

Mid-City Communities Plan Update

Planning Commission March 19, 2026



Topics

- More residents than jobs results in net outbound commuting
- Economic development through local community hubs
- Land use concept plans don't account for infill development overlays
- Why Land Use Concept 5 - *not the Planning Department's preferred Concept 2* - makes the most sense as the basis for further planning

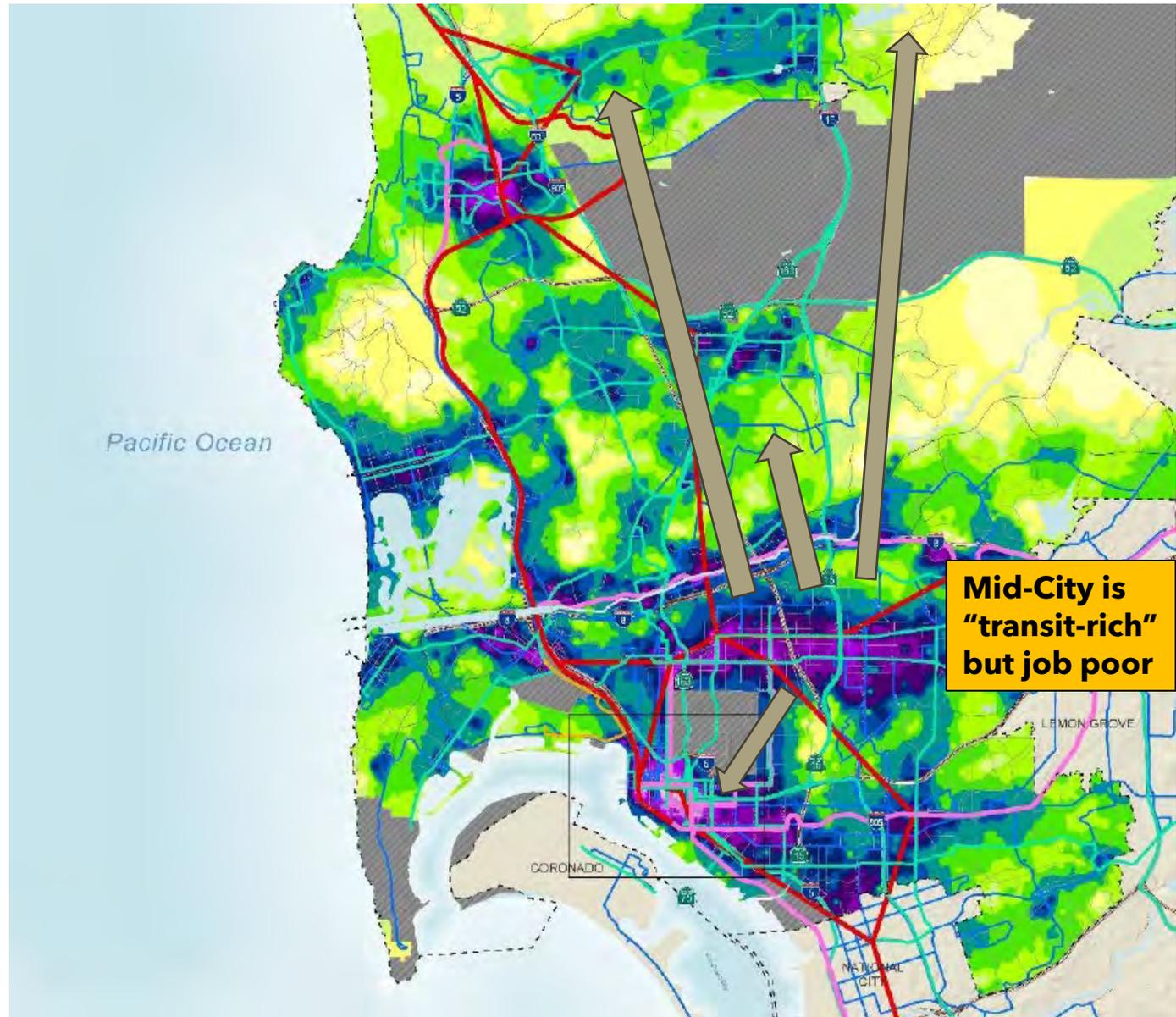
Net commuting outflow from Mid-City argues against density for density's sake

Figure 4-11 Commute Inflow/Outflow Analysis



Source: DRAFT Existing Conditions Report, P. 74

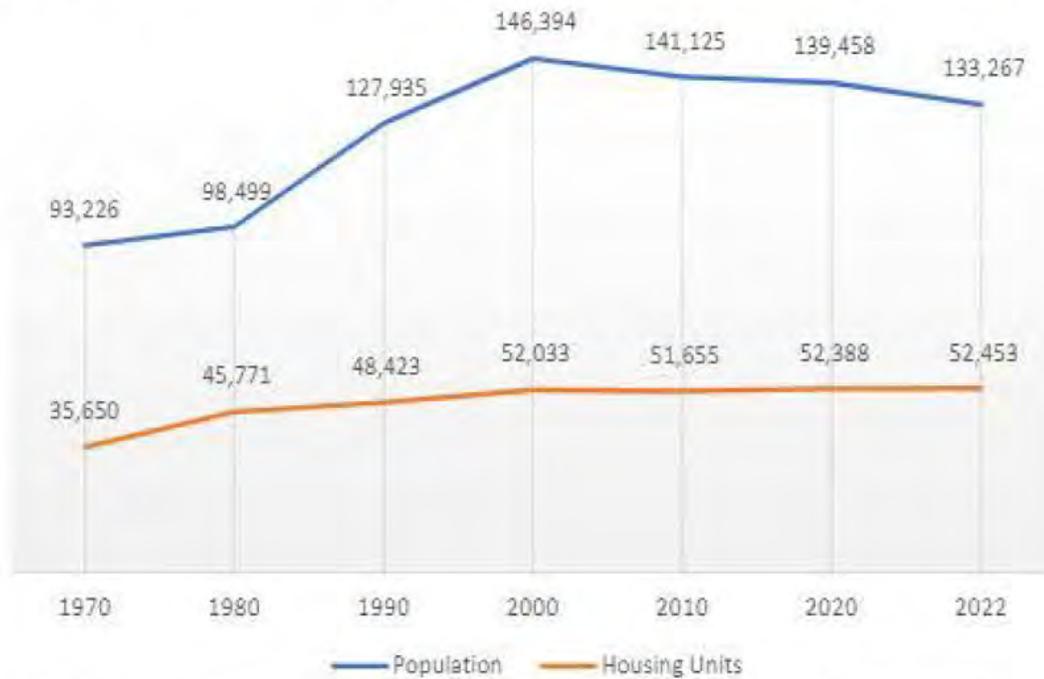
**Blueprint SD
Village Climate
Goal Propensity
Map doesn't
reflect the
commuting reality
of Mid-City**



Source: DRAFT Existing Conditions Report, P. 74

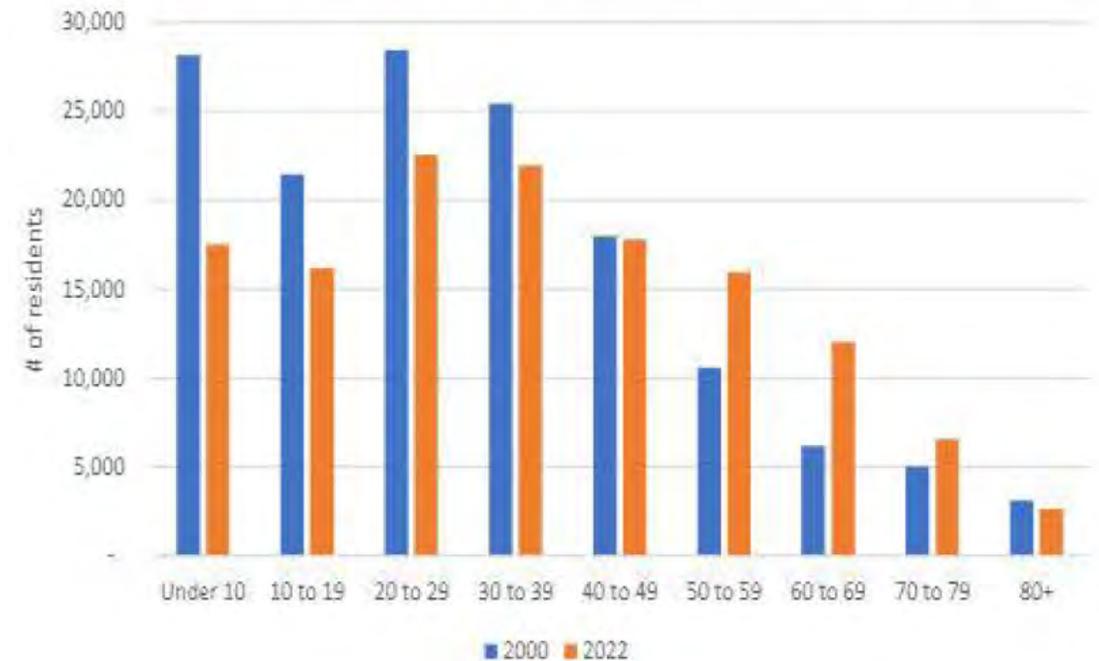
Younger residents are moving to opportunity

Figure 1-4 Mid-City Population and Housing Growth



Source: Mid-City Community Plan (1984 & 1998); SANDAG (2000, 2010, 2020, 2022) Data Extracted on 02/2024

Figure 1-5 Mid-City Population Change by Age



Source: SANDAG (2000, 2022) Data Extracted on 03/2024

Source: DRAFT Existing Conditions Report, P. 7

Creating connected communities

Getting from here...



... to here



Source: [Grand Boulevards and the AB 2011 Revolution, HDR 2022](#)

Mid-City Study Areas



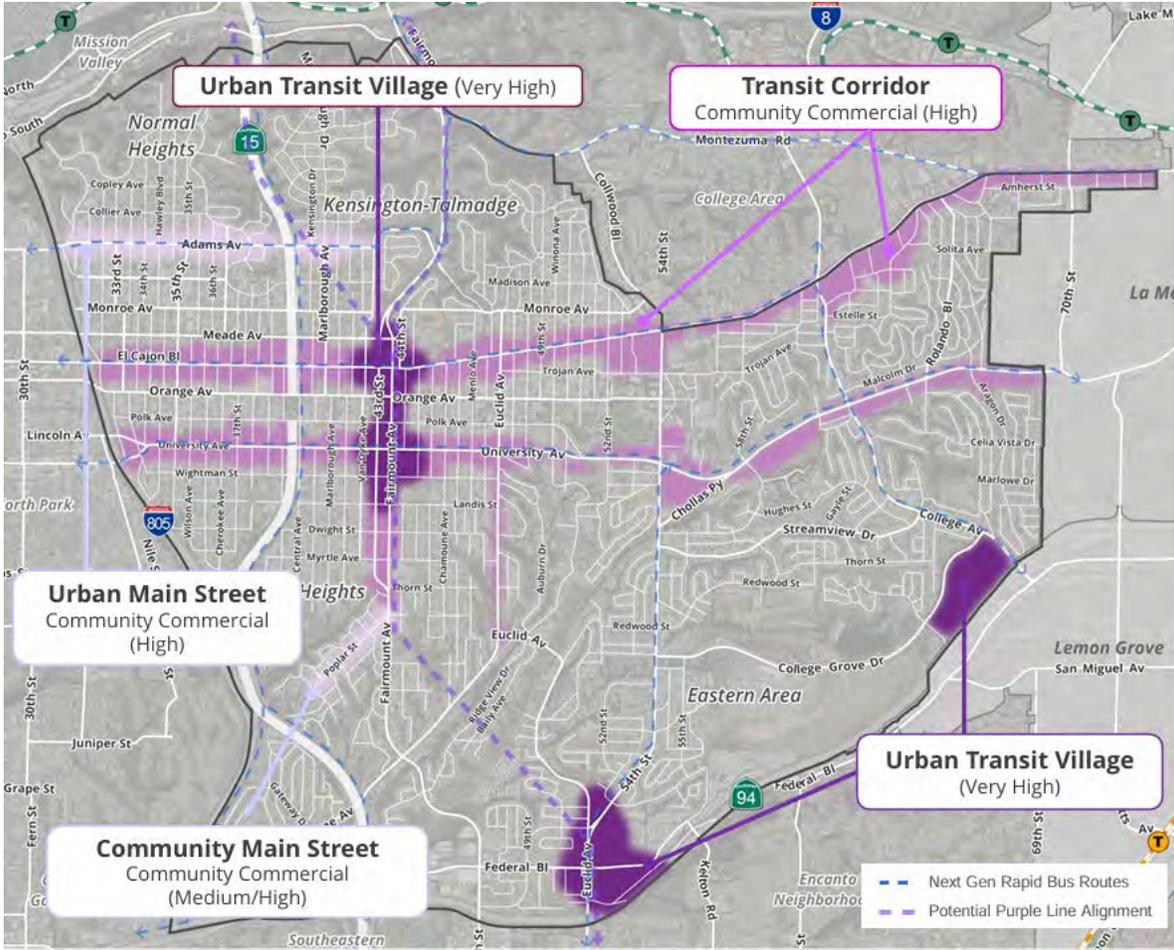
From Page 85 of Ideas Report:

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

Land Use Concept 5 actualizes the Mid-City goal of creating vibrant community centers



Study Areas



Land Use Concept 5

Less is more - why Land Use Concept 5 makes the most sense

- Concept 5 concentrates future growth along transit corridors and transit villages, prioritizing areas with the highest access to mobility and services. It proposes the highest overall density and intensity, aiming to maximize housing and job opportunities in Climate Smart Village Areas.
- By focusing on new development along transit corridors, the concept supports climate goals by encouraging more people to walk, bike, and use transit in their daily lives.
- Encourages development by making Mid-City's commercial, mixed-use, and multifamily zoning consistent with other San Diego communities.
- Continues to allow opportunities for multifamily housing options within residential neighborhoods through existing infill housing programs.
- Protects neighborhoods and homeownership in all four Mid-City communities.

State and local development overlays in single-family neighborhoods preempt the need for rezoning

Type of "Single-Family" Development	Maximum Number of Additional Units (Note 1)
SB 9	3
CA JADU/ADU	3
SD Bonus ADU	Up to 6
SHRA (Note 2)	Up to 10
SB 79 (Note 3)	80 to 160 du/acre

Note 1: In addition to existing primary dwelling unit.

Note 2: SHRA = California Small Homes Revitalization Act (Implemented in 2026 Land Development Code Update).

Note 3: Goes into effect July 1, 2026. Impact TBD pending continuing state legislation.

State-mandated ADUs and SB 9 lot splits alone exceed Mid-City's housing capacity needs without rezoning single-family neighborhoods to multi-family

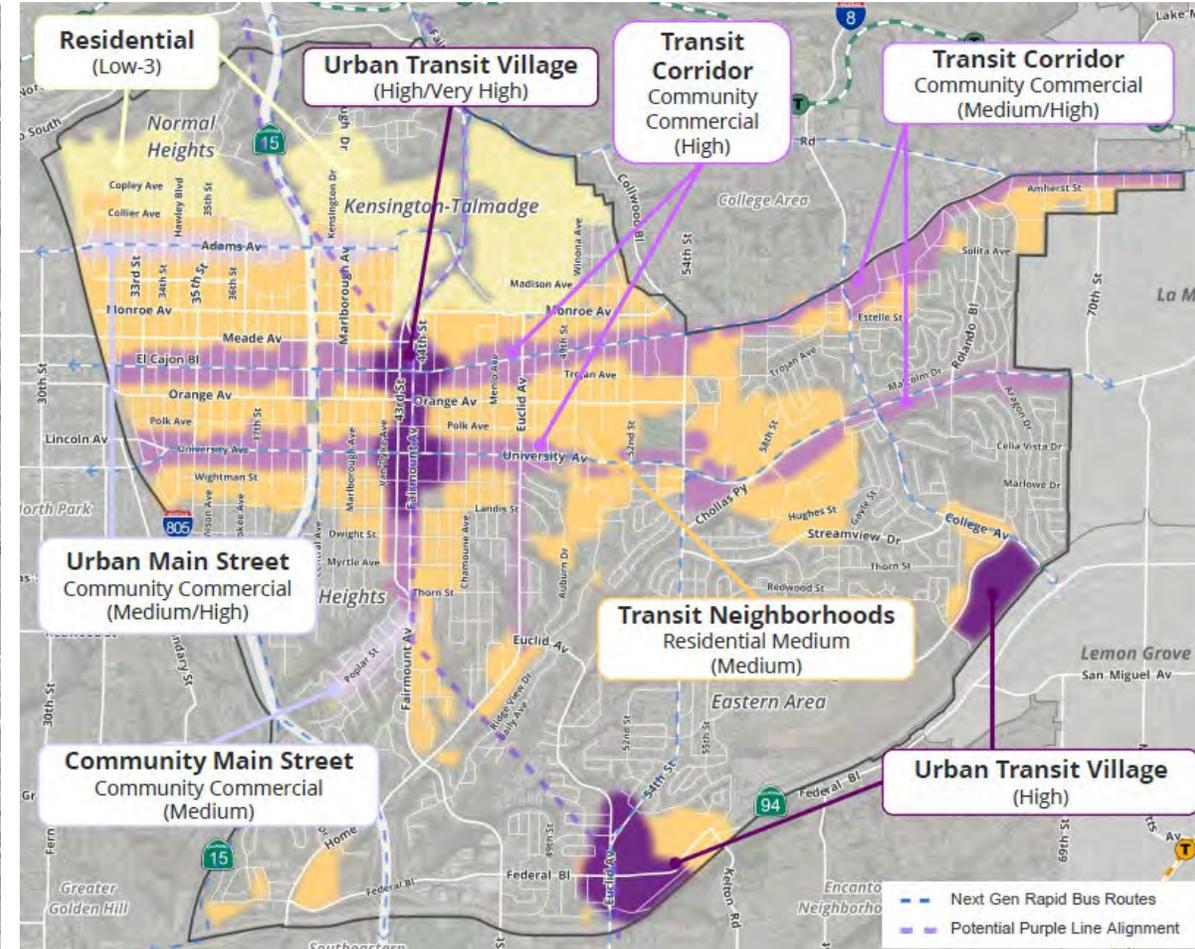
Community	Total Number of Units	Single Family Detached	Minimum Allowed Additional Units	Potential Increase
City Heights	24,149	4,835	14,505	60%
Eastern Area	14,247	7,095	21,285	149%
Kensington-Talmadge	6,898	2,726	8,178	119%
Normal Heights	8,015	1,794	5,382	67%
TOTAL MID-CITY	53,309	16,450	49,350	93%

Allowed units are based on state-mandated allowance of 4 total units under SB 9, or 1 JADU and 2 ADUs under state Accessory Dwelling Unit (ADU) code. Does not estimate additional units allowed under San Diego's Bonus ADU program or soon-to-be-adopted Small Homes Revitalization Act.

Land Use Concept 2 undermines the proposed Study Areas by dispersing development across Mid-City

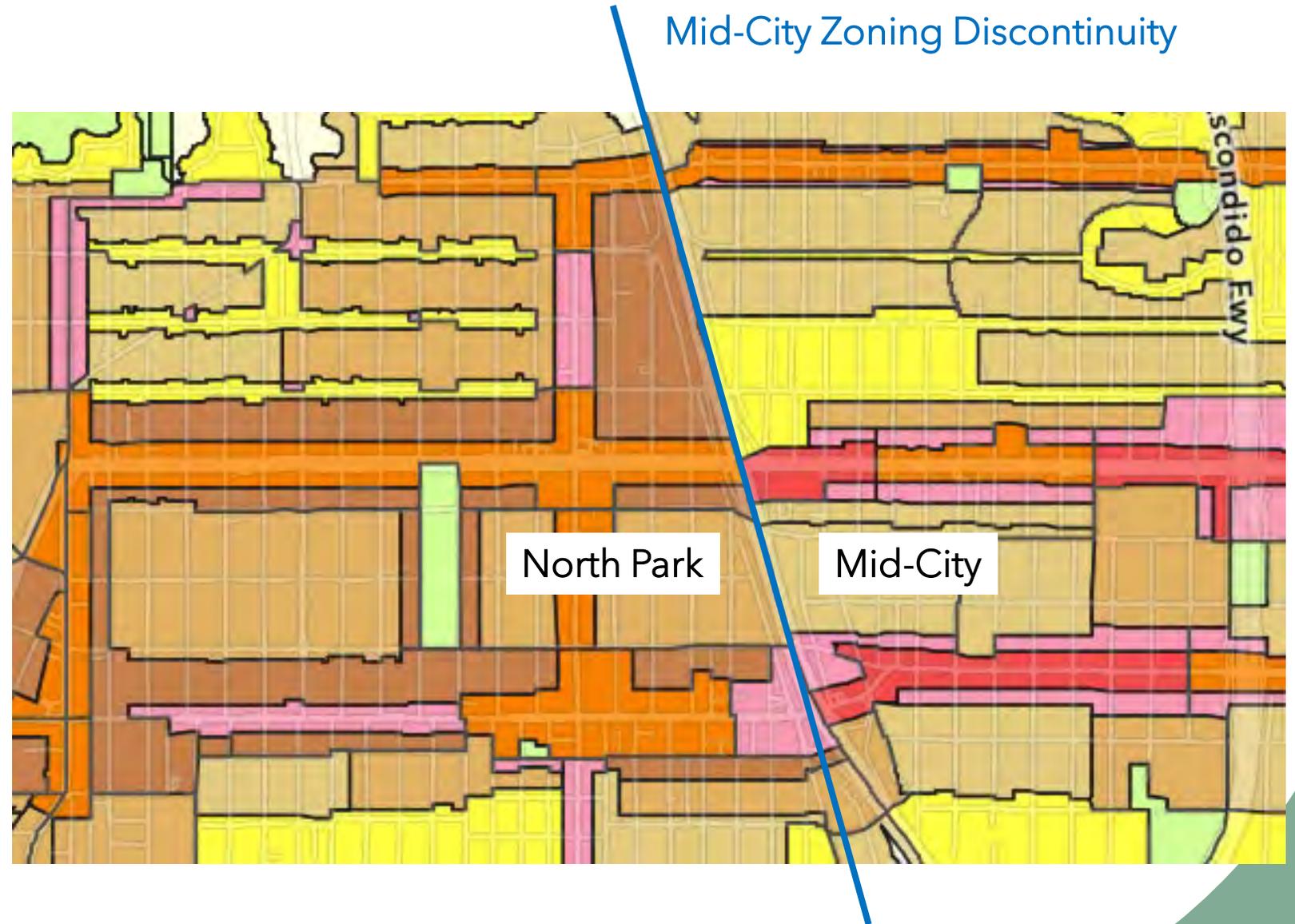


Study Areas



Land Use Concept 2

Making zoning more consistent with the rest of San Diego is as important as upzoning



Source: Zoning and Parcel Information Portal (ZAPP)

Takeaways

- Most working residents commute to areas outside of Mid-City, especially dispersed job areas north of I-8 that are difficult to reach with public transit.
- Because Mid-City lacks high-paying job centers, young people are leaving Mid-City for higher opportunity areas elsewhere in San Diego.
- Without economic development and community improvements, Mid-City will continue to stagnate and fall further behind the rest of San Diego.
- State and local zoning overlay programs have already effectively upzoned single-family neighborhoods to low-density multi-family.

Thank you!

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