Bullet 1: "transit rich" is an overreach. TPA should be the defining factor.	Comments noted.
Land Use & Development	
Does open space include Chollas Lake or just canyons?	Figure 4-2 Existing Land Use uses SANDAG data, which joins open space and parks under one category of Open Space Parks. Open Space does include Chollas Lake.
Two rec marked are private Kroc & YMCA requires membership	Comment noted. Figure 4-2 Existing Land Use exemplifies all existing recreation centers, including both private and public centers.
Outdated figure: In Rolando Park, that space shown as an open space park is partly a joint use park and private open space owned by SDUSD	Comment noted. Figure 4-2 Existing Land Use uses SANDAG data and categorization of open space parks, which may include privately owned spaces by SDUSD. For more detailed information on joint-use parks please refer to Figure 6-1 Existing Parks, Recreation, and Open Space.
Figure 4-2 Open Space and Parks are merged on the map. This is not the case in Figure 4-4	Comment noted. The Rolando Park canyons are included in the Residential Density calculation because many residential parcels extend into the designated Open Space areas.
Meaningless photo that adds nothing; please consider deleting	Comment noted.
Inaccurate for Rolando Park; only partially open space, the rest belongs to residents whose property extends into the canyon	Comment noted. Figure 4-4 Adopted Community Plan Land Use shows the planned land uses not the existing land uses/what is on the ground.
I believe that this map is inaccurate; Fig 4-5 shows Rolando Park canyon land zoning is OR-1-1, yet Fig 4-7 implies that the density for this same area is up to 5 units per acre	Comment noted. The Rolando Park canyons are included in the Residential Density calculation because many residential parcels extend into the designated Open Space areas.

Figure 4-5 has too many shades that are too similar to each other making it impossible to read.	Comment noted.
And you should also consider providing details on the City Heights Community Development Corporation and its impact on City Heights development.	Comment noted.
Add ADU to “variety”	ADUs have been added to the housing varieties on page 76.
Does Figure 4-7 include ADUs? What is the data source?	Figure 4-7 Existing Residential Density does not include ADUs in the density analysis. According to CA Gov. Code §§ 66314, ADUs are considered supplemental to the primary use on the land and, therefore, are not included in the density.
Fourth bullet needs a percentage data point for Open Space.	The correction has been made, and the missing percentage has been added on page 78.
Dark Horse moved locations.	The Dark Horse photo on page 78 has been replaced with a photo of another commercial area.
Total inflow/outflow needs to have details on choke points summarized and visualized from the mobility segment of the atlas.	Comment noted. Requested edit is beyond the scope of Figure 4-11 Commuter Inflow/Outflow Analysis. A more detailed information can be found in the mobility assessment: https://www.sandiego.gov/sites/default/files/2024-11/mid-city-cpu-draft-existing-conditions-mobility-assessment.pdf .
If you are discussing BIDs, then information about the 8 Maintenance Assessment Districts in Mid-City managed by Parks and Recreation and their impact should also be included: El Cajon Blvd (1), Kensington (3), Talmadge (3), Webster – Federal Blvd (1)	A section on Maintenance Assessment Districts (MADs) has been added to page 82, along with a map of the MADs as Figure 4-14 Maintenance Assessment Districts.
Percent (%) for both or totals for both - mixing and confusing	Section 4.8 Land Use Summary has been updated to include the missing percentages on page 85.
Third bullet needs to specify the approved revision dates to the 1998 plan of, 2003, 2008, 2015. Note “amendments for entitlement” require going to the planning commission while an “approved amendment” has city review and city council approval. There were three amendment initiations via the school district which has led to a total of 6 deviations from the 1998 Mid City Communities Plan.	Comment noted. The amendment dates listed in the current community plan have been specified, and a link to the updated plan has been provided on page 5.
Which community garden is this?	This community garden is located at the Copley-Price YMCA.

How can Aldine be a collector with no curbs sidewalks	The functional roadway classification of Aldine Dr. is a two-lane collector as it mainly serves to provide access to and from Fairmount Avenue with ~20,000 ADT. The missing sidewalk on this road has been documented in the draft Mid-City Existing Conditions Mobility Assessment. Future improvements to the roadway should determine the engineering feasibility of adding sidewalk to the roadway taking into account the physical constraints including the topography (e.g. steep hillsides and canyons) and the environmental impact to the surrounding area.
Reverse the order of the chapter to ped, bike, transit and auto	The Mobility Chapter has been reordered to match the citywide policy documents.
Two more photos that add no value	Comment noted. The top picture on page 88 has been replaced.
SDSU should be added to the map	Figure 5-1 Walkability to Community Facilities has been updated.
Revise the walkshed map and add grocery stores	A new figure, Figure 5-2 Walkability to Grocery Stores and Markets, was created to include an additional layer of analysis.
Monroe is planned ECB is done	The requested edit regarding proposed bikeways has been updated on page 91.
Since this Bikeway will not start construction until next year (it's already 3+ years behind in schedule), you should change this paragraph to future tense.	The requested edit regarding the Univeristy Ave Bikeway has been updated on page 91.
Second paragraph under 5.3 Pedestrian Walkability needs to include sidewalk "condition" as a factor.	The requested edit on page 91 has been updated.
Bicycle collisions in a five year period is too low (9). For Normal Heights, CHP data shows 9 bicycle injuries involving 2 or more parties between 2019 and 2022. CASE_ID COLLISION_DATE PRIMARY_RD SECONDARY_RD SEVERITY INJURED PARTY_COUNT 8978255 10/29/19 30TH ST 30TH ST 3900 4 1 3 9016648 1/26/20 MEADE AV 36TH ST 3 1 2 9131398 7/18/20 ADAMS AV BONNIE CT 4 1 2 9158570 9/29/20 35TH ST ADAMS AV 3 1 2 9347795 10/4/21 ADAMS AV FELTON AV 3 1 2 9427140 3/23/22 30TH ST 30TH ST 3900 4 1 2 9477888 6/27/22 ADAMS AV CHEROKEE AV 3 1 2	There were 142 collisions involving a bicyclist reported between 2018-2022. The text has been updated to clarify that nine of those collisions resulted in severe injuries or fatalities in Mid-City on page 97. Please refer to the Draft Existing Conditions Mobility Assessment for more information about traffic collisions.
Revise the bike map	Figure 5-3 Existing Bikeway Network has been updated with the latest available data.

Needs a peak time heat map of traffic utilization to illustrate traffic spreading onto residential streets during heavy usage time. Data could be used from Existing conditions Mobility Element.	Comment noted. The Level of Service and traffic volumes can be referenced in the mobility assement: https://www.sandiego.gov/sites/default/files/2024-11/mid-city-cpu-draft-existing-conditions-mobility-assessment.pdf .
Figure 5-4 shows a planned commuter rail line from the El Cajon Transit Plaza to SDSU as a straight line, rather than the actual planned route. If the project is not funded it would be out of scope.	Figure 5-4 Existing Transit Network has been updated to align with the release of the 2025 Regional Transportation Plan, which scales back the commuter rail concept. In addition, proposed transit facilities and ones under construction are not reflected.
Figure 5-7 is missing an incident from March 27, 2022 where a drunk driver hit a 61-year-old bicyclist who sustained serious but non-life-threatening injuries in the 3400 block of North Mountain View Drive.	The severe collision has been added to Figure 5-8 Bicycle Fatalities and Severe Injuries.
Revise the transportation cost map - reflect household income vs. transport cost as % of income	Figure 5-9 Household Transportation Spending was updated to reflect transportation costs as a percentage of income and to include additional analysis.
It should be mentioned that affluent areas will spend more on transportation due to recreational use.	Comment noted.
Bullet item for participatory community planning process? Nothing in the chapter about this. Please add information about this to the chapter or delete this bullet.	The bullet point on page 103 has been removed to ensure relevance to the Mobility chapter.
Bullet 6: What is meant by "enforcement"? Are people parking in bus lanes?	Comment noted. This bullet #6 references the lack of enforcement of drivers in the bus lane on El Cajon Boulevard. For more context reference page 103.
Bullet 9 does not summarize from content in the section - details need to be added.	Bullet #9 was removed on page 103.
Parks, Public Facilities & Open Space	
Football Not soccer	The text has been updated to "Futsal" on page 106.
Bottom left photo caption wrong	The caption has been updated from "Colina Del Sol" to "Colina Park Golf Course" on page 108.

Appendix A+B and Figure 6-1 needs work!	Comment noted. Appendix B: Mid-City Communities' Existing Parks and Recreation Facilities Summary and Figure 6-1 Existing Parks, Recreation, and Open Space have been updated.
Rolando Park joint use us built not proposed	Figure 6-1 Existing Parks, Recreation, and Open Space has been updated.
More fixes to Figure 6-1	Figure 6-1 Existing Parks, Recreation, and Open Space has been updated.
How old is this map? That joint use park in Rolando Park opened in 2021. Also, there are no joint use parks in Webster, Oak Park, or Carver.	Figure 6-1 Existing Parks, Recreation, and Open Space has been updated.
Clay Elementary should be Pendleton Elementary	The school's name has been updated throughout the report.
The draft looks great! All kinds of interesting information. One thing you might want to look into and consider correcting - On the map of existing parks on page 101, two former joint-use parks in Normal Heights that are no longer joint-use parks are shown as existing joint-use parks. The former joint-use park at Normal Heights Elementary School was never actually opened to the public and it is my understanding that the city parks department has fully abandoned it. The same holds true for the area around Adams Elementary School that was supposed to be a joint-use park. The only part of that block that is ever open to the public is the tiny mini-park directly to the west of the Adams Rec Center building. It is my understanding that the Little League field is not actually a joint-use park. It is never open to the public.	Figure 6-1 Existing Parks, Recreation, and Open Space has been updated.
Update figure 6.1 and add the proposed Federal and Home Ave pocket park.	Comment noted. To remain consistent, planned parks have been removed from the Atlas report and will be released as part of the Idea's Report.
Add the new Oak Park library that will begin construction to the public facilities map	Figure 6-2 Existing Public Services & Facilities was updated to reflect existing public facilities. Proposed public facilities and ones under construction are not reflected.
The Citywide standard for recreation centers needs a geographic constraint. Is this within 1 mile, walking distance, or for the entire Mid-City?	Comment noted. The recreational value standard already includes a geographic constraint, defined by the community planning area (CPA) boundaries. Recreation Value points are determined by considering the population within each CPA.

<p>Figure 6-1 denotes a planned park at Devil's Sandbox open space located in the north east section of Normal Heights overlooking the I-15. Is this actually planned and if so, is it funded?</p> <p>Figure 6-1 denotes a Joint Use Agreement at Normal Heights Elementary School. The contract has not been honored so the space needs to be removed from the map and the totals for park points.</p> <p>Additionally, the map indicates the entire school and the JUA is only for a field on the east side. A similar problem exists with Adams Elementary school grounds being included.</p>	<p>Comment noted. To remain consistent, planned parks have been removed from the Atlas report and will be released as part of the Idea's Report.</p>
<p>Title needs to include the word "Watershed"</p>	<p>The naming inconsistencies related to the Chollas Creek Watershed Park Master Plan have been corrected throughout the report.</p>
<p>Chollas Creek Watershed Master Plan was adopted in 2021. What progress has been made? The second paragraph makes it sound like it is still in the planning phase.</p>	<p>Comment noted. The Chollas Creek Watershed Park Master Plan is currently ongoing and is separate from the the Chollas Creek Watershed Park's designation as a regional park in 2021.</p>
<p>Is the new fire station funded?</p>	<p>Comment noted. The new fire station is partially funded, please refer to the CIP information details: https://cipapp.sandiego.gov/CIPDetail.aspx?ID=S14018</p>
<p>Figure 6.2 needs to include fire stations outside the boundary of Mid-city that service the area.</p>	<p>Comment noted. To avoid overcrowding the map with the numerous facilities outside the boundaries of Mid-City that serve the area, the map will not integrate this comment.</p>
<p>Paragraph 1, bullet 2 remove "existing or". The Library General Plan states "The Kensington-Normal Heights Library should be Replaced with a new facility of at least 25,000 square feet. Kensington Park is a valued green space in the neighborhood. Further study and community outreach is needed to determine whether the park could (or should) accommodate a larger library building. If not, the library should relocate to an alternate site that could be part of a mixed use development with housing or other uses. If an alternate location happens, the existing facility is an opportunity for future community uses."</p> <p>Further discussions with Library Director Misty Jones confirms the construction would have to be at a new site</p>	<p>Comment noted. The approach will remain consistent with the context provided in the Library Master Plan until further public information.</p>

The term “vast” should be changed to “diverse”.	The requested edit on page 114 has been updated.
Bullet 1, replace “vast” with “diverse”	The requested edit on page 114 has been updated.
Bullet 2, add a metric to the term deficit.	The requested edit on page 114 has been updated.
Bullet 3, add “Watershed” to document title and specify City Heights and Eastern Area as the beneficiaries of the project.	The requested edit on page 114 to properly referencethe city Intiative was updated, however, City Heights and the Eastern Area were not specifically identified as beneficiaries of the initiative, as Normal Heights is also within the Chollas Creek Watershed. Overall, the master plan benefits the Mid-City area as stated.
Bullet 4, remove libraries as these three libraries in the Library Master Plan are not funded and do not have funding on the horizon.	The requested edit on Page 114 has been updated.
Appendices	
Need to add Rolando Park Elementary Joint Use	Figure 6-1 Existing Parks, Recreation, and Open Space has been updated.
Update all the data in the appendices using 2023 data and SANDAG estimates	The relevant tables in the Appendices B & C have been updated with the most recent data available through 2023. Additionally, Appendix D now includes the latest data from the San Diego Unified School District for the 2024–2025 academic year.
Without comparison to other planning areas and the city itself for this same time period, this information seems to be a data dump meant to impress the reader with the volume of CIP projects in the Mid-City. Please provide comparative data so that we can see how meaningful this \$ amount is or isn't.	Comment noted. The data requested, CIP projects per Community Planning Areas, is not readily available and would require the appropriate department, Engineering and Capital Projects Department, to conduct analysis.