

Mid-City Communities Plan Update Working Group Meeting Summary

MEETING DETAILS

February 25, 2026 • 6:00 – 8:00 p.m.
 Kensington Community Church
 4773 Marlborough Drive San Diego, CA 92116

The meeting was conducted in a hybrid format, allowing participation in-person and via Zoom.

PURPOSE AND OVERVIEW

The purpose of this seventh Working Group meeting was to present the [Phase 2 Public Engagement Summary, the planned pedestrian routes, planned bicycle network and corridor concept analysis](#) to solicit feedback from Working Group members and the general public. The presentation summarized what we heard from community members during the second year of the plan update process. The Working Group members and community members discussed the aspects of the presentation that stood out to them, suggested ideas, and provided feedback, which would help inform the Draft Community Plan.

BACKGROUND

As a part of an inclusive engagement process, the City has convened a Working Group for the Mid-City Communities Plan Update. The primary role of the Working Group is to inform the Mid-City Communities Plan Update process. Additional details can be found by reviewing the [Mid-City Communities Plan Update Working Group Protocol and Membership](#) (April 16, 2024). In addition, an orientation was held for Working Group members on April 24, 2024, to encourage members to make connections with other members and inform the Working Group on what to expect from their role and the timeline of their involvement.

Table 1 - Previous Working Group Meetings

Meeting	Date	Topic
1	June 26, 2024	<i>Mid-City Atlas: Existing Conditions Report (Part 1)</i>
2	Sept. 11, 2024	<i>Mid-City Atlas (Part 2); and Overview of Key Engagement Efforts</i>
3	Dec. 11, 2024	Existing Conditions Mobility Assessment; and Historic Preservation
4	March 19, 2025	<i>Phase 1 Public Engagement Summary; Draft Historic Context Statement; and Focused Historic Reconnaissance Survey</i>

5	Aug. 13, 2025	<i>Draft Mid-City Ideas Report (Part 1)</i> Themes: Sustainability, Equity & Climate Resilience, Land Use & Economic Prosperity and Urban Design
6	Oct. 29, 2025	<i>Draft Mid-City Ideas Report (Part 2)</i> Themes: History & Place, Mobility, and Parks, Public Facilities & Open Space

WORKING GROUP MEETING PARTICIPANTS

As shown in Table 2, fourteen Working Group members attended the seventh meeting. Ten attended in person, four attended virtually, and two were absent.

Table 2 - Working Group Attendance

Working Group	Attendance	Community
Marcellus Anderson	Virtually/Zoom	Designee - City Heights CPG
Steve Aldana	In-Person	City Heights
Brittany Poggiolo	In-Person	City Heights
Nam Nguyen	In-Person	City Heights
Victor Ponce	In-Person	City Heights
Randy Torres-Van Vleck	In-Person	City Heights
Emilie Dedeic	In-Person	Designee - Normal Heights CPG
Thomas Aristide	In-Person	Normal Heights
Madeleine Baudoin	Absent	Normal Heights
Lynn Edwards	Virtually/Zoom	Designee - Eastern Area CPG
Eric Kelley	Virtually/Zoom	Eastern Area
Paul Smith	In-Person	Eastern Area
Zach Young	Absent	Eastern Area
David Moty	In-Person	Designee - Kensington-Talmadge CPG
Die Spittle	In-Person	Kensington-Talmadge
Lisa Stone	Virtually/Zoom	Kensington-Talmadge

PUBLIC ATTENDANCE

In addition to the Working Group members, 64 members of the public attended the meeting. 33 members of the public attended in person, and 31 attended virtually.

STAFF ATTENDANCE

The Working Group meeting was supported by City staff listed in Table 3.

Table 3 – Staff Attendance

Project Team	Attendance	Affiliation
Alexander Frost	In-Person	City of San Diego
Morgen Ruby	In-Person	City of San Diego
Selena Sanchez Bailon	In-Person	City of San Diego
Mauricio Aguilar	In-Person	City of San Diego
Phil Trom	In-Person	City of San Diego
Maureen Gardiner	In-Person	City of San Diego
Aparna Padmakumar	Virtually/Zoom	City of San Diego

MEETING SUMMARY AND ACTIVITIES

At the beginning of the meeting, City staff welcomed the Working Group members and the public. Given that it was a hybrid meeting, the Working Group members who attended online were encouraged to have their cameras switched on and to update their nametag to indicate which community they represented. The meeting started with an introduction, meeting logistics and agreements, followed by presentations on the [Phase 2 Public Engagement Summary](#). Working Group members then shared their feedback through a facilitated discussion. The questions used to prompt discussion included:

- Any themes, priorities or issues you want to emphasize or elevate?
- Are there any responses or follow-ups you would like us to expand on?
- Anything you would like clarified about the next steps or upcoming phases?

Public comments focused on several key themes, concerns about proposed parking changes (such as Sunday meters and residential permits) and suggestions to prioritize transit improvements and shared parking structures instead of expanding paid parking. Several comments addressed land use concepts, including concerns about concentrating development in areas with limited park resources, questions about the influence of SB 79, and requests that community feedback, such as postcards supporting Concept 5, be meaningfully considered. Participants also highlighted the importance of recognizing community resources and stewardship groups, expressed mixed views on limiting “auto-centric uses” given continued reliance on cars, and called for clearer language in planning documents and greater attention to basic street maintenance.

The meeting continued with the City giving a presentation focusing on Mobility component of the Mid-City Communities Plan Update. After presenting these findings, the Working Group members provided their feedback based on the following questions:

- Any clarifications or aspects would you like us to expand on?
- Are there any comments on the draft planned bicycle and pedestrian networks?
- Any comments on features of the corridors that should be studied?

Public comments on mobility largely emphasized safety, connectivity, and stronger bicycle and pedestrian infrastructure. A recurring concern was pedestrian safety along major arterials, particularly conflicts caused by frequent driveway cuts and narrow or missing sidewalks. Many participants highlighted numerous sidewalk deficiencies and urged the City to include clearer design standards or funding strategies to address them. There was also strong and repeated support for protected bike infrastructure, such as separated bikeways (Class 4s), especially along corridors such as Adams Avenue, Fairmount Avenue, Euclid Avenue, and 54th Street. Participants noted that safety improvements are key to increasing ridership. Another common theme was the need for better north-south connections and stronger regional links, including connections from City Heights to Mission Valley and across I-15. There was also support to expand the shared bus-bike lanes on El Cajon Boulevard and to expand bus lanes to other major corridors. Overall, comments generally supported the direction of the mobility recommendations.

Notes from the Working Group's discussion related to the Working Group Meeting are included in Appendix A.

The public comment period opened following the final Working Group discussion to gather input on topics covered in the presentation. Members of the public were given one minute each to speak. Records of the public comment questions and answers are included in Appendix B, and comments from the Zoom chat are compiled in Appendix C.

The meeting concluded with City staff outlining upcoming events and engagement opportunities.

NEXT STEPS

- The next Working Group meeting is tentatively scheduled for May or June 2026.
- Additional engagement activities will occur starting in March 2026, including:
 - Second Planning Commission Workshop (info item) – March 19, 2026, at 9 a.m.
 - Parks & Recreation Board (info item) – April 16, 2026, at 2 p.m.
 - Open Houses on mobility concepts
 - City Heights Library – 5 to 7 p.m. - March 23, 2026
 - Teen Challenge – 5 to 7 p.m. - March 24, 2026
 - Normal Heights Community Center – 5 to 7 p.m. - March 25, 2026
 - Focus Groups & Pop-Ups – April to June 2026
- Phase 3 engagement, which will focus on collecting feedback on the refined proposals and concepts.
- A Draft Community Plan is anticipated to be released in Spring 2026.

APPENDIX A – WORKING GROUP DISCUSSION NOTES

Feedback provided from Working Group members in response to Phase 2 Engagement Summary and Mobility networks and concepts included the following:

PHASE 2 PUBLIC ENGAGEMENT SUMMARY/ GENERAL

- Suggestion to explore using an Enhanced Infrastructure Finance District (EIFD) to help overcome funding challenges for the freeway lid expansion over I-15.
 - Staff's response: The City is using Enhanced Infrastructure Finance Districts in other locations, such as Midway Rising, and the City Staff will further explore this idea.
- A resident who is also a member of City Heights Area Planning Committee shared concerns about parking proposals that include introducing parking meters on Sundays and paid residential parking permits, noting that these changes could be disruptive to residents by eliminating free Sunday parking and could create a financial burden for residents in an under-resourced community.
- Suggestion that instead of expanding paid parking programs, the City should focus on improving transit, mobility options, and investing in shared parking structures in the City Heights area.
- Comment highlighting the role of community and nonprofit conservation groups, including Canyonlands in City Heights, and recommending the City consult with canyon stewardship groups when planning development or native planting in flood or canyon areas.
- Question regarding the Land Use Concept priorities, specifically Concepts 2, 4, and 5, and whether they will be reevaluated due to the passage of SB 79.
 - Staff's response: Response: Staff noted that the Governor has signed the bill, but the City is still waiting for SANDAG, the regional planning agency, to publish the official impact area map. Informal discussions suggest that only trolley stops may qualify, which could minimize impacts in Mid-City since Rapid Bus routes may not qualify. However, nothing is official until SANDAG releases the map.
- Comment that the Mid-City Atlas did not identify the College Area–Rolando Library as serving the Mid-City community, even though approximately 50% of its users live in Mid-City, and requested that it be recognized as a community resource and that its deficiencies be considered in this plan update.
- Comment expressing concern that Talmadge has significant park deficiencies, but because it is considered a moderate- or high-resource area, it is assumed that Talmadge is not prioritized for park funding under Council Policy 800-14. As a result, existing concern that park needs may be overlooked in favor of low-resource (Environmental Justice) communities.

- Question about how the 220 public postcards supporting Land Use Concept 5 will be weighed in the decision-making process, noting that they should not be considered insignificant.
 - Staff's response: The corridor-based land use concept 5 focuses development along transit centers and corridors and the postcard feedback was included in the engagement summary. As the planning process moves into more detailed land use analysis, staff will explore potential land use recommendations in more detail. Please note, this process is iterative and there will be additional opportunities for input and edits.
- Comment emphasized 200 community members submitted comments, which should be taken seriously and weighed in decision-making. Feedback should not be dismissed simply because additional feedback may come later.
 - Staff's Response: Postcards will be incorporated into the larger body of community feedback on land use analysis that will help refine the proposed land uses.
- Support for allowing the free market to guide land uses within reasonable limits, giving property owners more flexibility while avoiding excessive restrictions that could create unintended consequences. Example given that previous restrictions in the 1998 community plan update created unintended outcomes.
- Recognition that growth and density are inevitable, and that fewer restrictions could enable innovative uses by residents, community groups, and developers, while valuing the community's diversity and assets.
- Opinion expressed that rising costs are largely the result of government intervention.
- Concern about the phrase "limiting auto-centric uses," as most people (about 90%) still rely on cars; request for clarification on why the city would limit such uses along major corridors, with the view that discouraging driving or altering lifestyles is not the city's role, though regulating certain uses like used car lots may be reasonable.
 - Staff Response: We received lots of support to limit auto-centric uses, including car lots, large parking lots, auto repair yards, recycling centers, self-storage facilities, and liquor stores.
- Support for bikes, transit, and traffic calming, but concern that basic street maintenance, such as pothole repair and roadway upkeep, is being neglected. Example given that University Avenue has potholes, while nearby La Mesa streets appear smoother. Suggestion that the City should prioritize these essential repairs
- Concern that lack of parking could discourage visitors from coming to neighborhood businesses.
- Request to remove or clarify the phrase "auto-centric uses".
- Request for clearer language and less bureaucratic terminology in planning documents.

MOBILITY NETWORKS & CONCEPTS

- Question about whether there has been any review of the safety risks created by curb cuts directly onto major arterials, where pedestrians frequently walk. Concerning because drivers exiting parking lots focus on finding gaps in traffic rather than watching for pedestrians on sidewalks.
 - Staff's response: Frequent driveway curb cuts are identified as issues in the Pedestrian Master Plan, but the City has limited authority to close existing curb cuts.
- Example provided regarding the Flowerbox property, where the City wanted to close one driveway to accommodate a bus stop but lacked legal authority. Suggestion that the Community Plan could include a policy requiring property owners to demonstrate the need for multiple curb cuts rather than automatically preserving them.
 - Staff's response: Suggestion would require additional research, but it is a helpful recommendation.
- Question about whether Class 2 bike lanes can be bidirectional.
 - Staff's response: No. If bike lanes are bidirectional, they require vertical separation, which would classify them as a different type of facility.
- Concern that the corridor analysis stopped at the top of Aldine Drive and did not extend the next 600 feet to Euclid Avenue, which is considered one of the most contentious roads in San Diego. Comment that some traffic engineers have said nothing can be done because that section is not part of the Community Plan. Concern that if the corridor is not studied and included in the plan, improvements may never occur.
 - Staff's response: Intersection improvements should be considered and noted that it is identified as a key location in the Community Plan Update and will be evaluated.
- Comment expressing interest in the condition of sidewalks throughout the area and excitement about the pedestrian network plan. Example given that 388 sidewalk deficiencies were logged in Normal Heights alone. Functional sidewalks are critical for people to reach district corridors like Adams Avenue.
- Suggestion that the Community Plan includes design standards or funding mechanisms to address sidewalk and curb deficiencies.
- Question asking for clarification about Class 3 enhanced bike facilities compared to standard Class 3 lanes.
 - Staff's response: Based on guidance from National Association of City Transportation Officials (NACTO), all Class 3 facilities in San Diego should be enhanced with traffic calming and diversion measures to reduce volumes and speeds. However, it is important to note that traffic calming improvements are

expensive and may not be implemented immediately but will be prioritized in the future.

- Suggestion that corridor analyses and mobility planning should account for the possibility of parking meters being installed along Adams Avenue, which could occur at any time.
- Question about whether pedestrian design along districts and corridors could include setbacks or arcades to expand sidewalk space.
 - Response: Unless special development regulations are included in the Community Plan, the City typically relies on the Street Design Manual when determining improvements required during redevelopment. The [Draft Street Design Manual](#) has recently been updated and includes wider parkway recommendations than older street designs.
- Request for a full analysis of the Aldine corridor from Talmadge through Fairmount, including planned bike facility classifications and multi-use path details.
- Concern raised about a corridor cross-section (Page 29 of Corridor Concept Analysis) where the south side includes a buffer for the bike lane, but the north side does not, which may not provide enough protection from high-speed traffic.
- Support expressed for protected bike lanes on Adams Avenue, extended bus/bike lanes along El Cajon Boulevard to SDSU, and bike boulevards along Monroe Avenue.
- Suggestion to improve north-south bicycle connections between Normal Heights and Kensington-Talmadge to City Heights, potentially along Euclid Avenue.
- Comment that implementing protected bike lanes (Class 4) is critical because safety concerns are the main reason people avoid biking.
- Appreciation expressed for the Class 4 bikeways proposed along Fairmount Avenue and 47th Street, particularly in underserved areas in contrast to the high amount of pedestrian and bike use.
- Comment that Bus Route 13 is one of the most heavily used routes in the area, reinforcing the importance of safe mobility infrastructure.
- Concern that much of Fairmount currently has minimal sidewalk width, and pedestrian improvements are needed.
- Question about the features included in connector sidewalks.
 - Staff's response: The plan includes a range of 20 to 30 potential amenities rather than a fixed list, depending on the intensity of pedestrian activity. Example provided, a connector location may have low pedestrian activity but may have higher speeds and traffic, so it would still be important to provide safe separate pedestrian facilities on those roadways. The actual parkways would be determined by new street classification in the new street design manual

- Concern that Fairmount Avenue between Whitman Street and Poplar may have higher pedestrian volumes than indicated. Is the classification of road segments as “Low Pedestrian Use,” based on a Mid-City or citywide scale?
 - Staff’s response: Agreed to review that segment again. Some portions of Fairmount were classified as districts, while others were corridors.
- Question about whether district sidewalks include tree-lined streets. If yes, suggestion to extend district-level sidewalk treatments further south along Fairmount Avenue to Thorn Street, particularly if medium-density development is planned there, according to Land Use Concept 2.
- Appreciation expressed for Class 4 bike facilities proposed along Euclid near Chollas Creek and City Farmers Nursery.
- Appreciation for upgrading the 54th Street bike lane to Class 4, noting there appears to be sufficient right-of-way.
- Support expressed for extending bus/bike lanes further east to the city limits.
- Question about whether the Chollas Creek Watershed community group letter regarding the Bike Master Plan was reviewed. Comment that multiple organizations signed the letter, including PANA, BikeSD, the Chollas Creek Coalition, City Heights CDC, Mundo Gardens, Urban Collaborative, and many more.
 - Staff’s response: Yes, the 100+ page report outlines recommendations, and those comments are being incorporated, though additional alignment studies are needed for some Class 1 routes.
- Suggestion to explore a bike and pedestrian bridge over I-15 connecting City Heights to Golden Hill, potentially between Juniper Street and Haller Street. Caltrans is open to it but would require additional analysis and hopes it would be similar to the I-805 bridge in National City .
- Suggestion to create a Class 1 connection from Federal Boulevard to Broadway and Southeast San Diego near Costco.
- Suggestion to upgrade north-south routes such as Chamoune Street and 42nd Street to bike boulevards, which are commonly used by children.
- Support expressed for bike boulevards in the Manzanita neighborhood connecting to the Manzanita Gathering Place.
- Supports proposed Class 4 bikeways proposed along Adams Avenue or asks that it is included.
- Suggestion to implement more bus-only lanes and shared bus/bike lanes along popular corridors such as 54th Street, El Cajon Boulevard, and Fairmount Avenue.
- Comment that many neighborhoods in the eastern portion of the planning area lack sidewalks, with some sidewalks ending halfway through front yards.

- Comment that enhanced Class 3 bike routes can make a meaningful difference for cyclists.
- Appreciation expressed for recent improvements along University Avenue to make it more bike-friendly, with hope that improvements will extend to La Mesa.
- Comment agreeing that north-south connections are deficient, especially near the gateway area.
- Comment echoing appreciation for the detailed responses of Working Group members provided regarding mobility routes.
- Comment noting that recent California building code requirements for mature tree canopies require a 10-foot distance from structures, which could conflict with tree planting in commercial corridors where buildings sit at the property line. Concern that this could limit the ability to plant street trees for shade and cooling, which many community members support.
 - Staff's response: They will review this issue internally, as it could conflict with street tree planting in business corridors.
- Comment expressing that the mobility plan generally looks positive.
- Suggestion that limited resources should focus on improving connections between Mid-City and Mission Valley, which now includes major amenities such as Civita Park and Snapdragon Stadium. This connection would create direct links to San Diego State University (SDSU), Green line etc.
 - Staff's response: The Fenton Parkway extension over the San Diego River, planned for construction in the fall, will include cycle tracks and pedestrian access.
- Suggestion to partner with SDSU professors to study whether the regular person can realistically ride up steep corridors such as Fairmount Avenue, Collwood Ave, and other hills in the area.
- Suggestion that gondolas could be explored as a unique transportation option.
- Other participants noted that e-bikes significantly reduce the challenge of steep hills.
- Comment that e-bike technology is growing rapidly and is likely to remain popular.
- Example noted that e-bikes are already widely used along the SR-15 commuter bikeway.
- Comment that connections to Camino del Rio from Fairmount Avenue could use additional improvements, they are aware that it is slightly outside boundaries of Mid-City.

APPENDIX B – PUBLIC COMMENTS, QUESTIONS, AND ANSWERS FROM THE CITY

PUBLIC COMMENTS

The following are comments, feedback, and concerns shared by the public attendees during the meeting's public comment period.

- Comment emphasizing the importance of the College-Rolando Library and noting that it appears only once in the Mid-City Plan atlas as a small map symbol, despite serving a large attendance area that includes portions of Mid-City south of El Cajon Boulevard (see Appendix F). Request that its role and service area be more clearly recognized in the plan.
- Concern that neighborhoods such as El Cerrito and Rolando may receive limited planning attention because many services and infrastructure are addressed in the College Area plan. Request that the Mid-City Plan includes more focused planning for these neighborhoods.
- Concern that existing infrastructure conditions, including missing sidewalks, broken streetlights, and deteriorated streets, are poor in many areas. Request that the City prioritize baseline infrastructure improvements before implementing larger initiatives.
- Comment stating that the plan focuses heavily on vision and data but does not clearly describe how community “quality of life” will improve. Request that the plan better explain what quality-of-life outcomes residents should expect.
- Comment from a community coalition requesting stronger anti-displacement policies, improved transit and multimodal infrastructure, increased housing density, additional parks and open space, and protection of cultural resources in Mid-City. Noted that many of these community priorities appear to align with the public feedback in the engagement summary.
- Request that the City and working group take community recommendations seriously and learn from other community plan updates and displacement measures.
- Comment expressing support for Class IV protected bikeways as an important mobility improvement.
- Concern that the Talmadge neighborhood currently lacks functional park space and that the existing traffic circle does not serve as a safe or usable park or gathering place for residents.
- Concern about accessibility and safety issues at Ward Canyon Park, including the lack of ramp access on the east side between Madison Avenue and Adams Avenue and the absence of a direct crosswalk on the north side of Adams Avenue, which forces pedestrians to cross freeway ramps to reach the park.

- Comment expressing support for protected bicycle infrastructure and noting that bicycling can reduce transportation costs, ease parking demand, and support local businesses by increasing access.
- Comment supporting the expansion of protected bike facilities in the plan and noting that such improvements could significantly improve safety and comfort for people traveling between neighborhoods.
- Comment supporting improved north-south bicycle connectivity linking City Heights with corridors such as El Cajon Boulevard and Adams Avenue, as moving between neighborhoods can feel difficult and dangerous to access without car.
- Comment stating that protected bike lanes on Adams Avenue and El Cajon Boulevard would greatly improve safety and accessibility for cyclists.
- Comment expressing appreciation that the plan includes numerous Class IV separated bikeways.
- Concern that Adams Avenue is a major corridor missing from the proposed network of protected bicycle facilities. City referenced guidance from the National Association of City Transportation Officials (NACTO) indicating that corridors with traffic levels similar to Adams Avenue should include protected bike facilities designed for riders of all ages.
- Suggestion that the City conduct a study of potential parking impacts before assuming that installing protected bike lanes on Adams Avenue would significantly reduce parking supply.
- Concern that current shared bike lane conditions on Adams Avenue discourage cyclists from visiting businesses along the corridor.
- Suggestion to incorporate small pop-up parkour features along pedestrian and bicycle routes.
- Concern that poor pavement conditions make shared bus-bike lanes ineffective for cyclists. Particularly poor road conditions along El Cajon Boulevard between Highland Avenue and 33rd Street. Deteriorated road surfaces and uneven sidewalks along this corridor also create accessibility barriers for wheelchair users.
- Comment noting that a community-developed revitalization plan for Euclid Avenue has received awards and been adopted by the City but has not yet been implemented. Has been consistently Requesting that pedestrian safety, traffic calming, and bicycle improvements on Euclid Avenue move forward from planning into implementation. Expressed appreciation that Euclid Avenue and Home Avenue have been included for further study in the Mid-City Plan.
- Comment noting that the Kensington-Normal Heights Branch Library was incorrectly labeled as the “Ken-Tal Normal Heights Library” in the plan and requesting that it be properly identified.

- Comment stating that South Chollas Park may not be suitable for a swimming pool because the site contains landfill and would be better placed where the operations yard is, which would require relocation of the operations yard.
- Concern that placing a swimming pool at Sunshine Berardini Field may not be appropriate because the site is located within a floodplain. Suggestion to consider locating a pool near Webster Elementary School where soil remediation may already be required.
- Suggestion to consider the property at 4481 Estrella Avenue as a potential new park site for the Talmadge neighborhood, community activists have already been trying to obtain site.
- Comment expressing support for extending bus-only lanes along El Cajon Boulevard to San Diego State University, implementing a bicycle boulevard on Monroe Avenue and adding protected bike lanes on Adams Avenue.
- Concern that proposed Class III enhanced bike lanes would not provide adequate safety for cyclists on Adams Avenue. Protected bike lanes on 30th Street demonstrate that bike infrastructure can be implemented while maintaining parking and supporting successful business districts. Request that the City prioritize cyclist and pedestrian safety over preserving all on-street parking.
- Comment supporting increased housing density to provide more housing opportunities in Ken-Tal. Noted that living in multifamily housing allows residents to access nearby neighborhoods and transit, including the Rapid 215, without needing to purchase a single-family home. Supports a mix of housing types in Ken-Tal, including apartments, duplexes, and accessory dwelling unit, to create more inclusive and accessible neighborhoods.
- Concern that poor lighting at the intersection of 54th Street and El Cajon Boulevard create a dangerous blind spot for bicyclists and micromobility users.
- Question about how community plan boundaries affect planning coordination between Mid-City and adjacent areas such as Mission Valley, particularly regarding connections to destinations like Snapdragon Stadium and San Diego State University.
 - Staff's response: City Planning staff work in teams on different community plan updates, with continuity and institutional knowledge shared between efforts. As part of this work, buffer areas around communities are considered and connections to adjacent areas are evaluated.
 - A comment was also noted in the chat suggesting an additional bicycle connection west of the SR-15 Commuter Bikeway, possibly extending from around 35th Street along what appears to be a utility road. While staff are not currently familiar with that alignment, the suggestion has been noted and will be investigated.

- In general, mobility studies conducted as part of community plan updates evaluate connections to surrounding communities and consider improvements for all travel modes.
- Comment noting that City Heights has relatively low car ownership rates but remains underserved by transit infrastructure. Request that bus-only lanes along El Cajon Boulevard be extended beyond the YMCA to San Diego State University.
- Concern that cycling on Adams Avenue is unsafe due to sharrows and close passing vehicles.
- Comment stating that improved bicycle infrastructure could encourage more people to visit businesses along Adams Avenue. Despite the fear, uncertainty, and doubt some businesses try to spread about the bike lanes, North Park has remained popular as ever.
- Comment from a transit advocacy organization expressing support for extending bus lanes along El Cajon Boulevard to San Diego State University.
- Suggestion to consider center-running bus lanes along El Cajon Boulevard to reduce conflicts with turning vehicles and improve transit reliability, especially since this is a 30-year plan.
- Concern that curbside bus and bike lanes are less effective when vehicles use them for right turns or pull into them near intersections.
- Comment expressing appreciation for the City staff and working group for guiding the plan update process.
- Comment supporting safety improvements along Fairmount Avenue based on prior bicycle and pedestrian safety audits.
- Comment supporting the continuation of bus and bicycle lanes along El Cajon Boulevard to the city limits to prioritize the pedestrian and transit experience through Mid-City.
- Comment stating that Adams Avenue has potential to become a more vibrant and walkable corridor if protected bike lanes are installed instead of existing Class III facilities.
- Suggestion to implement a bicycle boulevard on Monroe Avenue to improve east-west mobility.
- Suggestion to create continuous Class IV bicycle facilities along University Avenue to improve east-west mobility.
- Concern that a land use concept 5 focused on preserving neighborhood character may not be receiving sufficient consideration in the planning process. Suggestion that both land use concept 5 and Land Use concept 2 advanced for additional land use analysis or that additional community input be gathered before selecting a preferred alternative.

- Comment expressing strong support for maximizing housing density in the Mid-City Community Plan area to address long-term housing affordability. Younger residents may not be able to remain in San Diego without increased housing supply. Does not support Land Use Concept 5, which will only push density into a few different corridors.
- Comment requesting protected bike lanes be added to Adams Avenue.
- Comment supporting the extension of bus-only lanes along El Cajon Boulevard to San Diego State University.
- Suggestion to implement a bicycle boulevard on Monroe Avenue and improve north-south bicycle connections between neighborhoods such as Normal Heights, and Talmadge into City Heights, potentially along Euclid Avenue.
- Comment encouraging additional transit improvements and expanded bus lane networks beyond those currently proposed in the plan.
- Comment expressing support for the plan's protected bicycle facilities but noting that additional improvements are currently needed.
- Suggestion to install protected bike lanes on Adams Avenue so that bicycle facilities are comfortable for riders of all ages.
- Suggestion to provide protected bicycle facilities on El Cajon Boulevard rather than shared bus-bike lanes.
- Comment supporting the extension of the 215 bus-only lane to SDSU.
- Suggestion to add more mid-block pedestrian crossings and improve north-south connectivity for pedestrians and cyclists.

APPENDIX C - RECORD OF COMMENTS PROVIDED THROUGH ZOOM CHAT

Person 1 I didn't see mention of Ward Canyon Park which is unfinished and due for expansion.

Person 2 Land Use: seems like strong community support for concept 4 and 5 (with over 200 community members response). Shouldn't the broader community members votes weigh more than the working group voting for concept 2

City Staff : Public members please note that we'll be taking your comment at the end of the period. Thanks!

Person 1 I request inclusion of a pedestrian pathway/trail from Normal Heights to Mission Valley, perhaps beginning at 34th Street down the hillside via an existing graded roadway to connect to Camino del Rio South at the signalized intersection at Mission city Parkway. This connection would be especially useful when the new bridge across the S.D. River to Fenton Parkway is completed. Existing pedestrian access to Mission Valley via Texas St or SR 15 leave pedestrians stranded without safe, easy, or comfortable connections. Thanks for considering.

Person 3 I support bus lanes on El Cajon Blvd and separated and protected bike lanes on Adam's Avenue.

Person 4 I was just about to bring this topic up. Even for people willing to pay to install a sidewalk in front of their property, the permitting process makes it feel impossible and 3 times as expensive.

Person 5 University Ave is about to have bikeway improvements via SanDag, but these documents imply that an analysis for this area has yet to be done (map is labeled "EXISTING") - has a traffic analysis and roadway review been completed on University Ave between 69th and 54th?

Person 6 The roundabouts on Meade Ave a nice traffic feature that help reduce speeds and increase safety. I would like to see more on other secondary streets, specifically Orange avenue. Are more roundabouts being considered in the scope of this plan? If not, how can residents push for them to be considered?

Person 7 Just to clarify, will there be an opportunity for public comment for those who are not members of the working group at a later time?

City Staff : Yes we'll be taking public comment after the working group discussion. Thank you for your patience :)

Person 1 and if we are to be able to comment, how do we unmute?

Person 5 Or we could pave our streets.

Person 8 Gondola's can be ~\$500M/mile

Person 8 How about a bus instead

City Staff : I will be granting access to public members who wish to speak. Pls have your hand raised at that point

Person 1 Get an eBike to make up up hills, or put the bike on a bus.

Person 8 To be clear, if we're not in the working group we can't speak?

City Staff : Hi Guthre. You can provide feedback (speak/put on chat) after the WG member discussion. I will provide access at that point of the meeting

Person 1 The Fenton Parkway bridge spans the SD River to Mission City Parkway, which is one of the only low traffic surface street crossing of I-8.. That would make it very desirable to have a connection up the hillside to Normal Heights.

Eric Kelley Good point on the e-bikes and buses. I haven't taken the plunge personally yet on getting an e-bike. I get a bit annoyed at e-bike users using them on sidewalks at high speeds and almost running over my kids.

Eric Kelley I think gondolas are worth exploring as an option in our neighborhood due to mesa/canyon topography and steep drop to Mission Valley. I understand it would be 10-20 years out at a minimum. But if we don't study it we'll never know if it would be a good idea. And I think it needs to be included as an idea to leave it open to be studied in the future

Person 1 I am not in favor of squeezing in Class IV or Class II bikeways on Adams Ave. With its 20MPH speed limit and abundant use of Shared Lane Markings has improved the bikeability of this important corridor - much flatter than the Meade Ave Bikeway.

Eric Kelley Amen! Second these comments about El Cerrito and Rolando!!!!

Person 5 College-Rolando Library serves half of the Mid-City/Eastern Area and the Mid-City Plan does not recognize the issues surrounding the Library, including access and parking at the library, which the City has neglected to secure.

Person 9 Hello, this is my first time attending one of these meetings, apologies if this is the wrong venue for this comment. My wife and I actually live in Banker's Hill and

frequently bike to Adams Ave to grab some ice cream and a drink. I also frequently bike to the area for my favorite barbershop (Dink's Barbershop), and grab bike supplies at Adams Ave Bicycles. I wanted to comment that I'm grateful for the ability to bike to your community, but would like to advocate for more safety on Adams ave, in the form of a Class IV bikeway. Drivers frequently speed within 3 feet of my wife and I, and it does not quite feel safe. We have these in Bankers Hill on 4th and 5th and I cannot overstate the improvement to public safety, we see many children biking in these lanes that we previously did not. This would go a long way to make visitors and residents feel more safe visiting the community via bike and supporting the local businesses. Thank you.

Eric Kelley Also back to gondolas, its possible that SDFC/Mission Valley/MidCity Business Districts might contribute funding since it would bring business to them so a reason to just add it as an option to be explored in the future.

Person 5 If the City is unwilling to secure the parking and access that was in the original joint use agreement for the College Rolando Library, our neighborhoods (Rolando, El Cerrito, Rolando Park, etc) are at risk of losing access to CRL as the only access will be from the neighborhood to the north with almost no parking. We are in a Library desert as the 3 libraries located within Mid-city are all located WEST of 54th street. If Libraries are indeed a priority for this plan, then access to our library needs to be at the top of the list.

Person 10 This is Rachel Lozano Castro from PANA. We would like to thank you for including Somalatown and the Global Village in the Community Engagement Summary and thank you for elevating Lea St as a traffic concern.

Eric Kelley Regarding bikes, more bike assets in parks would be great! Mountain bike trails in the canyons, pump tracks in the parks (paved for skateboards/roller blades/bikes, or unpaved for mountain bikes) would make our neighborhood a draw. I personally drive to Carmel Valley to take my kids to the pump track there and would love to have those in this neighborhood.

Person 1 what happened? I thought I was called on?

City Staff : Sorry I shall call you next

Person 11 Thank you for all your work on the Mid-City Plan Updates. I see feedback that I provided via the Draft Ideas Report Public Comment Form listed in the "attachments-phase-2-engagement-summary" (thank you). Where does that feedback go? How do we know if it will be incorporated into the Draft Community Plan?

Person 1 I'd like to try again. Please.

City Staff : Jim would you still like to speak?

City Staff : If you're having audio issues, pls provide your comment on the chatbox

Person 2 Look at Hillcrest and University Heights. The increased density does not equal more affordable housing. It just means that developers will build huge buildings that ruin the character, without designated parking spots causing more traffic and congestion.

Person 12 We need as much increased density as possible.

Eric Kelley I'm curious why we seem so set on bike lanes on major corridors. Couldn't we put protected bike lanes on the next street over and meet the same purpose in a safer manner while preserving parking on the main corridors?

City Staff : Response to Jim Baross comment regarding a pedestrian pathway/trail from Normal Heights to Mission Valley. We will evaluate feasibility of this connection for inclusion in the Community Plan Update.

Person 12 We need to end single family zoning in the Mid City plan update and upzone 10-15 stories around transit! This is the only way we can bring down housing prices.

Person 2 There should be limits to 2 to 3 stories maximum in the neighborhoods aside from major thoroughfare roads


City Staff : Response related to requests for separated bicycle facilities on Adams Avenue. As part of the Corridor Concept development, potential alternative for a separated bicycle facility on Adams Avenue along with potential opportunities to make up for parking losses on will be evaluated.

Person 5 Go to school, study cities and planning and how good neighborhoods develop. Building UP doesn't do it. We need to build smarter, not just denser or faster or bigger.

City Staff : Thank you, everyone, for your valuable input. Have a great evening!


APPENDIX D - COMMENT CARDS RECEIVED

Comment Card
Please share your comments about the Mid-City
Communities Plan Update below.

 **PLAN
MID-CITY**
Communities Plan Update

want to speak
patricia
vaccariello

Comment Card
Please share your comments about the Mid-City
Communities Plan Update below.

 **PLAN
MID-CITY**
Communities Plan Update

I would like to strongly support
protected bike lanes on Adams,
similar to 30th. As well, I strongly
support center lane bus only lane
on el cajon and a protected bike lane.
The proposed alternative is not safe,
especially for kids. Lastly, I strongly
support the highest density achievable
in mid-city. Actually, I also want
to say I strongly support charging
for parking and removing parking spots
to make room for bike lanes and
wider pedestrian paths.

Recreation Element

Kensington - Normal Heights Library

Comment Card

Please share your comments about the Mid-City Communities Plan Update below.



① South Chollas can NOT accommodate a pool unless the operations yard moves where there is natural soil not landfill

② ~~Suzanne~~ ~~Berardini~~ ~~should~~ ~~have~~ ~~a~~ ~~pool~~ ~~there~~ ~~either~~ ~~put~~ ~~it~~ ~~as~~ ~~joint~~ ~~use~~ ~~at~~ ~~Webster~~ ~~Elementary~~ ~~at~~ ~~the~~ ~~top~~ ~~of~~ ~~the~~ ~~hill~~

③ A possible Talmadge park could be located at 4481 Estrella Ave.

Please provide your contact information below. (OPTIONAL)

Name: _____ Telephone: _____
 E-Mail: _____ City: _____
 Address: _____ Zip Code: _____
 Are you affiliated with any community organizations? _____
 Please list: _____

How did you hear about the Mid-City Communities plan Update?

Email from City Other Email Social Media Saw a flier Friend/Colleague

Other: _____

any empty working group seats

10 in person

How many online
numbers

13 total

quorum met
?

Comment Card

Please share your comments about the Mid-City
Communities Plan Update below.



I support optimizing liavability
along Adam's Ave through the
implementation of ~~protected~~ protected
bike lanes, traffic calming
strategies, and ~~street tree~~
~~tree~~ improved street
tree coverage.

Additionally, I echo support
for extended bus lanes along
El Cajon Blvd.

Thank you!

Comment Card

Please share your comments about the Mid-City
Communities Plan Update below.



Lataya White
resident of city heights:
I would like to speak about
the lighting at 54th & El Cajon
blvd. It needs to be more light
fixtures on all four corners
so vehicles can see pedestrians
crossing.

Comment Card

Please share your comments about the Mid-City
Communities Plan Update below.



My family and friends commute
by bike often. We have routes
north, south, east & west that
connect us to most places in
Mid-City. Mainly Whiteman, Orange,
Central/Terrace Dr and Channing.
These streets could use some relatively
minor improvements, but overall,
they work for us. How does the
city/planning group weigh/prioritize
improvements to existing routes,
bike infrastructure vs. creating new
routes/infrastructure on new/other
busier streets? Sorry my
handwriting 'sucks!!

APPENDIX E - IN-PERSON SIGN-IN SHEETS AND ZOOM ATTENDANCE

IN-PERSON SIGN-IN SHEETS

Working Group Meeting
Mid-City Communities Plan Update
 Wednesday, February 25, 2026

Name	Affiliation/Organization
Rena Dawn Anderson	
Savine Ruchinsky	
Mardy Tyson	Bike SD
Michael Pound	
Danielle Laman	Rec Booc
Nancy Lawler	NHPG
Mike Nichols	
Lindsay Rodriguez	
Anthony M. Simon	
Devin Lisson	
SARAH SPONTEK	
254	
Jing Kang	Circulate SP
Brian H. Miller	
Jack Moyle	
Nikki Moyle	

Working Group Meeting
Mid-City Communities Plan Update
 Wednesday, February 25, 2026

Name	Affiliation/Organization
Jan Hintzman	Col. Rolando Library
Angel Pippins-Lopez	City Heights CDC
Leslie Burton	310 Cerro Community Council
Patricia Vaccaro	CHAPC
Ian Hembre	San Diego Bike Coalition
Nigel Daering	Bike SD
Jesse Ramirez	City Heights CDC
Maria Cortez	City Heights CDC
Robin Baker	Talmadge
Reissa Lopez	City Heights CDC
PAUL JAMASON	KENSINGTON
ANDY TAYLOR	
Geoff Hueter	
Latoya White	City Heights
DIE MCENANY	

ZOOM LIST OF PUBLIC ATTENDEES

Rachel Lozano Castro

Roland King

Kristin Mueller

Harve Meskin

Emily Perez

Jim Baross

Johanna Mall

Derek Kang

Holly Meyer

Keala Rusher

Mary Harmer

Elizabeth Zenner

Dale Mcenany

Blayne Wagner

Richard Vevia

Kristine McCarthy

Marlyn Gonzalez

Rafael D

Jack Straw

Kesav Gupta

Deborah Sharpe

Sam Shultz

Danna Givot

Naomi Higgins

Noel Garcia

Kareston Markley

Vahan Hartooni

Jodee Page

Monica Acevedo Guerrero

Zach Sturgeon

Guthre Leonard

APPENDIX F – COMMUNITY HANDOUTS

Figure 6.2 from the Mid City Plan Update ATLAS

MID-CITY ATLAS Chapter 6 // Parks, Public Facilities & Open Space

Figure 6-2 Existing Public Services & Facilities

PLAN MID-CITY
Communities Plan Update

Beyond showing the College-Rolando Library dot on the map above, the Atlas document ignores any reference to a library that serves a major segment of Mid City. This compromised library, serving Mid City needs appropriate attention in the Mid City Plan Update process.

Can this omission be corrected in the Atlas? How can it receive appropriate treatment in the updated plan?

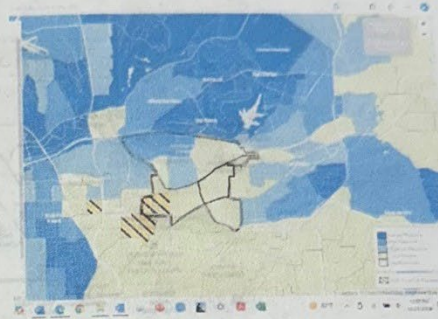
Jan Hintzman, president of the Friends of the College-Rolando Library
hintzman2@gmail.com 619-665-3217
February 25, 2026

Library Demographic Information for the Mid-City Plan Update 2025



There are four libraries serving the Mid-City. Three are located in Mid City and one, the College-Rolando Branch, is located just north of El Cajon Blvd at 6650 Montezuma Road, physically in the College Area.

This library is a 25-year old state-of-the-art structure that serves almost 60,000 residents with 30,000 living in the Mid City area. It is one of the busiest city branches and is not mentioned in the Atlas.



This is the service area for the College-Rolando Library. The star identifies the library location at the intersection of Montezuma Rd and El Cajon Blvd. The boundary area below El Cajon Blvd includes the Mid City areas of Colina, El Cerrito, and Rolando Park in addition to Rolando.

The second map is the City's Opportunity Map showing that most of the library boundary is within low opportunity areas (yellow on the map). These areas are deserts when considering libraries and parks and all city amenities. Providing adequate civic infrastructure has been ignored for years.

This library, while new, is in trouble, having lost control of most of its parking. Yellow below is the only city-owned property. Most of the parking built for the library is on adjacent private property.



The importance of parking for this library was demonstrated over the entire 2017 year when patrons were unable to access the shared-use parking the city had built (grayed areas). Use of the library dropped by 2/3. Its community room stood empty. The normal occurrence of 70,000 books circulated in a year, dropped to 23,000. The library was inaccessible to most.

This major un-resolved problem needs to be addressed in the Mid City Plan update. Replacement of this library carries a \$45M price tag.

The racial/ethnic composition, of the area served is 61% non-white, with 39% identifying as white-non-Hispanic. The Median Household Income of the area is the 5th lowest of all 36 library branches.

Attachment (excerpted from Mid City Atlas)

MID-CITY ATLAS Chapter 6 // Parks, Public Facilities & Open Space

6.3. Public Services, Facilities, and Safety

OVERVIEW

Figure 6-2 identifies existing public facilities such as libraries, public and private schools, and police and fire stations. Mid-City Plan Area has three libraries, four fire stations, thirty public schools, four private schools, and the San Diego Police Department Mid-City Division and Community Relations Storefront.

LIBRARIES

There are three libraries within the Mid-City planning area. The City Heights/Weingart Library is 17,100 square feet and envisioned as part of the City Heights Initiative, a public/private partnership between the City and Price Charities. The two-story library building and neighborhood park opened in November 1998. Dating back to the 1930s, the Kensington-Normal-Heights Library is 2,300 square feet, the smallest of all city libraries, while the 5,200 square feet Oak Park Library was dedicated in 1969.

SAN DIEGO PUBLIC LIBRARY MASTER PLAN

In 2023, a new library master plan was adopted by the San Diego City Council. The plan presents an aspirational vision for the San Diego Public Library where the library and its services are equitable, engaging and experiential, geographically accessible everywhere, and empowered with the necessary resources to thrive. The plan also provides a detailed plan to modernize branches, meet growing community needs, and become more geographically available across San Diego. Here are the major recommendations for Mid-City planning area libraries:

- City Heights/Weingart - Makeover
- Kensington-Normal Heights - Replace on existing or new site at 25,000 SF
- Oak Park - Replacement on new site at Chollas Lake Community Park (20,000 SF) in progress

MID-CITY ATLAS Chapter 6 // Parks, Public Facilities & Open Space

6.5. Parks, Public Facilities and Open Space Summary

This section summarizes the key information related to parks, public facilities and open space for the Mid-City planning area presented in this chapter.

- Mid-City's system of parks and recreational facilities is diverse, ranging from **community and neighborhood parks to mini parks, sports fields, and aquatic centers**, some of which are shared with neighboring communities.