

Mid-City Communities Plan

First Draft
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1. Introduction

Purpose

The Mid-City Communities Plan establishes a vision and strategy to guide future development within the Mid-City communities of City Heights, Eastern Area, Kensington-Talmage and Normal Heights, consistent with the General Plan. It contains goals and policies to provide direction on what types of future uses and public improvements could be developed in the Mid-City communities.

The 2027 community plan identifies opportunities for homes, jobs and public facilities in transit villages, corridors and neighborhoods, encouraging community investments. It also celebrates cultural diversity by planning for places where people want to gather, walk and spend time.

Organization

The Community Plan includes six chapters that are divided into sections that discuss specific topics. Each chapter contains goals that express a broad intent, and policies that reflect specific direction, practice or guidance that may need to be developed further and/or carried out through implementing actions by the City, other governmental agencies, community groups or property owners.

Amendments

The Community Plan can be amended to address changes to land use designations that are consistent with the General Plan. The adoption date of the community plan and any subsequent amendments are listed in the table before the Table of Contents.

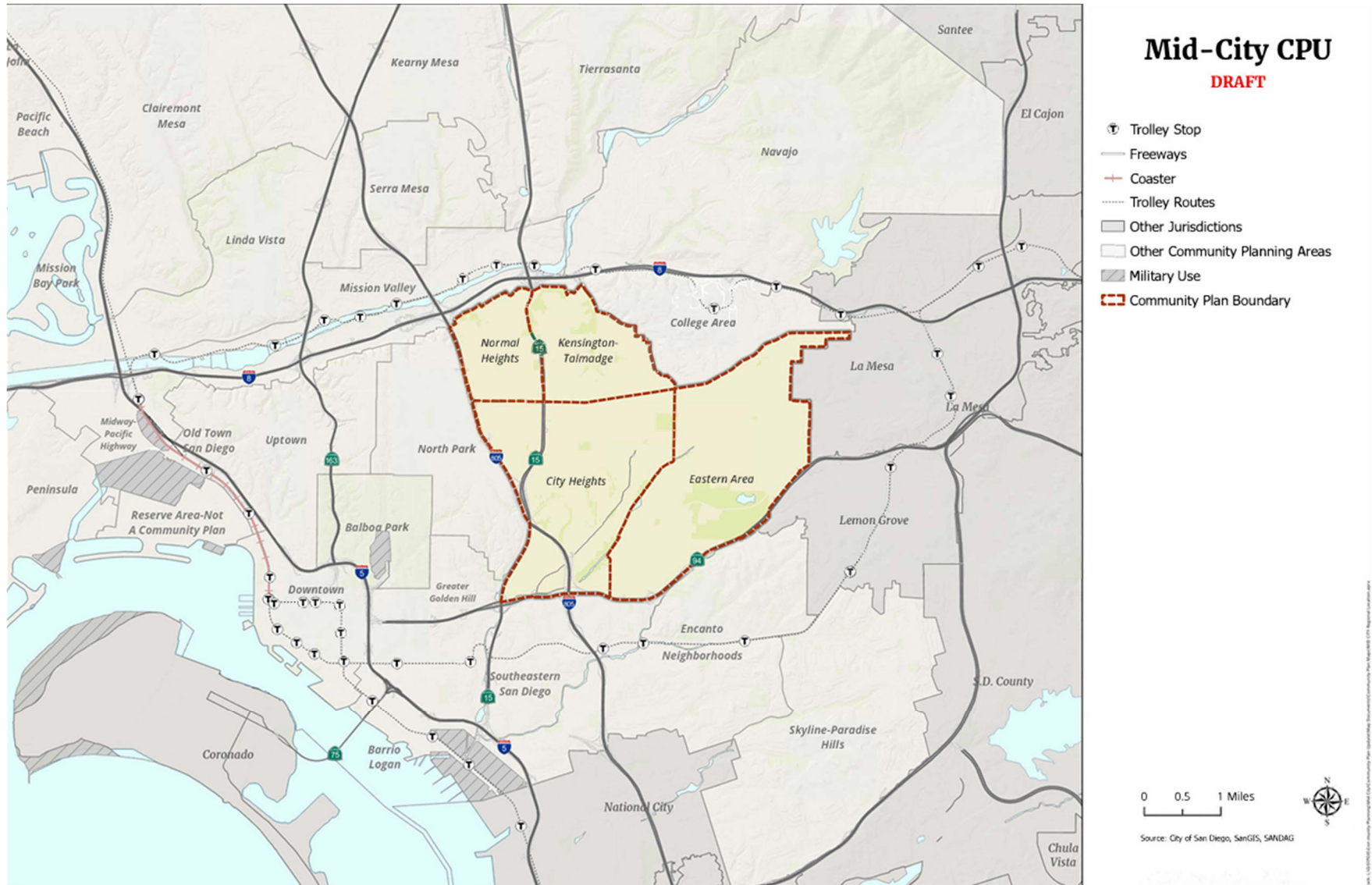
Municipal Code

The Municipal Code implements the Community Plan land use designations through citywide zones that specify permitted land uses, residential density, floor area, building massing, landscape, streetscape and other development regulations to achieve the Community Plan's vision. Refer to the Implementation Chapter.

Regional Location

The Mid-City planning area is approximately 8,052 acres in area. The Mid-City communities are centrally located in the San Diego region, northeast of downtown, south of Mission Valley, and west of the City of La Mesa, as shown in Figure 1-1. There are four community plan areas within Mid-City: City Heights, Eastern Area, Kensington-Talmadge and Normal Heights. The northern area of Mid-City is bounded by the Interstate 8 (I-8) and the community of College Area; on the west by the Interstate 805 (I-805), State Route 15 (SR-15) and communities of North Park and Greater Golden Hill; on the east by City of La Mesa; and the southern portion is bounded by State Route 94 (SR-94) and communities of Southeastern

Figure 1-1
Regional Location



San Diego and Encanto Neighborhoods (also referred to as Chollas Valley).

Planning Area and Neighborhoods

The Mid-City has 24 neighborhoods within four community plan areas, as shown in Figure 1-2. While neighborhood boundaries are not officially defined, they are illustrated in this plan and are based upon factors such as historical documents, county assessor’s parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents’ perceptions about where they live within Mid-City. The neighborhoods for each of the four community plan areas are listed in Table 1-1.

Table 1-2
Neighborhoods by Community Plan Area

Normal Heights
• Adams North • Normal Heights
City Heights
• Corridor • Cherokee Point • Teralta West • Teralta East

- Castle
- Fairmount Village
- Fox Canyon
- Colina Del Sol
- Chollas Creek
- Islenair
- Swan Canyon
- Azalea/Hollywood Park
- Fairmount Park
- Ridgeview

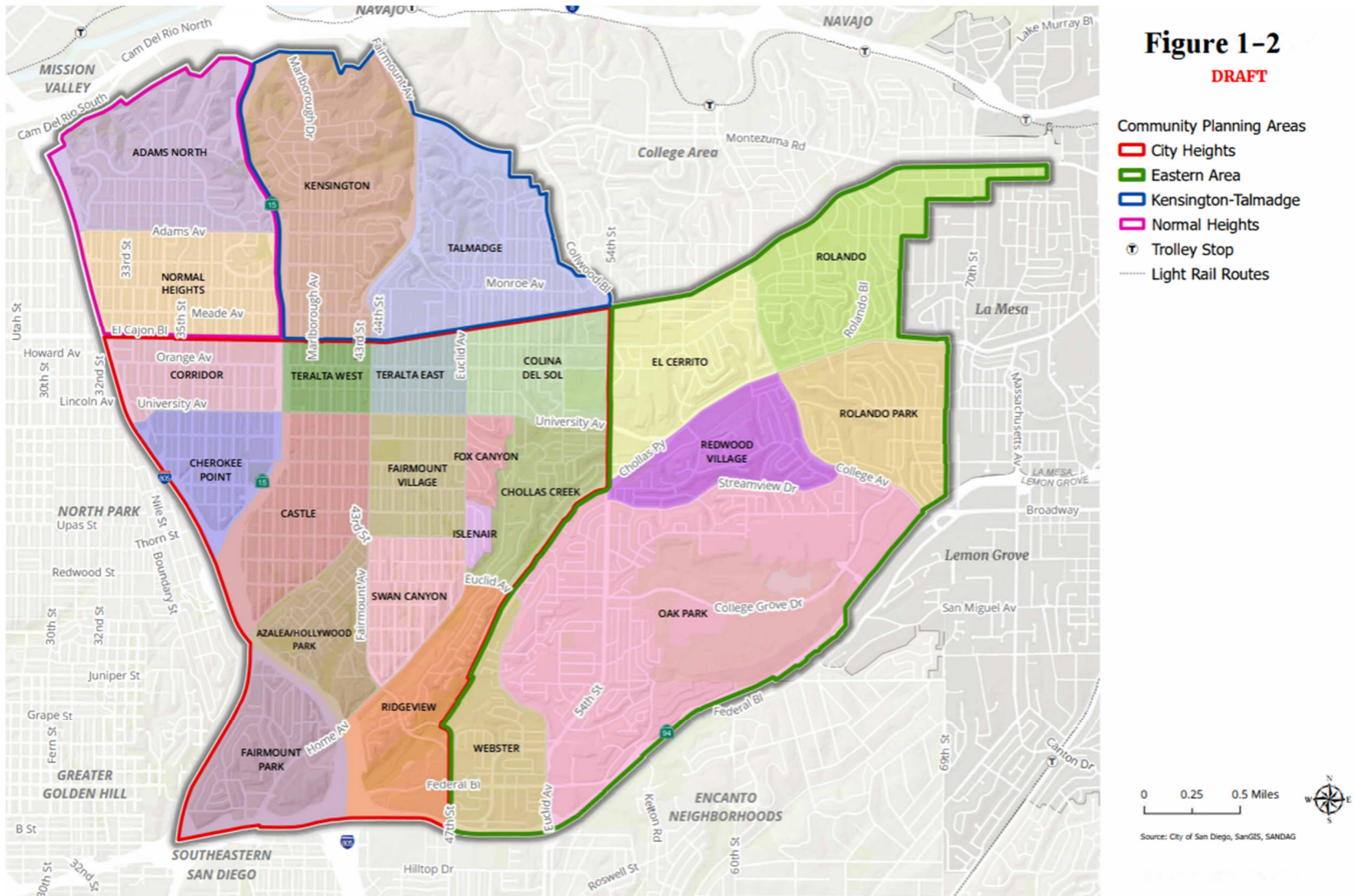
Kensington-Talmage

- Kensington
- Talmadge

Eastern Area

- El Cerrito
- Rolando
- Redwood Village
- Rolando Park
- Oak Park
- Webster

Figure 1-2
Planning Area and Neighborhoods



History

Mid-City is one of the oldest and most diverse communities in the city. Much of the western portion of the community was originally developed in the 1910-1930 era with the expansion of the streetcar network along University Avenue and Adams Avenue, before the Second World War. Development east of 54th Street generally occurred in the post-World War II period. El Cajon Boulevard was once the main east-west highway for the region (Highway 80), with a concentration of economic activity, until Interstate 8 (I-8) was built in the late 1950s.

1965 Community Plan

One of the first community plans developed in the city of San Diego was the 1965 Mid-City Development Plan, which encouraged more growth in Mid-City and proposed commercial clustering and dense housing near parks.

1984 Community Plan

In 1984, the City Council adopted a comprehensive update of the community plan. The 1984 community plan envisioned a significant parkland expansion leading to the first-of-its-kind four-acre park over State Route 15.

1998 Community Plan

In 1998, the City Council adopted another update to the community plan. The 1998 community plan significantly reduced residential densities along Adams Avenue, El Cajon Boulevard, and University Avenue, citing concerns over a

lack of parks, schools and other public facilities. Since the 1998 community plan, Mid-City has seen significant expansion of parks, schools and other public facilities.

Population, Homes and Jobs

Population

Mid-City saw rapid growth between 1980 and 2000, adding approximately 47,900 people. A large infusion of immigrant communities to Mid-City occurred during this time. Consequently, the rapid population growth outpaced home building and the delivery of community facilities, including schools, libraries, parks, and infrastructure.

The population in Mid-City peaked in 2000 at approximately 146,400 people and 52,000 homes, as shown in Figure 1-3. Since 2000, the population of Mid-City has declined by 8 percent, while the City saw a 15 percent increase in population, as shown in Table 1-2.

The Mid-City population in 2024 was approximately 135,200, and 53,300 homes in the community. There were 11,200 fewer people estimated to be living in Mid-City compared to 2000.

Homes

While Mid-City saw rapid growth in people between 1980 and 2000, it had only 6,260 homes built during the 20 years. Homebuilding did not keep pace with population growth. This was in part due to previous plans and rezoning actions

reducing the Mid-City's zoned capacity by over 40,000 homes along major commercial corridors and neighborhoods.

Jobs

More than 40 percent of jobs within Mid-City are in education and health care, followed by retail at 16 percent and accommodation and food services at 12 percent. Many of these jobs are found along commercial corridors of Adams Avenue, El Cajon Boulevard, Fairmount Avenue and University Avenue, while a large percentage of industrial jobs are concentrated along Federal Boulevard. The largest employment centers are located in City Heights Urban Village, College Grove Shopping Center, and Ridgeview/Webster and Oak Park neighborhoods. More than 80 percent of the total jobs are held by workers who commute into Mid-City.

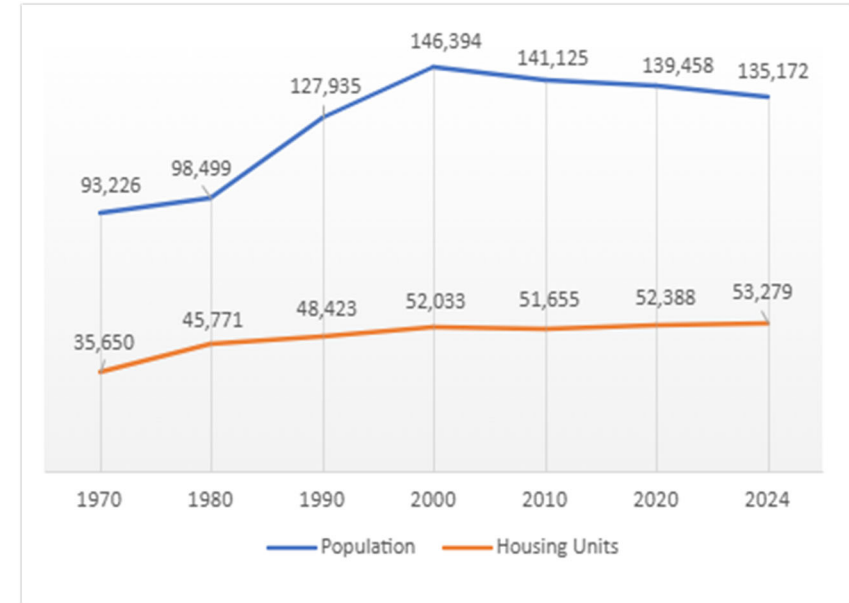
Table 1-2

City of San Diego and Mid-City Population Change 2000 to 2024

	2000	2024	% Change
City of San Diego	1,209,101	1,394,317	15%
Mid-City	146,394	135,172	- 8%

Figure 1-3

Mid-City Population and Housing Growth



Relationship to other Plans

General Plan

The General Plan provides an equitable and sustainable policy framework for how the City will develop based on the City of Villages strategy within Climate Smart Village Areas. This land use framework is supported by convenient and safe opportunities to walk/roll, bike and ride transit to conduct daily activities, including work, school, shopping and play. The General Plan also promotes fair housing,

addresses disparities and plans for improved access to jobs and housing.

The Community Plan is part of the General Plan, and together, they provide the framework for development in Mid-City. The Community Plan builds on the General Plan policies that address the Mid-City communities in greater detail. All applicable General Plan policies apply within Mid-City.

General Plan - Housing Element

The Housing Element contains policies addressing affirmatively furthering fair housing, which means taking meaningful action to address significant disparities in housing needs and access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The City is committed to affirmatively furthering fair housing by developing and implementing policies to encourage new homes of all affordability levels in all communities.

Climate Action Plan

The Community Plan helps to implement the Climate Action Plan's strategies to reduce greenhouse gas emissions by addressing community-specific land use, mobility, and urban design actions that, together with citywide policies,

put the City on a trajectory to help achieve the City's climate goals.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan, with the Community Plan, helps to preserve habitat and open space and covers core biological resource areas identified as the City's Multi-Habitat Planning Areas.

Parks Master Plan

Consistent with the Parks Master Plan, the Community Plan uses the recreational value-based park standard to address existing and planned parks and recreation facilities needs.

Climate Resilient SD

The Community Plan contains policies that further address climate change hazards outlined by the Climate Resilient SD plan, including wildfires, drought, extreme heat, and flooding, in a manner that can best improve the lives of people.

Community Engagement

The Community Plan is a result of extensive community engagement. More than 3,000 people (as of June 2026) provided over 10,000 comments through 108 events and 2 online surveys. The events held included 5 community forums, 7 workshops, 7 Mid-City Communities Plan Update Working Group meetings, 11 office hours, 11 community interviews, 17 community planning group meetings, 17 pop-

up stations, 27 youth engagement sessions, and 6 focus groups (upcoming).

Community Vision

The Community Plan envisions a place where neighborhoods are safe, healthy, and welcoming. Streets are designed to be green and enjoyable for people of all ages and abilities, supporting walking, biking, rolling and everyday connection, with accessible parks woven into every neighborhood. Housing choices, including new affordable homes, are thoughtfully integrated throughout the community alongside vibrant, mixed-use corridors and centers that support local businesses and daily needs.

Community infrastructure is continually invested in to support community members, while innovative business districts contribute to a strong and inclusive local economy. The community honors and celebrates its cultural diversity, preserves historic neighborhoods, and fosters welcoming, people-centered places. Natural features such as creeks and canyons are restored and protected, ensuring that the community's unique character, environmental health, and quality of life endure for future generations.

Guiding Principles

- Clean, safe and thriving communities
- Safer, green streets for all
- Parks in every neighborhood

- Vibrant, walkable, mixed-use corridors and centers
- Celebrate and honor the diversity of cultures and places
- More affordable homes in every neighborhood
- Investment in community infrastructure
- Safe and enjoyable public places
- Creek restoration and canyon protection
- Innovative business districts support community life
- Beautiful, charming and welcoming neighborhoods
- Preserving historical neighborhoods

2. Land Use and Economic Prosperity

Goals

- Compact, walkable, transit-oriented neighborhoods characterized by a balanced mix of jobs, homes and everyday services.
- A cohesive, high-quality development pattern between El Cajon Boulevard and University Avenue that forms a vibrant and identifiable central community core.
- A diverse range of housing types near transit, jobs and amenities for people of all incomes and ages.
- Affordable homes are abundant and preserved and community members remain rooted in their communities.
- Commercial corridors and small businesses thrive and contribute to a vibrant local economy.
- Employment lands are preserved for manufacturing, logistics, warehousing and other employment uses.

Vision

The Community Plan envisions opportunities for homes and commercial uses along urban and community villages, transit corridors, and neighborhood nodes to support walking/rolling, biking and riding transit use for daily needs. Retail, office, and other commercial uses enhance community well-being by providing jobs and convenient access to goods and services. Throughout public engagement, there was strong support for allowing neighborhood-serving corner stores throughout both single-family and multifamily residential areas to improve local food access and enhance walkability, while preserving larger grocery stores that serve broader community needs.

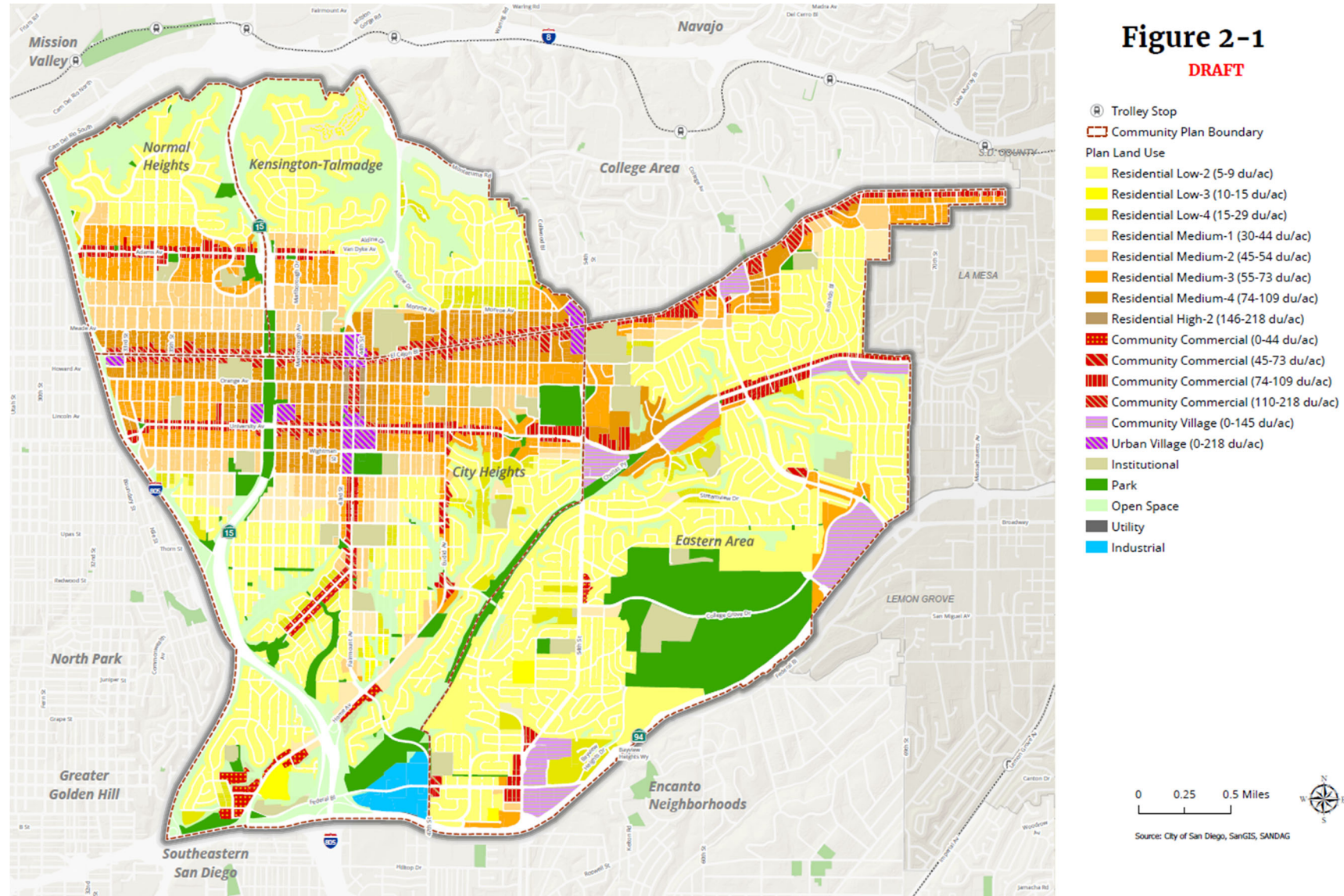
Introduction

The Land Use and Economic Prosperity Chapter guides the future growth and development of Mid-City through the distribution of land uses and the application of a range of land use designations. The community's land uses are a function of long-standing development patterns, previous planning efforts, state laws, and geographic conditions.

Planned Land Uses

The land use map provides the opportunity for a wide range of housing types for various age groups, household sizes and income levels. It is a graphic representation of policies contained in the Community Plan and illustrates the land

Figure 2-1
Planned Land Uses



use designations and residential density to guide development, as shown in Figure 2-1. Supporting development in alignment with the land use pattern of this Plan ensures that growth occurs in locations planned for that density.

Land Use Designations

The land use designations reflect the General Plan and Community Plan. They are broad enough to provide flexibility in implementation, while remaining clear enough to provide meaningful direction for achieving the Community Plan vision.

Transitions

The land use map establishes a graduated pattern of development, transitioning from higher densities along urban and community villages and transit corridors to medium and lower densities within the surrounding neighborhoods.

Balanced and Equitable Communities

Balanced communities are places where a range of housing options supports households at different income levels and life stages, promoting economic and social diversity while expanding opportunities for community members to live near jobs, services, and amenities. Equitable development plays a key role in this approach by ensuring that new development strengthens neighborhood stability and

benefits existing residents, particularly lower-income households.

The City is committed to eliminating disparities in housing access and affirmatively furthering fair housing by working to reverse patterns of segregation, reducing concentrations of poverty, and ensuring that people of all incomes have the choice to live in communities with access to opportunity free from discrimination, consistent with local, state, and federal fair housing laws. All applicable General Plan policies in conjunction with the policies of the Community Plan apply.

In Mid-City, efforts to support balanced and equitable communities focus on improving access to housing, everyday services, employment, green and recreational spaces and services while minimizing displacement. Development is intended to contribute to neighborhood stability, support multigenerational households, and foster inclusive communities with safe, accessible public amenities that enhance quality of life.

Balanced commercial development, along with affordable spaces for local entrepreneurs and small businesses, is also essential to sustaining neighborhood vitality, supporting local economies, and enhancing overall quality of life in Mid-City.

Anti-Displacement and Affordable Housing

The potential for displacement of existing community members must be addressed when planning for additional growth. Displacement can occur when wealthier residents

and/or businesses move to an older community, which can increase property values and the cost of homes and rents.

Public improvements and investments can also support the development of market-rate housing and broader economic development; however, they may contribute to increased displacement pressures on existing residents and businesses. Preserving affordable housing, including naturally occurring affordable housing, while avoiding the overconcentration of affordable housing in any one community, remains an important component of accommodating future growth. These efforts can help ensure that long-term residents and businesses have opportunities to remain in the community as it grows.

Continued compliance with State and local affordability requirements can help to ensure that affordable housing will continue to be an integral component of overall housing production in Mid-City. By allowing for a variety of housing densities and types, the community plan, in part, helps support continued affordable housing production in compliance with the City's affordable housing policies and programs. It is of critical importance for the City to plan for affordable housing in all communities in the City.

Planning Horizon

The Community Plan policies establish land use direction over the next 30 years (often referred to as a planning horizon). Table 2-1 identifies the development potential associated with the planned land uses and provides a

reasonable assessment of Mid-City's overall development growth capacity. Designation of land for a type of use does not mean that all such sites will change within the 30-year horizon, nor does it preclude change on other sites.

The community plan identifies potential development capacity but does not mandate that it occur. For the purpose of estimating future household population, the development projections use 2.29 persons per household and a vacancy rate of 7.25 percent.

Table 2-2
Development Potential

	Year 2025	Possible Net Future Change	Horizon Total
Population (People)	138,000	89,000	227,000
Residential (Homes)	53,500	42,000	95,500
Non-Residential (Square Feet)	13,300,000	1,900,000	15,200,000

Figure 2-1
Land Use Designations

Low 2 - Residential (5-9 du/ac)

Provides for low-density, smaller-scale single-family homes and accessory dwelling unit homes.



Low 3 - Residential (10-15 du/ac)

Provides for detached small-lot single-family or attached duplexes, townhomes and rowhomes.



Low 4 - Residential (16-29 du/ac)

Provides for small lot single-family and attached townhomes, rowhomes or stacked flats.



Medium 1 - Residential (30-44 du/ac)

Provides for attached townhomes, rowhomes, stacked flats and multifamily buildings.



Medium 2 - Residential (45-55 du/ac)

Provides for multi-family home buildings.



Medium 3 - Residential (56-73 du/ac)

Provides for multi-family home buildings and can have retail uses and public spaces.



Medium 4 – Residential (74-109 du/ac)

Provides for multi-family home buildings and can have retail uses and public spaces.



High 1 – Residential (110-145 du/ac)

Provides for multifamily home buildings within a high-density range.



High 2 – Residential (146-218 du/ac)

Provides for multi-family home buildings within a high-density range and can have retail uses and public space.



Community Commercial (0-44 du/ac)

Provides for a variety of commercial uses, such as retail, financial services, hotels, and office, and space for shopping with residential uses as part of a mixed-use development.



Community Commercial (0-73 du/ac)

Provides for a variety of commercial uses, such as retail, financial services, hotels, and office, and space for shopping with residential uses as part of a mixed-use development.



Community Commercial (0-109 du/ac)

Provides for a variety of commercial uses, such as retail, financial services, hotels, and office, and space for shopping with residential uses as part of a mixed-use development.



Community Commercial (0-218 du/ac)

Provide for a variety of commercial uses, such as retail, financial services, hotels, and office, and provide space for shopping with residential uses as part of a mixed-use development.



Community Village - (0-145 du/ac)

Provides for retail, office, and residential uses, including mixed-use buildings with public spaces.



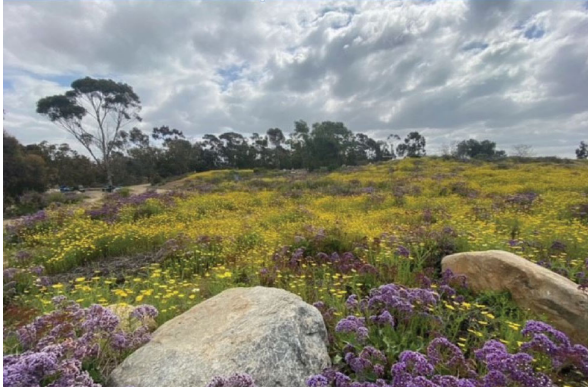
Urban Village (0-218 du/ac)

Provides for high-intensity, mixed-use development consisting of commercial, residential, office, and retail with public spaces.



Open Space

Maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.



Parks

Allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks.



Institutional

Provides public or semi-public facilities which may include uses like schools, libraries, and fire stations.



Industrial

Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and other employment uses.



Economic Development

New businesses can attract customers from outside the community, strengthening Mid-City's identity as a destination. At the same time, new housing complements commercial reinvestment by attracting new community members who shop at neighborhood businesses and services.

Business Improvement Districts

Business Improvement Districts are City-designated geographic-based areas where business owners pay an annual assessment to fund activities and improvements that enhance their individual commercial districts. Business Improvement Districts can help to strengthen small business communities, generate new jobs, attract new businesses and revitalize older commercial neighborhoods. The Business Improvement Districts within Mid-City are shown in Figure 2-3.

Maintenance Assessment Districts

Maintenance Assessment Districts allow property owners within defined boundaries to vote to levy an assessment on their property tax bill to fund community improvements and services. Figure 2-4 illustrates the locations of Maintenance Assessment Districts within Mid-City.

Table 2-2

Maintenance Assessment Districts

- | |
|---|
| <ul style="list-style-type: none">• Adams Avenue• City Heights• College Heights• El Cajon Boulevard• Talmadge• Webster/Federal Boulevard |
|---|

Small Businesses

Small businesses contribute to Mid-City's economic vitality and the success of its commercial corridors and mixed-use districts. Revitalization tools, financing programs, and business assistance resources can help support business growth, attract investment, and strengthen neighborhood-serving commercial areas. Public-private partnerships, City programs, and state and federal assistance programs provide opportunities for technical assistance, financing, business development, infrastructure improvements, and disaster recovery. Continued access to these resources can help small businesses remain competitive and reinforce the Mid-City's unique community and neighborhood shopping character and diversity.

Figure 2-3
Business Improvement Districts

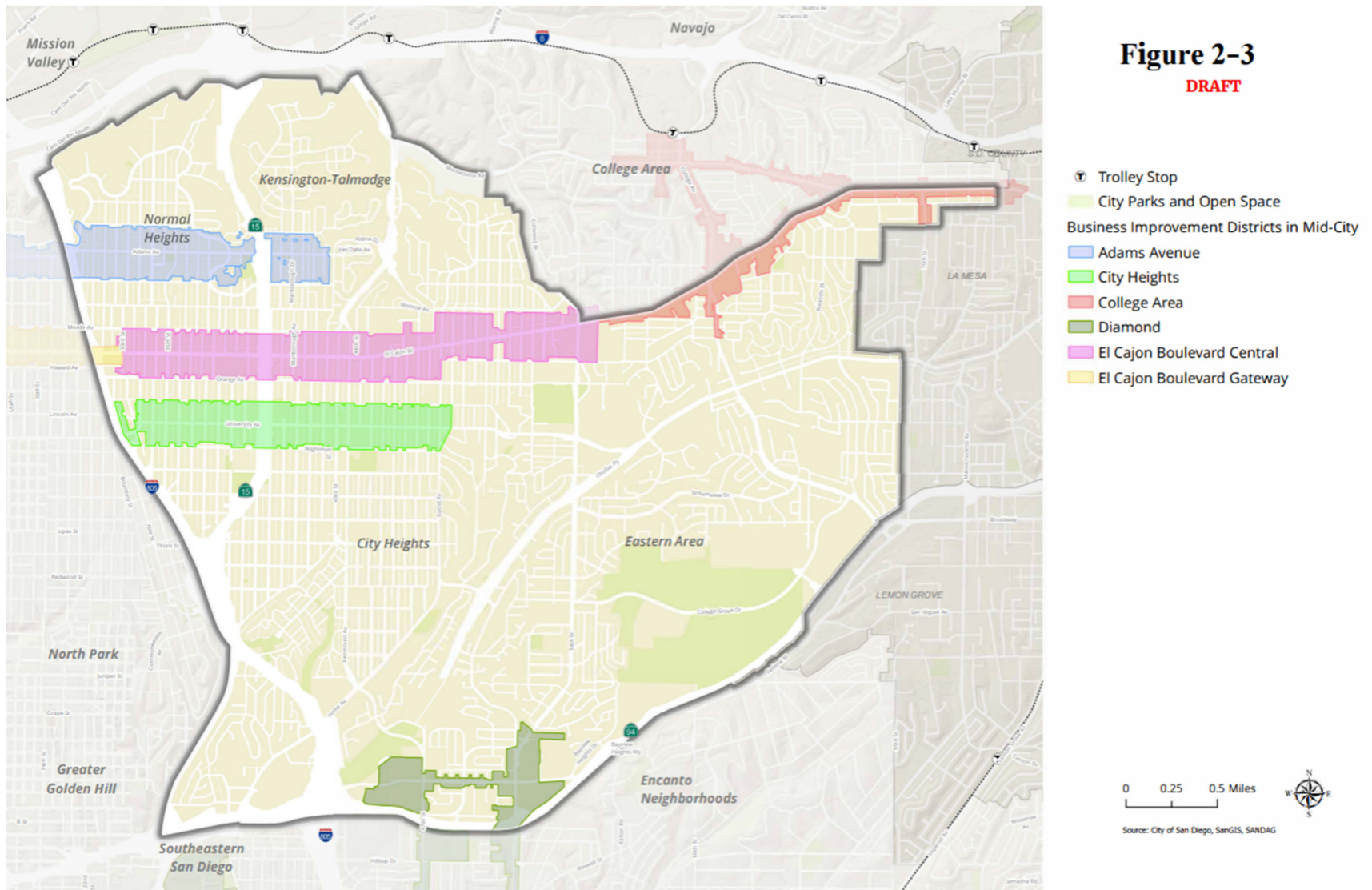
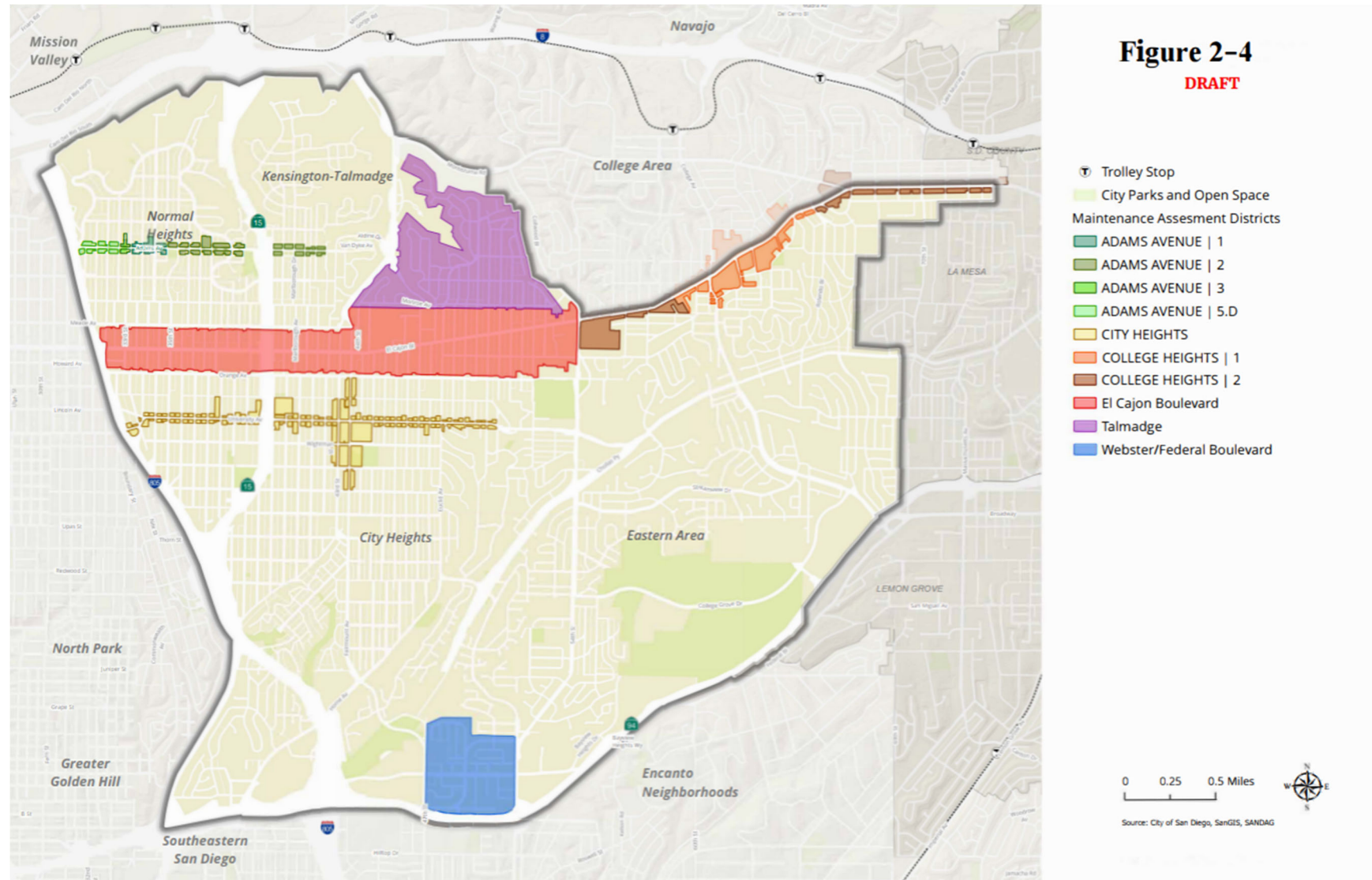


Figure 2-4
Maintenance Assessment Districts



Higher Paying Jobs

Economic development efforts can help attract and retain businesses that provide quality employment opportunities and career advancement. Supporting workforce development programs, small business growth, and connections to regional employment centers can expand access to higher-wage jobs and strengthen Mid-City's economic resilience.

Industrial Land

Industrial land in Mid-City, along Federal Boulevard and 47th Street, contributes to the City's economic vitality by supporting local employment, small businesses, production, repair, distribution, and other industrial and service activities that contribute to the community and City economy. Industrial land helps maintain a diverse local job base, existing businesses to operate, expand, and remain in Mid-City.

Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan policies. Applicable General Plan policies include, but are not limited to those identified in Table 2-3.

Table 2-3
Relevant General Plan Policies

Theme	Policy
Balanced Communities and Equitable Development	LU-H.4 Strive for balanced commercial development (see also Economic Prosperity Element, Section B). a. Support communities' efforts to identify the desired business growth model for their area and implement a strategy to achieve that goal. b. Encourage greater opportunities for local ownership of businesses and/or assets. c. Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of local community members. d. Encourage local employment within new developments and provide entrepreneurial opportunities for local community members. e. Assist existing business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and other Redevelopment Agency financial assistance.
Thriving Communities for Families and Multi-Generational Homes	LU-H.10 Foster inclusive neighborhoods that support families with children and intergenerational households, encourage community interaction, and provide safe, convenient, enjoyable and accessible public amenities.

	a. Inclusive Housing: Plan for homes suitable for all households, including families with children and intergenerational households, to support flexible living arrangements and amenities that promote happy and healthy homes. b. Child Friendly and Women+ Friendly Communities: Create spaces where children can grow, learn, create, imagine and play across all neighborhoods and communities. Foster environments where children and women+ feel safe to enjoy and use surrounding public spaces so they can most fully experience and participate in their community. c. Community-Serving Infrastructure: Build infrastructure to meet the needs of existing and new homes and businesses. d. Community-Serving Businesses/Stores: Support commercial services, including access to healthy, affordable and fresh food, that people can safely and conveniently access in their community. e. Accessible Parks: Provide safe and enjoyable parks that can be reached safely by walking/rolling and biking. f. Interconnected Communities: Provide a variety of activities within parks and public spaces that promote community interaction and social cohesion by encouraging people of different ages and backgrounds to engage, connect and grow. g. Noise-Sensitive Homes: Plan for homes that are free from noise to ensure children and adults are able to sleep without unreasonable interruption; promote the use of noise-reducing materials and construction techniques in housing design to create peaceful and restful living environments and ensure compatibility between types of development. h. Vibrant Streetscapes: Maintain streets so that they are clean and free of litter, with public art and recreational amenities that make them enjoyable to spend time using. i. Accessible Libraries: Build libraries equipped with diverse resources and programming for community members of all ages that cater to the interests and needs of the local community.
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	j. Safe School Routes: Provide safe routes to schools so children and parents can walk/roll and bike to school.
Identify Adequate Sites Available for Development	HE-A.6 Encourage affordable housing on publicly-owned sites suitable (in terms of geology, topography, proximity to commercial areas) for development and not needed for public use by re-designating such properties with mixed-use land use designations and zoning
Preserve Existing Low-income Housing	HE-H.1 Monitor affordable rental units at risk of converting to market rents and support methods to preserve the affordability of these units.
Preserve Existing Low-income Housing	HE-H.3 Identify new and innovative ways to maintain affordability of, and rehabilitate and preserve, properties that provide naturally affordable housing
Administer Affordable Rental and Homeownership Assistance Programs	HE-J.3 Encourage the identification and implementation of programs, and support for new forms of home ownership, to provide more paths to ownership for first-time and lower-income homebuyers.
Administer Affordable Rental and Homeownership Assistance Programs	HE-J.5 Expand upon Federal, State, and local ordinances or regulations pertaining to land use incentives that promote affordable housing opportunities for low and moderate-income homebuyers.
Community and Infrastructure Investment	EP-G.2 Prioritize economic development efforts to attract and induce investment in local businesses throughout the City. a. Foster economic development using the incentives of the city's development programs that include business improvement districts, Promise and Opportunity Zones, and the Foreign Trade Zone program, and incentives authorized by Council Policy 900-12. b. Assist existing business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, the City's Small Business Loan Program, façade renovation grants, and Community Development Block Grant (CDBG) assistance.

	c. Expand small business assistance to include direct or referred technical and financial assistance for small emerging technology firms and firms involved in international trade. d. Pursue public/private partnerships to provide incubation spaces for small business. e. Enhance funding opportunities for local businesses by supporting community-based lending initiatives and equity programs.
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Commercial

- 2.1. Discourage and support the prohibition of self-storage, billboard, tire shop, mechanic, car storage, Automated Vehicle fleet management and maintenance, data centers and drive-through uses along El Cajon Boulevard, University Avenue, and Fairmount Avenue which are better suited for more active commercial storefront uses.

Mixed Use

- 2.2. Support corner stores, markets and neighborhood-serving retail uses to encourage accessibility to services within residential areas.
- 2.3. Support shopkeeper units for residents to operate office, professional and retail uses.

Housing

- 2.4. Provide opportunities for new homes for renters and homeowners in locations where the community plan increases planned residential density and is consistent with the intended neighborhood development pattern, ensuring certainty for developers and community members.
- 2.5. Encourage rental and ownership opportunities in all types of housing, including companion units, live/work studios and shopkeeper units as well as small-lot housing.

- 2.6. Encourage preservation and renovation of culturally and historically significant residential units in a sustainable manner.
- 2.7. Encourage the development of companion units in lower-density areas to provide additional housing options, support co-generational living, and identify opportunities for low-income homeowners to help meet their mortgage obligations.

Balanced and Equitable Communities

- 2.8. Encourage the equitable distribution of affordable housing throughout Mid-City to expand access to opportunity, avoid the concentration of affordable housing in any single neighborhood, and support mixed-income communities that promote neighborhood stability, inclusivity, and quality of life.

Anti-Displacement

In addition to Citywide policies and regulations addressing displacement and tenant protections, such as Chapter 9 and Chapter 4 of the San Diego Municipal Code, the following policies also apply.

- 2.9. Encouraging relocation assistance to tenants of residential units proposed to be demolished or converted to condominiums, as consistent with the City's Dwelling Unit Protection Regulations and Condominium Conversion Regulations.

- 2.10.** Respect community history and ties; seek to preserve Mid-City residents' ability to continue living in the community. Strive to protect small and local businesses in the community.
- 2.11.** Work with development applicants to ensure that tenants are provided with extended notice and options to return to new affordable homes to the maximum extent feasible when demolition of existing homes are proposed.
- 2.12.** Support community empowerment initiatives, such as the community acquisition/land trust and other programs to increase homeownership opportunities for residents in the community.

Affordable Housing

- 2.13.** Support the production and preservation of affordable housing by providing a range of housing densities and types that promote community stability and housing security, encourage long-term residential investment, in compliance with the City's affordable housing policies and programs.
- 2.14.** Encourage opportunities for generational wealth through affordable home ownership opportunities for local residents.
- 2.15.** Support inclusion of onsite very-low and low-income affordable housing within market-rate residential and mixed-use projects rather than paying in-lieu fees, to the maximum extent feasible.

- 2.16.** Support evaluation of inclusionary requirements to ensure the equitable provision of affordable housing in a manner that affirmatively furthers fair housing and advances anti-displacement goals in Mid-City.
- 2.17.** Consider local housing conditions in Mid-City, including displacement risk, transit access, development feasibility, and affordable housing needs, as part of future updates to the City's Inclusionary Housing Ordinance.
- 2.18.** Continuing to implement State and local affordability requirements to help ensure that affordable housing will continue to be an integral component of overall housing production.

Industrial

- 2.19.** Support the continued use of industrial land along Federal Boulevard and 47th Street to accommodate businesses that provide local employment, production, repair, distribution, and other industrial and service activities.

Economic Development

- 2.20.** Support economic development programs and initiatives that strengthen Mid-City's business corridors, encourage small business growth, and leverage Mid-City's diversity to expand local employment opportunities and community-serving businesses.

- 2.21.** Support initiatives that incentivize the activation of vacant and underutilized properties to provide housing, shopping and community facilities.
- 2.22.** Support flexible spaces that support alternative working options.

Small Businesses and Higher Paying Jobs

- 2.23.** Support workforce development programs, small business growth, and mobility connections between Mid-City residents and regional employment centers.

3. Historic Preservation

Goals

- Significant historical resources are identified, preserved and celebrated as part of Mid-City's evolving community fabric.
- Educational opportunities and incentives support the ongoing maintenance and preservation of historic resources.

Vision

This Community Plan envisions a quality built environment that celebrates significant and important historical resources and balances historic preservation with new development. The built and natural environment can be enriched by the identification and preservation of significant and important historical resources within the Mid-City communities.

Introduction

The General Plan guides historic preservation for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the city. This

chapter provides a summary of the prehistory and history of the Mid-City Communities and establishes policies to support the identification and preservation of their historical, archaeological and tribal cultural resources. More detailed historical narratives are provided within a Historic Context Statement and Focused Reconnaissance Survey, which were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical resources within the Mid-City communities.

Pre-Historic and Historic Context

The prehistoric context briefly describes the known cultural traditions and settlement patterns of the prehistoric and early historic periods. The historic context provides a broad-brush historical overview of the overarching forces that have shaped land use patterns and development of the built environment within the Mid-City communities during the historic period.

Tribal Cultural History (Pre-European Contact)

Tribal cultural history is reflected in the history, beliefs and legends retained in songs and stories passed down through generations within Native American tribes. There is also an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of indigenous peoples recorded from the post-European contact era. The traditional origin belief of the Yuman-speaking peoples in Southern California reflects a cosmology that includes aspects of a mother earth

and father sky, and religious rituals were tied to specific sacred locations. A prehistoric material culture is contained in the archaeological record and reflects subsistence practices and settlement patterns over several prehistoric periods spanning the last 10,000 years. Native American aboriginal lifeways did not cease at European contact. Two indigenous groups are described from the ethnohistoric period as inhabiting San Diego County: the Luiseño and the Kumeyaay.

The present-day boundaries of the City of San Diego, including the Mid-City communities, are part of the ancestral homeland and unceded territory of the Yuman-speaking Kumeyaay, which stretched approximately from the Pacific Ocean to the west, El Centro to the east, Escondido to the north, and the northern part of Baja California, Mexico to the south. The Kumeyaay traditionally lived in small, semi-permanent, politically autonomous seasonal camping spots or villages, often located near local springs and water sources. Larger villages were located in river valleys and along the shoreline of coastal estuaries. Houses were typically made with tule of California bulrush. Subsistence cycles were seasonal and generally focused on an east-west or coast-to-desert route based around the availability of vegetal foods, while hunting and shellfish harvesting added a secondary food source to gathering practices. The Kumeyaay migrated to the mountains during certain seasons of the year to harvest acorns and grain grasses, as well as to trade with neighboring tribes to the east. Within

the Mid-City area, prehistoric travel and use corridors followed natural waterways, including routes through Alvarado Canyon that later informed the alignment of present-day Interstate 8 along the northern edge of Normal Heights and Kensington-Talmadge. Chollas Creek also functioned as a significant transportation and settlement corridor, supporting seasonal encampments from inland areas to San Diego Bay, underscoring the creek's long-standing cultural and environmental importance.

Estimates for the population of the Kumeyaay vary substantially: Scholars speculate anywhere from 3,000 to 19,000 people lived in the region prior to the establishment of the Spanish missions in 1769. However, by the mid-nineteenth century, the Kumeyaay population had dwindled to a few thousand, with many living on reservation lands. Today, Kumeyaay tribal members within the United States are divided into twelve federally recognized bands: Barona, Campo, Ewiiapaayp, Inaja-Cosmit, Jamul, La Posta, Manzanita, Mesa Grande, San Pasqual, Santa Ysabel, Sycuan, and Viejas. An additional San Diego County band, the Kwaaymii Laguna Band of Indians, is not currently federally recognized. Several more Kumeyaay communities are present in Mexico. The Kumeyaay have a continued presence in the San Diego community and advocate for the stewardship, protection, and repatriation of tribal cultural resources, history, and ancestral lands.

Early San Diego History

The division of land, creation of plans and associated settlements in San Diego began with the establishment of the Franciscan mission and the Spanish Presidio of San Diego in 1769. Although Spanish explorer Juan Cabrillo landed in San Diego in 1542, colonization began in 1769 with the onset of European settlement. An expedition led by Gaspar de Portola and Father Junipero Serra established a presidio and the first Mission San Diego de Alcalá, the first in the chain of 21 missions in Alta California. The site was located near the Kumeyaay village of Cosoy on what is known as Presidio Hill in present-day Old Town San Diego. The mission, the presidio, along with the pueblo, encompassed the three major institutions used by Spain to extend its borders and consolidate its colonial territories. The mission settlements were founded to assimilate the indigenous populations into Spanish culture and the Catholic religion and relied on the forced labor of Native Americans. In 1774, the mission was relocated eastward to its present-day location in Mission Valley.

Mission grazing lands extended across more than 58,000 acres, including much of what is now Mid-City, shaping early land use as open range rather than permanent settlement.

Following Mexican independence in 1821, the mission system declined, and church lands were secularized and redistributed as large ranchos. One of the largest, the Ex-Mission Rancho de San Diego de Alcalá, encompassed much of eastern San Diego, including the present-day Mid-City

Communities area, and continued to be used primarily for cattle grazing with few permanent structures.

After the United States assumed control of California in 1848, San Diego remained a small frontier settlement for several decades. Development shifted south from Old Town in the late 1860s with the establishment of Horton's Addition, which became the city's new commercial center. The Ex-Mission Rancho lands, located well east of early urban development, remained largely rural and under the ownership of the Argüello family until their title was legally confirmed in 1876. This confirmation enabled the subdivision and sale of rancho lands in the late nineteenth century, marking the beginning of Mid-City's transition from open grazing land to future residential and urban development.

Historic Development Themes

Mid-City's history is encapsulated by the following development periods and themes.

Beginnings of Mid-City (1885-1915)

Early Development of Streetcar Suburbs (1885-1915)

Between 1885 and 1915, the earliest development of the Mid-City area occurred slowly and unevenly, shaped largely by late-19th century railroad expansion, streetcar speculation, efforts to extend water infrastructure east of downtown San Diego, and speculative real estate investment.

The completion of transcontinental rail connections in 1885 transformed San Diego from a small waterfront town into a rapidly growing city. Population surged dramatically, and speculative land development quickly followed. At the same time, the introduction of streetcar systems in 1886 allowed expansion beyond downtown. Developers relied heavily on streetcar lines to attract buyers to new subdivisions, making transportation access essential to growth. Water infrastructure was equally critical, but less reliable. The San Diego Flume Company attempted to supply water to the eastern areas of San Diego via a 37-mile flume from the Cuyamaca Mountains. While this enabled subdivisions like La Mesa Colony (1887), inconsistent water delivery and drought undermined agricultural success and settlement. Many early developments subsequently failed to thrive due to unreliable water and limited infrastructure. Subdivisions such as Teralta (1887), City Heights (1893), and later Normal Heights (1906) were mapped during land booms but saw little immediate construction. These projects were often speculative, promising future transit and utilities that were delayed or never realized. For example, Teralta was planned along El Cajon Boulevard with proposed streetcar service, but development remained minimal for decades.

Transportation ventures themselves were unstable. Early streetcar and rail systems, including the Electric Rapid Transit Company and the Park Belt Motor Line (1887–1889), struggled and often failed. Still, they established a key pattern: real estate development depended on the promise

of transit access. This relationship was later stabilized when John D. Spreckels consolidated failing lines into the San Diego Electric Railway in 1892, expanding electric streetcar service in the early 20th century.

By the 1900s, gradual improvements in both the streetcar and water systems began to support modest growth. Projects like the Chollas Heights Reservoir (completed before 1912) reflected efforts to secure reliable water. Meanwhile, streetcar extensions along Adams Avenue and University Avenue (from 1907 onward) finally connected emerging neighborhoods like Normal Heights and City Heights to the urban core, encouraging settlement.

Even so, development remained slow. In 1910, Normal Heights had only about 810 residents, primarily working-class migrants. City Heights development increased slightly after streetcar expansion, aided by marketing efforts like observation towers to attract buyers.

The 1915 Panama–California Exposition spurred citywide infrastructure improvements and national attention, but the Mid-City communities saw limited immediate impact. Instead, El Cajon Boulevard emerged as an automobile transportation corridor, especially after San Diego won a 1912 route decision for a transcontinental highway. This increased visibility of the eastern mesas and laid the groundwork for future growth.

Kensington Park (1910) marked a shift toward more successful suburban development. Designed as an upscale,

streetcar-connected neighborhood, it attracted middle and upper-class residents and saw significant construction by 1915. Its design also foreshadowed a transition in the 1920s from streetcar suburbs to automobile-oriented communities with more controlled land use.

Early development in Mid-City was characterized by speculative planning, limited infrastructure reliability, and slow population growth. While early efforts often failed or stalled, they established transportation corridors, subdivision patterns, and infrastructure systems that enabled more substantial development in the decades that followed.

Growth of Mid-City (1915-1984)

The Independent City of East San Diego (1912-1923)

The City of East San Diego was incorporated in 1912 in what is now City Heights and parts of Kensington-Talmadge, following modest growth spurred by speculative subdivision and the extension of streetcar lines in 1907. After San Diego declined annexation due to service limitations, residents incorporated under the Municipalities Act. The new city of East San Diego rapidly established municipal services and civic institutions, while the Progress & Prosperity Club promoted development, improved streets, and attracted residents. The paving of El Cajon Boulevard in 1915 strengthened connections to San Diego, and by the early 1920s, East San Diego claimed several thousand residents.

East San Diego's commercial center developed at University and Fairmount Avenues, with small, one-story commercial buildings, civic facilities, and religious institutions. Residential construction increased after incorporation, though agricultural and orchard uses remained common, reflecting the area's transitional character. Subdivision efforts by developers such as the Pacific Building Company expanded platted areas, but development remained uneven and largely concentrated in northern portions of today's City Heights.

Persistent difficulties in funding and maintaining infrastructure, including water, sewers, and street paving, ultimately led residents to support annexation by the City of San Diego in 1923. Municipal functions were absorbed into the City of San Diego, streets were renamed and renumbered, and East San Diego ceased to exist as an independent municipality.

Residence Parks & Speculative Residential Development (1915-1945)

Between 1915 and 1945, development in the Mid-City communities shifted from scattered, infrastructure-dependent growth to more organized suburban expansion, particularly in Normal Heights, Kensington-Talmadge, and northern City Heights. While some eastern areas saw limited progress until the late 1930s, the broader region became part of San Diego's eastward expansion, often referred to as "Greater San Diego," marked by a series of annexations between 1923 and the early 1950s.

Following World War I, national prosperity and returning soldiers created renewed housing demand. The Better Homes Movement of the 1920s promoted homeownership and shaped suburban ideals centered on single-family houses, influencing both public perception and development practices. Subdivisions established during this period, such as Kensington, Talmadge, Oak Park and Islenair, were marketed to middle-class families with promises of healthy living, automobile access, and long-term investment value.

Despite this optimism, development in Mid-City remained gradual through the 1920s and 1930s. In communities like Normal Heights and City Heights, growth occurred primarily through piecemeal infill rather than cohesive planning. Neighborhoods in these communities developed a mixed architectural character, with homes from different decades interspersed. Their grid street patterns and rear alleys allowed incremental densification, including secondary dwelling units, a pattern that began early and continued over time. In contrast, newer subdivisions, especially in Kensington and Talmadge, followed the “residence park” model popular in the 1920s. Neighborhoods in these communities featured curving streets adapted to natural topography, landscaped entrances, and controlled design elements. Homes were typically single-family residences with garages, reflecting the increasing importance of the automobile. These areas also employed deed restrictions

and racial covenants that excluded people of color, reflecting broader discriminatory housing practices of the era.

Government policies in the 1930s further shaped development patterns. San Diego’s zoning system designated areas for varying residential densities, reinforcing existing trends of both single-family and multi-family housing. At the same time, federal programs such as those of the Home Owners’ Loan Corporation (HOLC) and Federal Housing Administration (FHA) influenced where and how development occurred. HOLC’s neighborhood grading system, based partly on racial and socioeconomic factors, restricted access to financing in lower-rated areas—a practice known as redlining. As a result, racially diverse and working-class neighborhoods in Mid-City faced disinvestment, while higher-rated areas benefited from easier access to loans and new construction.

FHA standards also shaped housing design, promoting modest, efficient homes that became known as the Minimal Traditional style, common during the Depression and World War II years. Subdivisions that secured FHA approval, such as Rolando Village and El Cerrito Heights, had a significant advantage, even if development initially lagged. By the late 1930s, some of these areas began to build momentum, with rapid increases in home construction just before World War II.

Commercial & Transportation Development (1915-1945)

From 1915 to 1945, commercial development in Mid-City emerged gradually in response to residential growth and changing transportation patterns. Early commercial activity in the 1920s was limited and uneven, with small clusters of businesses along major corridors such as Adams Avenue, University Avenue, and El Cajon Boulevard. Sanborn maps from 1920 show that many parcels along these streets remained vacant or residential.

Zoning regulations adopted in the 1930s reinforced existing development patterns by concentrating commercial uses along established corridors, particularly the east-west routes. Although automobile use increased during this period, streetcars continued to play an important role. The expansion of the streetcar system in the 1930s improved connectivity to downtown and other parts of the city, with service continuing until 1949.

Normal Heights became a key center of early commercial development, largely due to the efforts of developer Bertram Carteri. Beginning in the early 1920s, Carteri established “Carteri Center” along Adams Avenue, creating a mixed-use commercial district that included a theater, bank, retail stores, offices, and automotive services. These provided essential services to a growing residential population and helped define Adams Avenue as the neighborhood’s commercial core. Additional developments, such as the Wilkinson Block, reinforced the area’s role as a business hub.

Carteri’s vision helped catalyze commercial growth, though his reliance on debt led to financial collapse during the Great Depression. Despite this setback, the commercial foundation he established persisted. By 1940, Adams Avenue showed moderate growth, with an increasing number of businesses, including a notable rise in automobile-related services, reflecting broader transportation shifts from streetcars to automobiles.

University Avenue in City Heights developed as another commercial corridor, building on its earlier role as the business center of East San Diego. By 1930, it supported a wide range of businesses, and growth continued steadily through 1940. Notable developments near Euclid Avenue included distinctive architectural landmarks such as the Egyptian Garage, Euclid Tower, and the Silverado Ballroom. These projects contributed to the emergence of a defined commercial node known as “Euclid Center,” supported by local business organizations seeking to promote the area.

El Cajon Boulevard became increasingly significant during this period as transportation patterns shifted toward automobile travel. Designated as part of U.S. Highway 80 in 1926, it evolved into a major east-west route and a key corridor into San Diego. This designation encouraged automobile-oriented commercial development, including gas stations, repair shops, and tourist accommodations. However, growth remained uneven, with most early development concentrated in western sections of the Mid-City communities, while eastern portions lagged.

By the late 1930s, improvements such as paving, widening, and renaming El Cajon Boulevard reinforced its role as a major automobile transportation corridor. Commercial activity expanded rapidly during this time, particularly in automobile-related services, which multiplied to serve increasing numbers of travelers. Auto courts and roadside businesses reflected the growing dominance of car travel and marked a clear shift away from the earlier streetcar-based development model.

Post-World War II Commercial & Automobile-Related Development (1945-1984)

Following World War II, Mid-City's commercial corridors evolved gradually as automobile use and suburban growth shaped new development. Existing commercial areas along Adams Avenue, El Cajon Boulevard, and University Avenue were incrementally built out through infill development, while larger-scale developments appeared in areas with more available land, particularly in the eastern portion of the Mid-City communities. Buildings were increasingly set back with surface parking, drive-throughs, and large signs, especially along El Cajon Boulevard, which became known for motels, drive-ins, and automobile-oriented businesses. Newer streets within the Eastern Area, such as 54th Street, College Avenue and the extension of University Avenue, were designed for automobiles. Meanwhile, Adams Avenue changed less, maintaining a fine-grained, neighborhood-focused character.

The rise of shopping centers marked a significant shift in commercial development. With increasing car ownership and suburban expansion, strip malls and large retail complexes became prominent, especially in less developed eastern areas. The opening of College Grove Shopping Center in 1960, the city's first open-air mall, illustrated this trend, offering a large-scale, automobile-accessible retail environment. Additional centers, such as University Square and Campus Plaza, further reflected this shift toward centralized, car-oriented shopping destinations.

At the same time, the expansion of the regional highway system had a profound impact on the development of Mid-City. The construction of major freeways, including Interstate 8, State Route 94, and later Interstate 805 and State Route 15, reinforced neighborhood boundaries but also disrupted existing communities. These freeways often followed canyon topography but created physical barriers between neighborhoods, particularly in City Heights, with the construction of State Route 15.

The rerouting of traffic from El Cajon Boulevard to newer freeways reduced the corridor's role as a regional route. As a result, many businesses, such as motels and repair shops, declined over time. Meanwhile, freeway construction also led to displacement and long-term disinvestment in affected areas. In City Heights, planned highway routes resulted in demolition, vacancy, and population shifts.

Community responses emerged to address these challenges. Local organizations advocated for neighborhood

improvements, created community spaces, and pushed for mitigating benefits tied to infrastructure projects. Efforts to preserve connectivity and community identity included parks, pedestrian infrastructure, and transit improvements, reflecting a growing emphasis on local resilience.

Post-World War II Residential Development (1945-1984)

After World War II, the Mid-City communities experienced rapid residential growth driven by severe housing demand, population growth, and large-scale suburban construction. Development followed two main patterns: large-scale single-family tract housing in the previously undeveloped Eastern Area and southern City Heights, and infill construction in established neighborhoods such as Normal Heights, Kensington-Talmadge, and northern City Heights.

In the immediate postwar years, San Diego experienced intense population growth, fueled in part by returning servicemen. Established neighborhoods quickly filled in, with nearly all remaining vacant lots developed by the early 1950s. Areas that had been subdivided earlier but left largely undeveloped, such as Rolando Heights, were rapidly built out and eventually annexed into the city. This marked the completion of the Mid-City communities' incorporation into San Diego and signaled a shift toward developing more challenging and previously inaccessible Eastern Area and southern City Heights.

To meet overwhelming housing demand, developers adopted new large-scale tract housing models supported by

federal programs. Unlike prewar patterns, where individuals purchased lots and built custom homes, postwar developers constructed entire neighborhoods of standardized houses using stock plans. Between 1946 and 1960, subdivision activity surged dramatically, with over 140 new subdivision maps filed in the Mid-City communities, primarily in the Eastern Area.

Infrastructure improvements were essential to this expansion. Street grading, canyon crossings, and new connections, such as those in the Ridgeview area, enabled development in previously inaccessible terrain. In some cases, unconventional housing solutions briefly emerged, such as the conversion of decommissioned streetcars into residences, highlighting the urgency of the housing shortage.

Alongside single-family housing, multi-family residential development grew significantly, particularly from the 1950s onward. By the early 1960s, multi-family units accounted for a large majority of new housing in Mid-City, far exceeding citywide averages.

Patterns of density varied across the area. In established neighborhoods like northern City Heights, densification often involved replacing single-family homes with apartment buildings or adding secondary units on existing lots. In less developed southern areas, multiple smaller dwellings were sometimes built on single parcels rather than large apartment complexes. These patterns reflected both zoning regulations and market conditions, with higher-density

development concentrated near transit and commercial corridors.

By the 1960s through the 1980s, as available land diminished, development shifted toward smaller infill projects and more complex sites, including hillside and edge locations. Examples include gated communities, duplex clusters, and apartment complexes built into challenging terrain. This period also saw continued replacement of older housing with higher-density units, especially in City Heights, reinforcing its role as one of the most densely populated parts of the Mid-City communities.

Civic & Institutional Development (1975-1984)

Civic and institutional development in the Mid-City communities closely followed residential and commercial growth from the early 20th century through the postwar period. As neighborhoods expanded and were annexed into the City of San Diego, essential public services such as schools, libraries, police and fire stations, and post offices were established to meet community needs. Local improvement associations and booster groups, particularly in City Heights and Normal Heights, played a critical role in advocating for these facilities, laying the foundation for later neighborhood organizations and community development corporations.

Schools and libraries expanded steadily in response to population growth, with early facilities established in the 1910s–1930s and significant post-World War II expansion in

the Eastern Area to serve growing families. Religious institutions, medical facilities, and recreational amenities also developed alongside housing, often on larger parcels in less-developed areas. Major civic assets such as Colina del Sol Park, Chollas Lake Park, community centers, and later community gardens and Teralta Park reflect both planned investment and grassroots responses to freeway impacts. Together, these civic and institutional resources reflect both top-down planning and sustained community advocacy that shaped the social and physical landscape of the Mid-City communities through 1984.

Immigration to Mid-City (1975-1990s)

Immigration to Mid-City (1975-1990s)

From the 1970s onward, the Mid-City communities, particularly City Heights, became a key settlement area for immigrants due to its dense and affordable housing, strong transit access, and proximity to resettlement and social services. Following the Vietnam War and the Fall of Saigon in 1975, Vietnamese refugees were the first major group to arrive, followed by immigrants from Cambodia and Laos. Although federal policy initially promoted dispersal, local volunteer resettlement agencies helped establish stable communities in City Heights, Talmadge, and nearby neighborhoods.

Disinvestment, suburbanization, and uncertainty related to the construction of State Route 15 lowered housing costs and increased availability, creating opportunities for new

arrivals and leading City Heights to be known as the “Ellis Island of San Diego.” Over time, Asian-owned businesses, markets, and restaurants, along with churches and Buddhist temples, formed cultural and commercial corridors along University Avenue and El Cajon Boulevard, anchoring these communities and shaping the neighborhood’s identity.

In the late 1980s, 1990s and continuing into the early twentieth century (outside of the period of study), Mid-City also became home to East African immigrants and refugees from Ethiopia, Eritrea, Somalia, and Sudan, driven by civil conflict in their home countries. Many settled in City Heights, benefiting from established housing patterns and support networks. Alongside growing Central American and Latino populations, these groups reinforced City Heights’ role as a diverse, resilient, and welcoming community for immigrants.

In addition to physical spaces, the intangible traditions, cultural practices, celebrations, and recurring cultural events of each group within City Heights reinforce the strength and resilience of its immigrant communities. The Little Saigon Cultural and Commercial District, which encompasses El Cajon Boulevard from Highland Avenue to Euclid Avenue, was established by a resolution of the San Diego City Council in 2013 in recognition of the district’s cultural vibrancy and its significance as the heart of the local Asian community. Similarly, the concentration of Somali residents within the Mid-City communities has led to the informal designation “Little Mogadishu,” reflected in the area’s mosques, community centers, gardens, and cultural traditions. This

identity is now supported by many community members who are advocating for its official recognition as a Somali Town Cultural District. Additional information on existing and proposed cultural districts is discussed in greater detail in the Urban Design chapter, specifically in the Cultural Districts section.

Resource Identification and Preservation

A Historic Context Statement, Focused Reconnaissance Survey, and Cultural Resources Report were prepared during the process of updating this Community Plan.

The Historic Context Statement provides information regarding the significant historical themes in the development of the Mid-City communities and the property types associated with those themes. The Historic Context Statement aids City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community.

The 2025 Mid-City Focused Reconnaissance Survey evaluated previously identified and newly emerging areas of shared development history, post-WWII master-planned communities, and key commercial corridor properties to determine potential historic significance and guide future, more intensive preservation efforts.

As of April 2025, Mid-City is home to one National Register historic district, the Talmadge Park Estates Historic District,

and two local historic districts, Islenair and Talmadge Gates, with 130 individual designated historic resources present in the Mid-City communities.

The focused reconnaissance survey identified four new potential historic districts, including two residential districts in the Kensington area (Kensington Manor and Heights, Kensington Park) one residential district in the Talmadge area (Talmadge Park), and one commercial district in Normal Heights on Adams Avenue (Carteri Center).

In addition to potentially significant historic districts, the survey identified areas of shared development history that are recommended for exemption from historic review under the City's current potential historic resource review of all properties 45 years old or older.

Fourteen Master Planned Communities developed in the post-World War II period that share development history and design characteristics without notable builders or architects were identified for exemption consideration. Through the public outreach and comment period, a study list was also created for individual properties and areas within the Mid-City communities. These properties were recommended for further study from members of the public or working groups. More detailed information can be found in the technical documents.

The cultural resources report describes the tribal cultural history (pre-contact, protohistoric and pre-history) in the community, identifies significant archaeological resources at

a broad level, guides the identification of possible new resources, and includes recommendations for proper treatment. These documents have been used to inform the policies and recommendations of the Community Plan.

Educational Opportunities and Incentives

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and purchasing, supports small business development and heritage tourism and enhances quality of life and community character.

The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves, as well as the purpose and objectives of the preservation program, must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts.

The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings.

The City of San Diego supports adaptive reuse of historical resources, with most adaptive reuse projects approved with a simple building permit application. In instances where the

proposed use is not allowed by the underlying zoning, Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and public health and safety requirements.

The Mills Act can provide property tax relief to owners in exchange for rehabilitating and maintaining designated historical resources. Other incentives to owners of historical resources include State and Federal tax credits for resources listed on the State and/or National Registers.

Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community can

benefit from historic preservation through reinvestment of individual property tax savings into historical properties, a unique and varied urban landscape that reflects the history and unique qualities of the community, and an increased historic tourism economy.

There is great opportunity to build on the existing local patronage and tourism base drawn to the community's neighborhoods and shopping districts by highlighting and celebrating the rich history of the Mid-City communities. In addition to policies in the General Plan Historic Preservation Element, the following policies are specific to the Mid-City communities for implementation of educational opportunities and incentives for preservation of the community's unique historical resources.

Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan policies. Applicable General Plan policies include, but are not limited to those identified in Table 3-1.

Table 3-1

Relevant General Plan Policies

Theme	Policy
Identification and Preservation of Historical Resources	HP.A.2 Fully integrate the consideration of historical and cultural resources in the larger land use planning process. a. Promote early conflict resolution between the preservation of historical resources and alternative land uses. b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods, and non-residential historical resources in the community plan update process. d. Consider the inclusion of Urban Design elements to interpret and celebrate the history of buildings and areas that do not meet the City's criteria for designation but nevertheless have importance to the community. e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible.
Identification and Preservation of Historical Resources	HP-A.3 Foster government-to-government relationships with the Kumeyaay/ Diegueño tribes of San Diego. a. Regularly meet with local Tribal governments to discuss issues of mutual concern.

	b. Formally consult with identified California Native American tribes prior to the adoption or amendment of the General Plan or specific plan or the designation of open space. c. Maintain confidentiality concerning locations of traditional cultural places that are identified through the consultation process and otherwise. d. Support Tribal governments holding conservation easements over land voluntarily set aside for the protection of cultural places.
Identification and Preservation of Historical Resources	HP-A.4 Actively pursue a program to identify, document and evaluate the historical and cultural resources in the City of San Diego. a. Develop a Citywide historic context statement to guide future survey work as well as the preparation of subject-specific context statements. b. Complete and regularly update a comprehensive citywide inventory of historical and cultural resources in conformance with state standards and procedures. Include community, neighborhood, cultural, and historic preservation groups, property owners, land developers, and the building industry in planning and implementing historic surveys. c. Conduct project-specific Native American consultation to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines. d. Require that archaeological investigations be guided by appropriate research designs and analytical approaches to allow recovery of important prehistoric and historic information. e. Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources. f. Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development, including measures to monitor and recover buried deposits from the tribal cultural, archaeological and

	historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor. g. Require the permanent curation of archaeological artifact collections and associated research materials, including collections held by the City, unless State or Federal law or consultation with a Most Likely Descendant specifies another treatment such as repatriation. Support the permanent archiving of primary historical records and documents now in public institutions. h. Include Native American monitors during all phases of the investigation of archaeological resources including survey, testing, evaluation, data recovery, and construction monitoring. i. Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws. j. Ensure that preservation efforts recognize and celebrate the histories of all communities, including underrepresented groups. Support local organizations in documenting and preserving neighborhood histories.
Identification and Preservation of Historical Resources	HP-A.5 Designate and preserve significant historical and cultural resources for current and future generations. a. Due to their importance, designate historical resources using the City's adopted designation criteria, State Register criteria, and National Register criteria. b. Establish historical districts where concentrations of buildings, structures, sites, landscapes, and objects are identified. Adopt guidelines when necessary to guide preservation and rehabilitation of the overall district character and significance and apply the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties for review of alterations and new construction in designated historical districts. c. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees, and other hardscape and cultural landscape elements, in addition to designated historical

	buildings, structures, and sites that contribute to the historic character of a neighborhood. d. Enforce the Historical Resources Regulations and Guidelines of the Land Development Code that are aimed at identifying and preserving historical resources. Update these regulations and guidelines as needed to maintain adequate protection of historical resources. e. Encourage continued use and adaptive reuse of designated historical resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction, and restoration as well as objective design requirements based on the U.S. Secretary of the Interior's Standards to provide clear guidance for adaptive reuse and new development. f. Require that all City-owned designated historical resources be maintained in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. g. Consider eligible sites for listing on the City's Historical Resources Register, any significant archaeological or Native American cultural sites that may be identified as part of future development within the community and refer sites to the Historical Resources Board for designation as appropriate. Consideration should be given to any sites identified by a future Cultural Resources Report as having been previously evaluated as eligible for listing.
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Archaeological and Tribal Cultural Resources

- 3.1 Protect significant archaeological and tribal cultural resources by utilizing the Mid-City Communities Plan Update Cultural Resources Constraints and Sensitivity Analysis as well as future records searches, Sacred Lands File searches, Native American outreach, and other best practices as applicable to avoid adverse impacts to resources identified within development project sites, and implement measures to protect any identified resources from future disturbance to the extent feasible.

Resource Identification and Preservation

- 3.2 Identify and evaluate properties and districts within the Mid-City Communities for potential historic significance, and refer resources found to be potentially eligible to the Historical Resources Board for designation, as appropriate. Consideration should be given to the properties identified in the Study List contained in the Mid-City Communities Plan Area Historic Context Statement and Mid-City Focused Reconnaissance Survey Report.
- 3.3 Highlight and celebrate the diverse stories and lived experiences of Mid-City Communities' residents by emphasizing inclusive narratives that reflect the contributions of immigrant communities, workers, families, and cultural institutions.

- 3.4 Facilitate outreach to identify and designate cultural and historic sites in marginalized communities within the Mid-City Communities, promoting the use of incentives and assistance programs to preserve community and cultural history.
- 3.5 Provide opportunities for community members to identify properties, both extant and non-extant, that possess significance for social or cultural reasons.
- 3.6 Promote the adaptive reuse of historic and older buildings, especially along redeveloping commercial corridors and within older neighborhoods such as portions of El Cajon Boulevard and Adams Avenue.
- 3.7 Conduct an intensive historic survey of the Mid-City Communities based upon the Mid-City Communities Plan Area Historic Context Statement and Mid-City Focused Reconnaissance Survey Report, including survey and review of any National Register Historic Districts in the planning area for listing as local historic districts.

Educational Opportunities and Incentives

- 3.8 Promote opportunities for education and interpretation of the Mid-City Communities' diverse history and historic resources through mobile technology; brochures; walking tours; interpretative signage, markers, displays, exhibits; and art, taking into account the variety of languages spoken within the community and providing translation of materials

when possible, to increase inclusiveness and understanding.

- 3.9 Partner with local community organizations including historical societies, community groups, advocacy organizations and schools within the planning area to share information and provide opportunities for awareness, education and interpretation of the Mid-City communities' diverse history.

4. Sustainability, Equity, Resilience and Conservation

Goals

- New development, natural spaces, and buildings feature sustainable, regenerative, and climate-adaptive designs that enhance community resilience and quality of life.
- Community gardens and farms support community health through access to fresh and healthy food, foster social connection, preserve green space and revitalize underused land.
- Formerly divided neighborhoods are reconnected, and community members have equitable access within and to surrounding neighborhoods.
- Community members are empowered through community education that fosters sustainability, restoration, water conservation, disaster preparedness and shared stewardship of public spaces.
- A network of nature-based solutions and blue/green infrastructure manages stormwater, restores wildlife

habitat, reduces urban heat island effects, improves air quality and enhances quality of life.

- Development patterns preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems and contribute to clean air and water.
- Protected natural areas and sensitive biological resources improve the viability of endangered, threatened, and sensitive species and their habitats and enhance biodiversity.

Vision

The Community Plan envisions sustainable, equitable, and climate-resilient Mid-City communities.

Introduction

Sustainability helps meet the needs of the present without compromising the ability of future generations to meet their own needs. This can include making better use of resources, such as water, energy, waste, and infrastructure; designing compact and complete neighborhoods; reducing exposure to toxic chemicals and pollution; improving air, water and food quality; and enhancing people's access to affordable homes, jobs and public spaces.

The impacts of climate change, such as exposure to extreme heat, intense rainstorms, flooding and wildfires, are already being felt in people's daily lives. The effects of these impacts

vary significantly across the city, especially due to deferred infrastructure maintenance and investment, with some communities experiencing them more strongly and having fewer resources to prepare and respond.

The historic inequities driven by past government policies still linger in Mid-City neighborhoods. Over half of Mid-City is classified as Environmental Justice Communities in the General Plan, which describes areas most impacted and negatively affected by environmental burdens and associated health risks. Socially vulnerable populations face disproportionate and unequal risks to climate change and environmental hazards such as particulate air pollution, extreme heat and flooding.

A resilient community is less vulnerable to extreme events and better able to respond to and recover from hazard events. By working together to make our neighborhoods and ecosystems clean, safe, and healthy, we can plan for resilient, thriving communities.

Sustainable Communities

Sustainable Design

The Community Plan focuses on reducing reliance on cars, protecting and enhancing the community's urban forest and natural landscape and habitat preserve, promoting stormwater infiltration, conserving water, and encouraging green building practices. Sustainable development can help mitigate the effects of climate change driven by greenhouse

gas emissions, including rising seasonal temperatures, reduced water supplies, and disruptions to agricultural cycles.

Sustainable building design can help reduce energy and resource consumption by utilizing building practices and materials that increase energy and water efficiency, increase on-site energy generation, and reduce waste. Regenerative design builds on this by integrating into and improving the surrounding environment, aiming to enhance harmony between the built and natural environment.

Land Use and Mobility Connection

The Community Plan provides opportunities for homes, businesses and public spaces within Urban and Community Villages, transit corridors and neighborhood hubs. The Community Plan helps reduce the amount of driving and emissions in the community by supporting bicycling, walking and transit use to connect homes, schools, businesses and parks, which is discussed more in the Mobility chapter.

Clean and Renewable Energy

Clean and renewable energy can be integrated into both existing and new developments through on-site power generation. Surface parking lots, parking structures, and flat rooftops provide ideal locations for photovoltaic solar arrays, transforming underutilized spaces into productive energy assets to help meet greenhouse gas emissions reduction targets. Many of these spaces can be further leveraged to facilitate on-site electric vehicle charging, using

both grid connectivity and on-site generation and storage options. Both new construction and existing buildings are expected to play a role in the community's gradual transition toward electrification and reduced fossil-fuel use.

Green Buildings

Both residential and commercial spaces offer opportunities for reducing energy consumption in new and existing buildings. Thoughtful design methods, high-performance building standards, and emerging technologies can substantially lower the use of non-renewable energy.

Buildings can utilize smart design and technology to minimize water waste. Features like water-wise landscaping and irrigation can reduce the amount of water consumed. Planting native or more climate-adapted plant species can reduce outdoor water use. Other techniques for reducing outdoor water use include capturing rainwater using cisterns for landscape irrigation, using graywater or recycled water for landscape irrigation, and using mulch to retain soil moisture.

Rooftop gardens or green roofs transform unused roof space to capture rainwater, reduce urban runoff, and reduce the urban heat island effect and heating costs by absorbing solar heat.

Case Study: Ocean Discovery Institute Living Lab, City Heights, San Diego

- Mid-City's first Leadership in Energy and Environmental Design (LEED) Platinum certified facility
- A world-class educational facility created in partnership with the San Diego Unified School District
- Certified LEED Platinum
- Zero net energy
- Adjacent to Manzanita Canyon
- Provides youth programs in outdoor science and environmental conservation

Case Study: Southwestern Community College, Math, Science and Engineering Building, Chula Vista, CA

- Waste diversion projects helped keep more than 75 percent of construction waste out of landfills through reuse, salvaging, and recycling
- A large below-ground cistern collects roof runoff and rainwater for use in irrigation
- Landscape featuring drought-tolerant native plants
- Breezeways, walkways and terraces open to the outside, and strategic placement of Solatubes and clerestory windows maximizes natural light. Exterior shade screens and a reflective roof surface help regulate the building's temperature naturally

Case Study: La Semilla, San Ysidro, CA

- Infill lot integrated into the surrounding land uses, sustainable transportation network and wider community
- On-site photovoltaic power generation
- Demonstration area for affordable resiliency strategies
- Electric vehicle and electric bicycle charging stations

Case Study: BaseCamp Lyngby, Denmark

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

Local Food Systems

Mid-City residents, particularly those in City Heights, have higher levels of food insecurity, which can be described as a lack of consistent access to sufficient food and is a measure of how many people cannot afford food. Building a healthier, more sustainable, and more just local and regional food

system by expanding access to fresh, healthy and affordable food in Mid-City neighborhoods can reduce food insecurity, improve health outcomes, and strengthen community resilience while supporting local growers and food businesses.

Strategies include supporting community gardens, urban agriculture, farmers' markets, and other neighborhood-based food resources, as well as addressing gaps in access to full-service grocery stores. Existing local food systems, such as the New Roots Community Farm and Fern Street Community Garden, demonstrate how neighborhood-based food resources can improve access to fresh food while strengthening community connections. Together, these actions advance food equity and reinforce a resilient local food network in Mid-City.

Canyon Sewers

Sewer lines were added to the local urban canyons to utilize gravity flow to transport sewage for treatment. Historically, these sewer lines and manholes have had limited cleaning due to unmaintained access paths to these facilities. As a result, sewer spills have occurred within urban canyons over the years. Consistent maintenance access, early coordination, and sensitive design in canyon areas in the long term can help to reduce potential sewer spills.

Council Policies 400-13 and 400-14 identify the need to provide maintenance access to reduce the potential for spills and to evaluate the potential redirection of sewer flow out

of the canyons and into streets and other accessible locations.

Nature-based Stormwater Management

Mid-City's highly urbanized environment, extensive impervious surfaces, and location within the Chollas Creek watershed can contribute to localized flooding, degraded water quality, and urban heat island effects. Nature-based stormwater management strategies, such as bioswales, rain gardens, permeable paving, street trees, and other green infrastructure, can help capture and infiltrate stormwater close to where it falls while enhancing neighborhood greening and improving environmental conditions. Integrating these features into streets, parks, schools, and new development can support flood resilience, improve water quality, and provide multiple community benefits, particularly in areas with limited access to open space and tree canopy.

Equity

Reconnecting Communities

Past transportation infrastructure decisions in Mid-City, particularly the construction of freeways, such as Interstate 805 (I-805) and State Route 15 (SR-15), have disrupted community connectivity and caused lasting harm to neighborhoods. This resulted in displaced residents and local businesses, divided neighborhoods with physical barriers, and constrained access to essential places. Retrofitting existing freeways and improving multimodal connections can help restore access to jobs, education, healthcare, food, nature, and recreation, while strengthening connections between neighborhoods and supporting long-term community revitalization.

Teralta Park, which opened in 2001, was created to use space above the SR-15 and provide much-needed green space in City Heights. Expanding Teralta Park north and south by extending the existing cap over SR-15 would increase green space and recreational amenities and reconnect City Heights neighborhoods.

Education and Destinations

A light rail line is envisioned as an equitable transit solution that would connect Mid-City between San Ysidro and Mission Valley, while enhancing access to jobs, education, healthcare, and other key regional destinations. Though the route would not have direct access to Downtown, transfers would be accessible via connections to the Orange Line at

the Euclid Avenue Station. The potential light rail line would provide improved transit service to predominantly low-income and diverse neighborhoods, including City Heights, National City, and Chula Vista. Two station options have been proposed within Mid-City, offering residents greater mobility and choice.

Environmental Justice

Environmental Justice in Mid-City focuses on reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and healthy homes, and physical activity. The General Plan Environmental Justice Element includes goals toward a more equitable future, policies that inform City decision-making, and proposed activities that build on existing programs to advance environmental justice. It also identifies areas of the most impacted and negatively affected by environmental burdens and associated health risks – collectively known as Environmental Justice Communities. As much of Mid-City is identified as an Environmental Justice Community, the guidance and priorities of the Environmental Justice Element are integral to this Community Plan.

Air Pollution

Air quality data show that the most impacted areas for fine particulate pollution, including diesel particulate matter from vehicle traffic, are found along freeways, contributing to elevated exposure for nearby residents. These transportation-related pollutants are known to worsen

respiratory and cardiovascular health, with children and people with asthma are especially sensitive to particulate exposure. In Mid-City, communities are closely situated to high-traffic corridors and are classified as Environmental Justice Communities. Based on state or national research, this pattern of freeway pollution likely helps explain higher asthma burdens and underscores the need for targeted air quality improvements.

Noise

The General Plan Noise Element provides goals and policies to guide compatible land uses and to incorporate noise attenuation measures for new buildings to protect people living and working in the City from an excessive noise environment. The primary sources of noise are from traffic on streets, freeways and commercial activity. The Noise Element provides land use and noise compatibility guidelines and policies. City noise regulations limit noise levels and operational hours by use.

Hazardous Materials

New development could encounter isolated soil and/or water contamination on properties with past uses that could have included gas stations, dry cleaners or auto repair businesses. Site remediation, when required as part of the project approval based on the proposed use and the property's condition, reduces issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors. Similar

considerations apply to larger sites with known contamination concerns, such as the South Chollas Landfill, where remediation and restoration would be necessary to support future recreational opportunities while protecting public health and the environment.

Climate Resilience and Conservation

Heat Vulnerability

Areas with limited tree and shrub cover and high concentrations of structures like buildings and roads tend to absorb and radiate heat more than natural landscapes, resulting in elevated temperatures— known as the urban heat island effect. Rising temperatures from climate change further exacerbate the urban heat island effect. The combination of extensive impervious surfaces, limited tree canopy and shrub cover, and distance from the coast's cooling effects on the mesa top increases heat exposure in Mid-City.

During extreme heat events, older, more developed neighborhoods may face challenges in maintaining comfortable indoor temperatures due to outdated building infrastructure lacking energy-efficient features such as proper insulation, modern doors and windows, and efficient heating and cooling systems. Mid-City households also experience a higher energy cost burden than many other areas in the City, meaning a larger share of household income is spent on utilities like electricity and natural gas.

Mid-City households may struggle to afford the cost of cooling their homes as energy needs increase to combat higher temperatures. This burden is often exacerbated in areas lacking green space and with high impervious surface coverages, where higher outdoor temperatures drive increased indoor cooling demand. This additional stress on

the energy grid can result in dangerous conditions to vulnerable populations. In the event of a blackout, indoor cooling becomes unavailable and indoor temperatures can exceed safe limits.

Fire

More than half of Mid-City is within a Very High Fire Hazard Severity Zone. Fire hazards are primarily within and around the community's hillsides and canyons due to brush, weather and slopes.

Fire engines in each fire station are outfitted with wildland equipment to effectively fight brush fires. The ability to respond to these fire emergencies also depends in part on being able to draw from both local resources within the community as well as those in neighboring communities. Brush management regulations apply to both publicly and privately owned properties to manage fire hazard risks near vegetation, as well.

Additional resources may be needed to maintain adequate fire services in Mid-City depending on the amount of future development. Resources could include constructing new facilities, expanding existing stations and associated staffing needs or other operational strategies to help to provide long-term guidance over the next 30 years, helping to meet the community's fire safety needs.

Flooding

Mid-City lies within the Chollas Creek Watershed. Most of Mid-City sits atop a mesa, outside of the floodplain. Flood risk is concentrated primarily along the Chollas Creek and other water channels, as shown in Figure 4-1.

A 100-year floodplain follows Home Avenue. Using permeable surfaces, bioswales, raingardens and detention basins can help to address flooding that could result in catastrophic damages.

Urban Forestry and Greening

Expanding Mid-City's urban tree canopy by increasing native and climate-adapted street trees provides benefits. Street trees provide shade and comfort for pedestrians, improve air quality, reduce temperatures, absorb stormwater, reduce runoff, and provide a safety buffer between traffic and people on sidewalks.

Urban greening also enhances placemaking and community character, increases real estate value, and provides habitat for native species. Urban greening that utilizes native and drought-resistant plants can reduce irrigation needs and support biodiversity through encouraging the movement of smaller mammals, insects, reptiles, and birds throughout the community while offering temporary refuge.

Urban greening and permeable surfaces allow rainwater to soak into the ground or rooftops instead of running off the pavement and into waterways and stormwater infrastructure. Permeable pavements also offer "root-

friendly infrastructure" for street trees. Slowing the velocity of storm runoff reduces flooding, captures debris and filters pollutants into the ground, thereby reducing pollution runoff into storm drains and waterways.

Street Tree Corridors identifies primary street trees for major corridors in Mid-City. The Street Tree Plan further identifies secondary and accent street trees, as shown in Figure 4-2 and Table 4-1.

Figure 4-1
Hydrology, Flooding and Wildfire

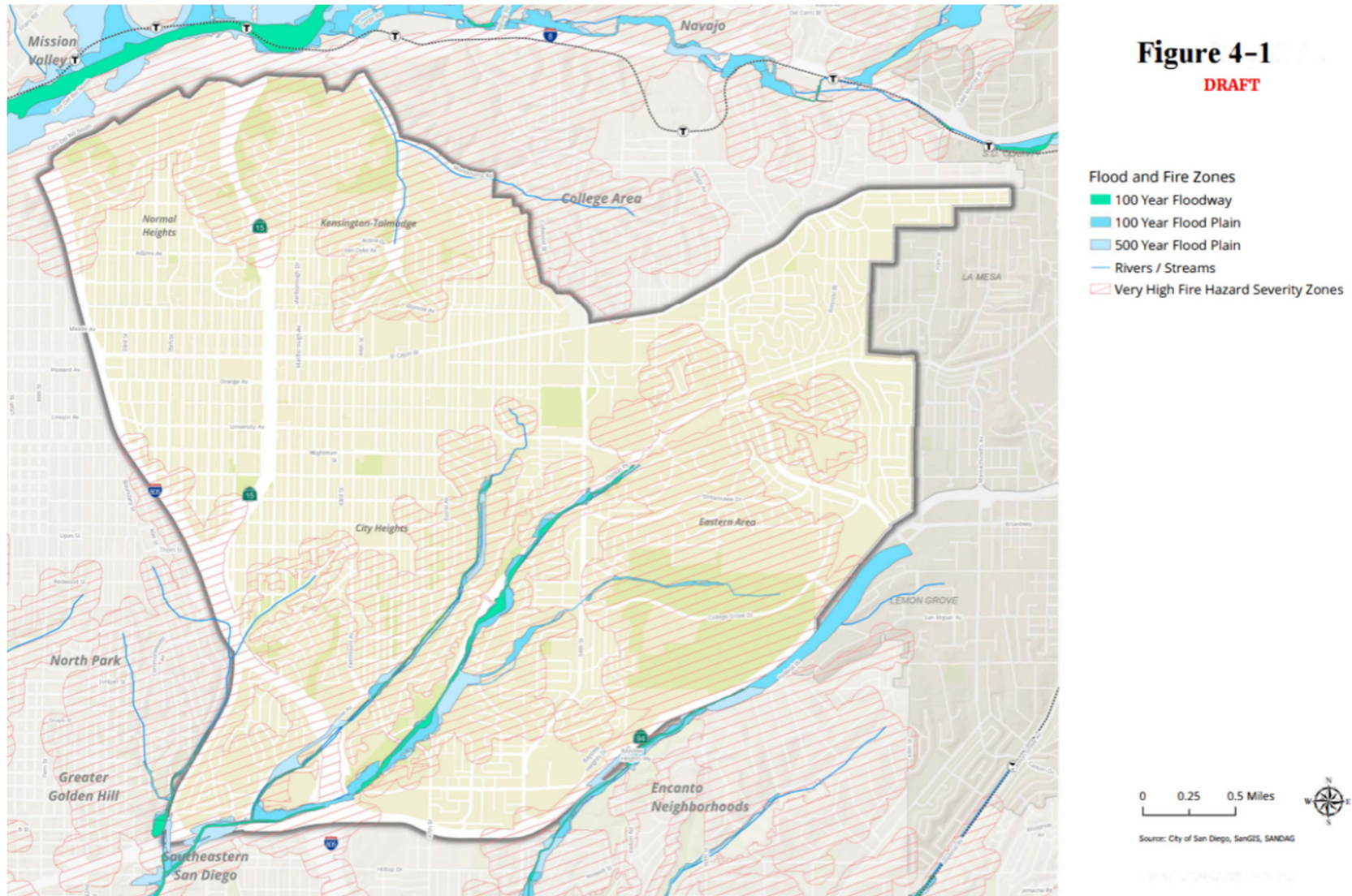


Figure 4-2
Street Tree Corridors

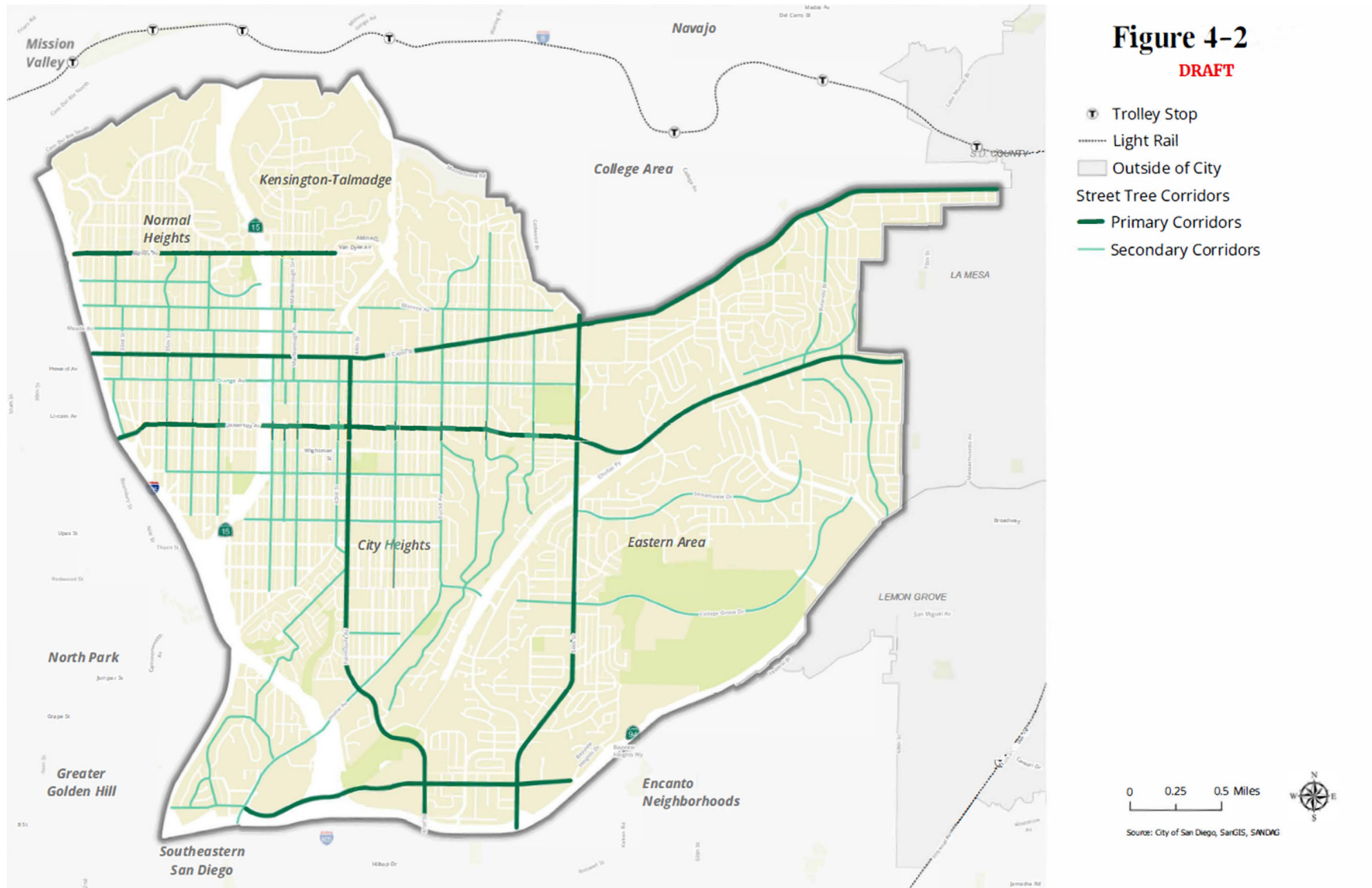


Table 4-1
Street Trees

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

54th Street	Geijera parvifolia	Australian Willow	Evergreen	30'	20'
54th Street	Ulmus parvifolia	Chinese Elm	Evergreen	65'	70'

Geological and Seismic

The San Diego Seismic Safety Study maps help evaluate seismic risk and determine whether a geotechnical report is required for new buildings. Building codes require structures to withstand seismic hazards such as ground shaking and liquefaction.

Biodiversity

Expanding and connecting Mid-City's open space lands strengthens the community's biodiversity and access to open space and natural landscapes. Healthy natural landscapes in a historically developed community support healthier, more resilient neighborhoods that often face higher pollution burdens and fewer natural resources. A rich mix of plants, trees, and wildlife can improve air and water quality, reduce extreme heat and flooding and create welcoming public spaces that benefit physical and mental well-being.

Restoring and protecting biodiversity helps address long-standing inequities by ensuring that all residents—regardless of income or background—have access to the

environmental and public benefits that come from thriving, nature-rich environments.

Natural Resource Conservation

Natural resource conservation plays a critical role in sustaining ecological health, biodiversity and community well-being. Conserved canyons, lakes and other natural areas often contain sensitive plant and animal species that depend on intact ecosystems to thrive. The protection and preservation of natural resources and open space have great potential for habitat restoration, carbon sequestration, wildlife connectivity, and passive recreation.

Multiple Species Conservation Program Subarea Plan

The Multiple Species Conservation Program Subarea Plan preserves and manages a network of core biological resource habitats and open space areas that support a high concentration of sensitive plants and animals, which is identified as the Multi-Habitat Planning Area. The goal of protecting these areas is to conserve this land in perpetuity and safeguard the region's biodiversity, including endangered and endemic species.

The Multiple Species Conservation Program highlights opportunities in this area to provide refuge for species and connectivity to the open space network. Most of the open space lands within the community consist of canyons with native habitats in relative proximity to other Multi-Habitat Planning Areas, providing habitat. These areas contribute in some form to the Multi-Habitat Planning Area, either by providing habitat for native species to continue to reproduce and find new territories or by providing necessary shelter and forage for migrating species.

Multi-Habitat Planning Area

Only limited development may occur within the Multi-Habitat Planning Area to ensure long-term habitat conservation for the covered species and to preserve natural vegetation communities. The Multi-Habitat Planning Area balances the preservation and protection of natural resources with the allowance of compatible public recreation.

Most open space areas, including natural canyons and natural slopes, are in the Multi-Habitat Planning Area, as shown in Figure 4-3. These areas also contribute to the public's experience of nature and the local native environment.

Vegetation Communities

Most of the native plants within the Multi-Habitat Planning Area make up vegetation communities such as coastal sage scrub and chaparral vegetation on the upper mesa and

riparian scrub and grasslands in the low-lying canyons. Mid-City has a large portion of disturbed habitat acreages within the open space network along the urban interface, as shown in Figure 4-3.

Open Space Designation

Designated open space is an essential component of the broader open space system, providing long-term protection for natural landforms and ecosystems outside of the Multi-Habitat Planning Area. Open space areas can be protected through regulations or other private property restrictions, such as conservation or open space easements.

Environmentally Sensitive Lands Regulations

The Environmentally Sensitive Lands Regulations are part of the Land Development Code and guide development and brush management requirements in areas containing valuable biological resources, steep hillsides, and floodplains, to help protect natural features while reducing environmental risk. The Land Development Manual provides guidance for interpreting and implementing the Land Development Code. Its Landscape Standards and Biology Guidelines outline brush management practices and measures to protect sensitive habitats and wildlife.

Urban Canyons

Public and private canyons contribute to Mid-Cities unique topography and natural resources. Portions of Manzanita Canyon and Chollas Creek are a few of the City-owned resources that are a part of the Multiple Species

Figure 4-3

Vegetation and Multi-Habitat Planning Area

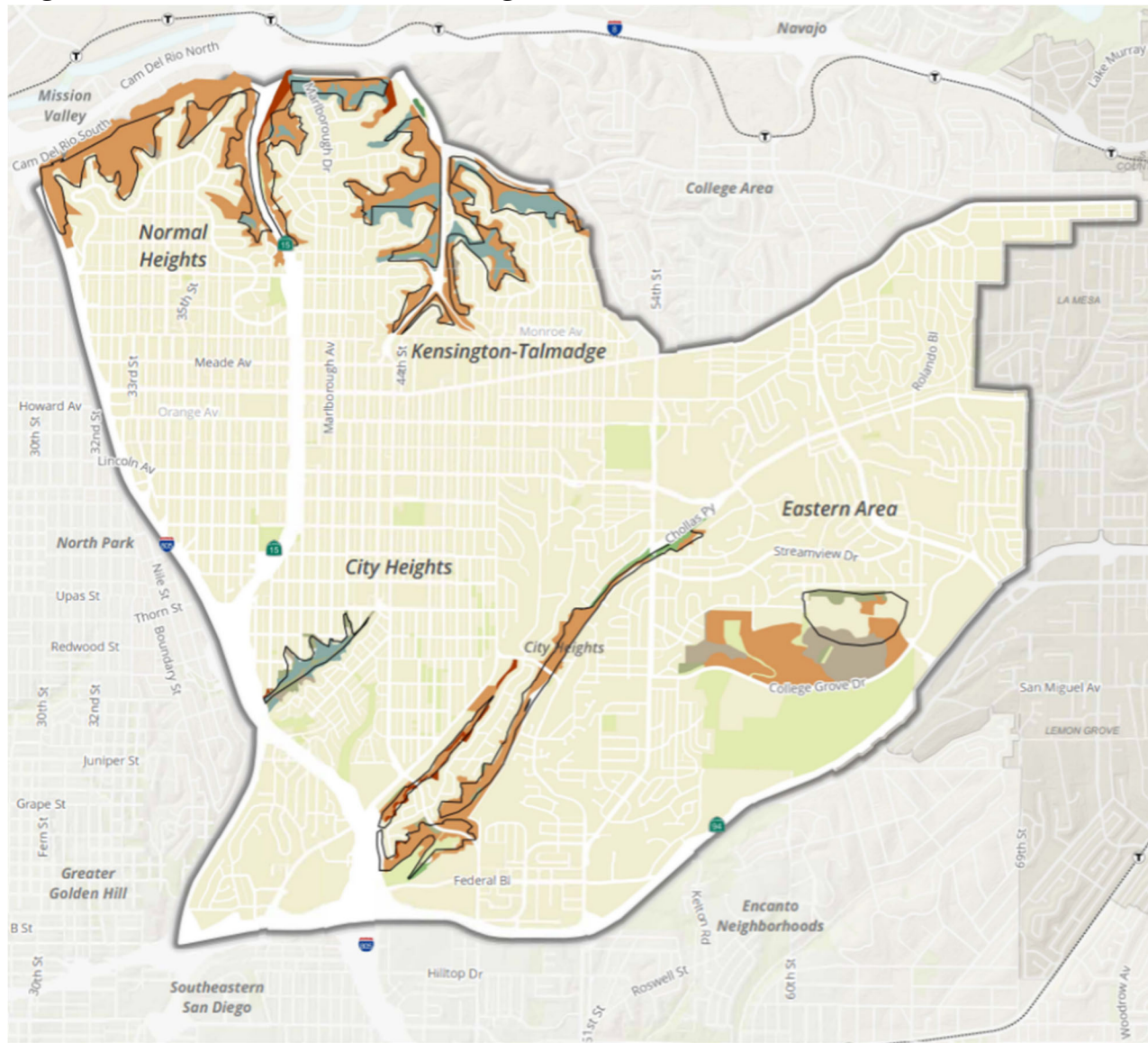


Figure 4-4

DRAFT

- Multi-Habitat Planning Area
- Open Space
- Vegetation
 - Chaparral
 - Forest/Woodland
 - Grass/Herb
 - Nonnative Vegetation
 - Riparian Forest
 - Riparian Scrub
 - Scrub



Source: City of San Diego, SanGIS, SANDAG

Figure 4-4: Vegetation and Multi-Habitat Planning Area

Conservation Program and conserved through the Multi-Habitat Planning Area.

Development within privately owned canyon areas and along canyon edges should respect and maintain brush management zones and comply with the environmentally sensitive lands requirements and Multi-Habitat Planning Area Land Use Adjacency Guidelines when adjacent to conserved land. As mentioned before, brush management regulations also apply to privately owned properties, which need to be regularly managed in a timely manner to avoid bird breeding seasons and to reduce fire fuel loads, overall supporting habitat health.

Chollas Creek Watershed

The Chollas Creek Watershed spans approximately 30 square miles, extending from the communities of City Heights, Kensington-Talmage, Southeastern, Encanto through a network of urban tributaries that flow southwest toward San Diego Bay and Barrio Logan. Resource management efforts within the watershed focus on protecting remaining natural and cultural resources, enhancing stormwater infrastructure, while advancing multi-benefit improvements that support community resilience and ecological health.

Nature-based Solutions and Blue-Green Infrastructure

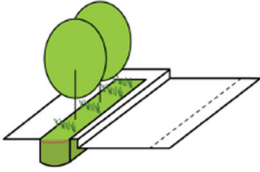
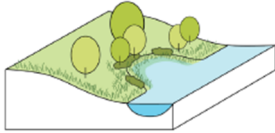
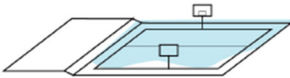
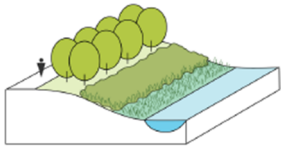
Nature-based solutions are approaches that protect, restore, incorporate or mimic natural features or processes to enhance resilience. Nature-based solutions include projects such as floodplain restoration, riparian and channel rewilding and urban tree canopy expansion. Blue-green infrastructure integrates water management (blue) with vegetation or more natural landscapes (green) into urban environments to mimic natural hydrology and manage stormwater.

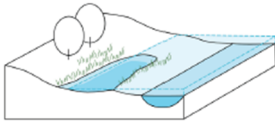
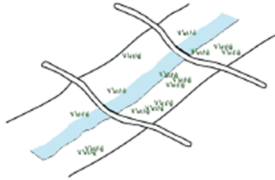
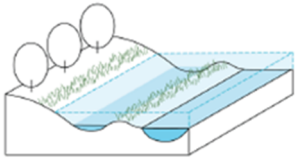
Blue-green infrastructure includes projects such as bioswales, green streets, and bioretention areas. Both nature-based solutions and blue-green infrastructure can help reduce flood risk and provide various environmental benefits such as improved water quality, enhanced biodiversity, and improved air quality. Green streets are one type of blue-green infrastructure that incorporate canopy shade trees, stormwater improvements, and lighting to encourage walking and bike riding along corridors.

Nature-based solutions and blue-green infrastructure can strengthen climate resilience in Mid-City. In a highly urbanized area facing increased heat, intense rainfall and localized flooding, these strategies work with natural processes—such as vegetation, infiltration, and restored waterways—to manage stormwater, reduce flood risk, and improve water quality.

Figure 4-4

Nature-based solutions and blue-green infrastructure for climate resilience

	Street Bioretention Street bioretention, which includes planted buffers adjacent to streets, helps to manage and treat stormwater runoff before it gets into the city's waterways. This in turn results in reduced runoff, pollutant removal and improved water quality. Regular maintenance is crucial to ensuring these systems are functioning properly.
	Channel Rewilding Channel rewilding refers to the removal of the concrete channel infrastructure often seen throughout the watershed. This allows for more robust habitats to take hold, improving biodiversity and providing opportunities for communities to interact with the City's waterways. However, this intervention does require a wider channel and is not possible or appropriate in all locations.
	Floodable Parks / Sports Fields Floodable parks, sports fields or other recreational infrastructure are designed to accommodate floodwaters during storm events, creating detention opportunities and buffering communities from flooding.
	Vegetated Embankment Vegetated embankment applies to the removal of concrete embankments in favor of creating vegetated spaces, or the maintenance of already existing vegetated embankments throughout the watershed. Maintenance to ensure that invasive species, trash and sediment build-up are removed is necessary to maintain the integrity of the habitat that this intervention creates.

 A 3D cross-section diagram showing a creek flowing through a landscape. On the left, there are trees and a grassy area. The creek flows from left to right. In the middle of the creek, there is a small, shallow, rectangular detention basin. The water level is shown rising in this basin, indicating it is designed to hold water temporarily during storm events.	Creekside Detention Creekside detention creates areas where runoff is detained during storm events, allowing for more permanent pools to persist throughout the watershed and preventing flooding downstream.
 A 3D cross-section diagram showing a creek flowing through a landscape. The creek is shown flowing from left to right. Several wattle structures, which are made of natural fibers, are placed across the creek. These structures are designed to trap sediment and reduce water flow, helping to preserve hillsides and control erosion.	Wattles Wattles are erosion and stormwater control interventions, typically in areas with steeper slopes. These tubes are made of natural fibers and assist in trapping sediment and reducing water flows downhill, preserving hillsides.
 A 3D cross-section diagram showing a creek flowing through a landscape. On the left, there are trees and a grassy area. The creek flows from left to right. The diagram shows a wide, shallow area adjacent to the creek, which is designed to hold water during storm events. This area is labeled as 'Expanded Flood Capacity'.	Expanded Flood Capacity Expanded flood capacity plans for and creates space for flood waters during storm events. It is necessary to ensure that nonvital or floodable infrastructure is in these areas, and that it does not pose a risk to communities nearby. However, by planning for some areas to flood, storage is increased, and damage is reduced elsewhere within the watershed.

Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan policies. Applicable General Plan policies include, but are not limited to those identified in Table 4-2.

Table 4-2

Relevant General Plan Policies

Theme	Policy
Open Space and Landform Preservation	CE-B.1 Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities. a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands, and implementation of the VPHCP. b. Support the preservation of rural lands and open spaces throughout the region. c. Protect, restore and enhance urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally, including environmental education and recreation opportunities, as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A). d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plants and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan and VPHCP.

	g. Protect, restore and preserve wetland and upland areas on City managed lands, prioritizing areas with the greatest needs. h. Prepare and update Natural Resource Management Plans on all managed preserved lands and include in plans considering shifting habitat or conditions due to climate change as well as sequestration potential, as the information becomes available. i. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation.
Urban Runoff Management	CE-E.2 Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase permeable areas for new trees and restore spaces that have been paved, focused in areas with the greatest needs. e. Increase the use of plants in drainage design. f. Maintain landscape design standards that minimize the use of pesticides and herbicides. g. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. h. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. i. Enforce maintenance requirements in development permit conditions.

	j. Increase the use of green infrastructure, both at watershed scale and site-specific locations.
Motor Vehicle Traffic Noise	NE-B.3 Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits
Fire Service & Infrastructure	PF-D.2 Determine fire station needs, location, crew size and timing of implementation as the community grows. a. Use the fire unit development performance measures (based on population density per square mile) shown in Table PF-D.1 to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different density types aggregates into a population cluster area, use the measures provided in Table PF-D.2. b. Reflect needed fire-rescue facilities in community plans and associated facilities financing plans as a part of community plan updates and amendments.
Wildfire Planning	PF-D.12 Protect communities from unreasonable risk of wildfire within very high fire hazard severity zones. a. Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a community plan update or amendment. (see also LU-C.2.a.4) b. Identify building and site design methods or other methods to minimize damage if new structures are located in very high fire hazard severity zones on undeveloped land and when rebuilding after a fire. c. Require ongoing brush management to minimize the risk of structural damage or loss due to wildfires. d. Provide and maintain water supply systems to supplies for fire suppression. e. Provide adequate fire protection. (see also PF-D.1 and PF-D.2)
Seismic Safety	PF-Q.2 Maintain or improve integrity of structures to protect community members and preserve communities.

	a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements. c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.
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Sustainable and Regenerative Design

- 4.1.** Support youth programs in outdoor science, environmental conservation, sustainability and regenerative design at Ocean Discovery Institute Living Lab.
- 4.2.** Partner with industrial companies within the Mid-City communities to pilot energy conservation, clean energy technologies, and greenhouse gas reduction technologies.

Reconnecting Communities

- 4.3.** Support the inclusion of Teralta Park freeway lid park expansion in the I-15 Comprehensive Multimodal Corridor Plan to help position the project for future funding through state, regional and federal programs.

- 4.4.** Support financing strategies, such as an enhanced infrastructure financing district to support freeway lid park development.

Local Food Systems

- 4.5.** Support the expansion of community gardens in public land and new development.
- 4.6.** Support coordinated efforts and collaboration to improve the community food environment and preserve local food growing hubs.
- 4.7.** Expand economic development incentives to encourage local food production, farmers' markets, grocery stores, and healthy food retail.

Noise

- 4.8.** Mitigate noise pollution by designing spaces adjacent to high ambient noise levels with natural noise barriers.

- 4.9.** Work with Caltrans to utilize landscaping to buffer freeway-highway rights-of-way and install low noise pavement surfaces, berms and noise barriers to mitigate freeway and highway traffic noise.

Air Quality

- 4.10.** Encourage new residential buildings located within 500 feet of a freeway to incorporate building features to reduce the effects of air pollution.
- 4.11.** Support strategies to mitigate air pollution sources from on-road transportation and construction of residential units and other uses with sensitive receptors.

Hazardous Materials

- 4.12.** Prioritize South Chollas Landfill remediation and restoration to a healthy landscape.

Heat

- 4.13.** Consider opportunities and suitable locations for community or City-led resilience hubs in Mid-City that will provide resources and community connection as well as improve community response and recovery to hazard events, including extreme heat.
- 4.14.** Develop cooling strategies for public spaces by integrating shade structures, drinking fountains, cool pavements, misters and tree canopy at popular destinations like playgrounds, pedestrian corridors and bus stops.

- 4.15.** Design buildings and landscaping to minimize building heat gain. Including but not limited to:

- a. Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
- b. Choose cool or green roofing materials or designs.
- c. Utilize window sunshades, extended roof eaves, and low-emissivity ("low-e") window glass to control solar exposure for building interiors.

Fire

- 4.16.** Provide routine brush management within the City-owned open space.
- 4.17.** Continue to conduct periodic emergency planning and coordinated operations with regional agencies to ensure safe and efficient evacuations during fire emergencies, including public education and clear communication protocols for residents, especially for car-free or transit rider households.
- 4.18.** Encourage and support the formation and ongoing activities of local Fire-Safe Councils to strengthen community-based wildfire resilience.
- 4.19.** Promote adequate water supply, flow rate, and duration levels - and ensure proper spacing and

readiness of fire hydrants - to support effective fire suppression.

4.20. Prioritize the undergrounding of overhead power lines near high-risk settings (e.g., open space canyon rims) and the replacement of wood utility poles with metal poles to reduce ignition sources and improve community safety.

4.21. Encourage home-hardening improvements for existing homes, such as fire-resistant roofs, vents, windows, and defensible space treatments, to strengthen neighborhood-wide resilience to wildfires.

Flooding

4.22. Support conservation and restoration of urban canyons and creeks to mitigate flooding, improve water quality, and support access to nature.

4.23. Support implementation of the Chollas Creek Watershed Master Plan to evaluate stormwater infrastructure vulnerability to flooding and prioritize infrastructure upgrades and replacement based on the highest risk.

4.24. Improve stormwater management and address flooding issues along Chollas Creek through enhanced drainage systems and green/blue stormwater infrastructure upgrades and nature-based solutions.

Seismic Safety

4.25. Incorporate public space parks and landscaped areas where active faults preclude the construction of new buildings where feasible.

Urban Greening

4.26. Utilize street trees to give scale and definition to corridors and to slow traffic. Street tree locations may include sidewalk zones, parking lanes, and median strips.

4.27. Retain mature and healthy street trees when feasible.

4.28. Space trees consistently at equal intervals to provide rhythm and continuity.

Open Space and Natural Landscapes

4.29. Seek open-space easements on private lands that offer habitat-protection opportunities and enhance habitat and wildlife connectivity.

4.30. Protect and strengthen sensitive native habitats.

Nature-based Solutions and Blue and Green Infrastructure

4.31. Support the enhancement of the Chollas Creek Watershed.

4.32. Promote naturalization of concrete creek channels where appropriate and feasible, utilizing natural materials whenever possible.

- 4.33.** Identify locations for blue and green infrastructure interventions adjacent to natural creek beds, future trails, parks and open space.
- 4.34.** Design and locate nature-based stormwater facilities to allow safe, practical, and cost-effective long-term maintenance, particularly in flood-prone areas, such as Chollas Creek Watershed.

5. Urban Design

Goals

- Vibrant and walkable villages and corridors are designed for people of all ages and abilities and reflect the unique spirit of Mid-City communities.
- Beautiful, authentic and artistic pedestrian-oriented public and private spaces promote social interaction and civic life.
- Neighborhoods in Mid-City celebrate the cultural diversity and heritage through arts, community events, banners, architecture, gateway signs and districts.
- Mid-City's streets that are safe, clean and accessible, with wider sidewalks, active ground floors, shade, seating and good lighting.
- Neighborhoods that are seamlessly connected through a safe, comfortable and inclusive network of pathways for people walking, rolling and biking.

Vision

The Community Plan envisions buildings designed to enhance the pedestrian environment, with retail businesses along corridors within villages that are pedestrian-friendly,

mixed-use and amenity-rich. The Community Plan also envisions wider parkways and sidewalks with street trees, lighting and public spaces that provide places for people to gather.

Introduction

Mid-City contains some of the oldest communities in the City of San Diego. The block pattern within Mid-City varies from a rectangular grid pattern in neighborhoods developed up to the 1940's, such as portions of Normal Heights, Kensington, Talmadge and City Heights, to a curvilinear suburban development pattern in the neighborhoods developed after the 1940's, located primarily in southern City Heights and Eastern Area.

Superblocks appear within both block patterns and are shown as clusters of large buildings with no internal streets along commercial corridors built after the 1940's and include the College Grove Shopping Center. Large changes in topography are present throughout Mid-City. The topography and associated canyon network and freeways that bisect Mid-City affect neighborhood design and connectivity.

Key development patterns are organized around various block types - small, walkable grid with alley access; larger superblocks along transit corridors; and expansive

commercial centers - each offering opportunities for new homes, businesses and infrastructure.

Urban Design Framework

The Urban Design Framework illustrates the Community Plan's long-term vision for the areas anticipated to experience the greatest growth, as shown in Figure 5-1. It identifies the defining physical elements of Mid-City and focal points for the urban design policies in this chapter.

The framework also demonstrates how these areas are connected to existing and planned parks, open spaces, schools, community institutions, and other daily destinations through an integrated network of bicycle and pedestrian connections. Together, these elements support a connected and walkable community. The defining physical elements of Mid-City include:

- Transit Villages: A mixed-use area concentrating commercial, office, and the highest residential density around transit.
- Transit Corridors: A mix of uses and density oriented along main transit corridors.
- Main Streets: Smaller-scale mixed-use and community activity centers.
- Transit Neighborhoods: A mix of neighborhood-friendly housing types and markets that provide a transition from transit villages, corridors, and main streets.

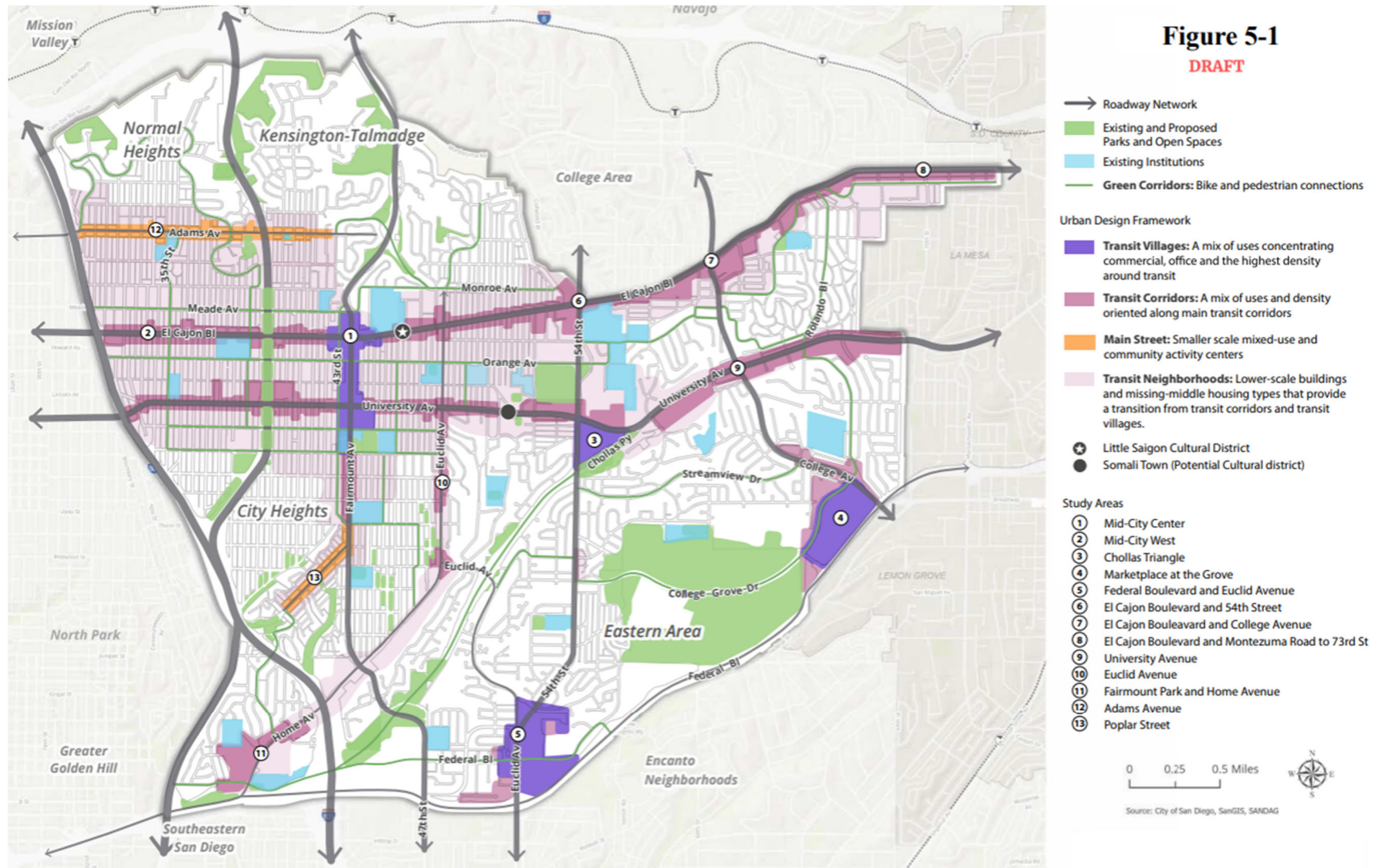
- Cultural Districts: Areas with commercial, office and residential uses revolving around cultural hubs.
- Green Corridors: Bicycle and pedestrian connections linking homes, jobs, parks, schools, open spaces, and activity hubs.

The framework also highlights 13 urban design study areas with more detailed urban design recommendations. New development with residential uses within these study areas are envisioned to provide public spaces which can include recreational amenities such as play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas, community gardens, urban greens, plazas, and promenades, podiums, greenways or paseos that also enhance connectivity.

Building Form and Site Design

The Community Plan envisions buildings designed with a mix of uses, human-scale public spaces, daily amenities, a variety of home types and jobs that create an enjoyable experience for people walking along corridors and within villages. The design of buildings and the spaces between buildings shape the pedestrian experience. The arrangement, scale, shape, materials and the relationship of buildings to a site determine if an area is walkable or not, and if it feels inviting and secure.

Figure 5-1
Urban Design Framework



Site design affects how buildings, parking, landscaping, and any other structures are arranged and integrated with the street and the pedestrian experience. The pedestrian experience becomes a network of integrated and connecting spaces.

Scale

The first two stories of a building help to shape the experience of a person walking on a street in relation to the building. The placement and design of windows, building entrances, lighting and storefronts help to improve this experience. Upper-story step-backs and other design measures can provide sun access for neighboring properties, create opportunities for terraced open spaces, and provide a clear separation between the first two stories and upper floors to establish the building's relationship to the street. Detailing the exterior finishes of a building can provide a rich and vibrant appearance to the building's surfaces. Variations in roofline can add to visual variety.

Transitions

Transitions in bulk, scale and height along higher-density corridors to adjacent lower-density neighborhoods can help to maintain harmony with building form, which can include upper-story step-backs, rear-yard setbacks, landscaped buffers, and sloping roofs.

Active Building Frontages

Ground floors with active building frontages that include windows, entries, storefronts and seating can support pedestrian activity.

Mixed-Use Buildings

The Community Plan envisions mixed-use buildings within villages and activity nodes and along corridors designed to support walking and transit use, convenient access to grocery stores, day care, health care, schools, parks, and other neighborhood and public services. Mixed-use development can be successful when integrated vertically, horizontally, or as a combination of the two with active building frontages.

Superblocks and Large Parking Areas

Superblocks contain long block lengths and fragmented pedestrian pathways, which isolate neighboring residential areas. They typically have large parking areas. The Community Plan envisions the creation of pedestrian connections through these large blocks as they redevelop. By breaking down superblocks with streets, drives, walkways, and mid-block crossings, the development can create a pedestrian network with smaller blocks. This can help to shorten walking distances, increase foot traffic to stores, and provide direct routes to transit stops. The Community Plan envisions transforming the superblocks and large parking lots into lively community villages and activity hubs with connections to enhance walkability.

Drive-Throughs and Car Parking

Parking areas, driveways and drive-throughs located at the sides or rear of buildings, screened from the street, can help to create a pedestrian-friendly environment along the primary building frontage.

Sustainable Building Design

Sustainable building design can help to reduce energy and resource consumption by utilizing building practices and materials that increase energy and water efficiency, increase on-site energy generation and reduce waste generation.

Canyon and Open Space Interface

Canyons and open space significantly contribute to Mid-City's urban form and to its natural environment. The Community Plan envisions development adjacent to and/or facing canyon open space areas with buildings that locate the tallest portion of buildings furthest from the canyon rim, incorporate a setback from the canyon edges, and step back upper-story levels. Building design can incorporate a sensitive approach to help preserve and enhance the natural context of the canyons and open space areas, and ensure appropriate fire safety. Building facades with varied design and material features can help to minimize the potential for bird strikes

Design Adjacent to Freeways

The physical layout and environmental quality of Mid-City are shaped by the freeways that cut through the community.

They introduce environmental challenges, primarily elevated noise levels and degraded air quality, that directly impact nearby homes. Site and building design strategies can help to address air quality and noise effects typically within 500 feet of a freeway using a multi-layered buffering strategy.

Strategies to buffer residential uses from the impacts of a freeway are encouraged and can include placing parking structures, commercial uses, open spaces, and landscape buffers between the residential buildings and the freeway. Residential buildings can be designed such that homes are above the level of the freeway and face inward and away from the freeway. Outdoor public spaces, common open spaces, and private open spaces are most comfortable to use when oriented away from the freeway, as well.

Public Spaces

Public spaces are the lifeblood of an urban community, serving as gathering spots where people can socialize, play, and enjoy the outdoors. In urban areas, like Mid-City, public parks and open space areas can be creatively supplemented by integrating privately owned public spaces into new developments that are publicly accessible. Publicly accessible space can provide green infrastructure along corridors and in villages, fostering a more walkable, interconnected community fabric.

Public spaces within a development can provide gathering spots for people to socialize and enjoy the outdoors. Public

spaces include streets, parks, sidewalks, plazas and other outdoor areas where people can walk, gather, relax and interact. Adjacent residential development can integrate landscaped setbacks with furnishings that open onto public space. Retail, cafes or residential common areas can physically and visually connect to these public spaces, encouraging foot traffic and passive surveillance (eyes on the street).

Types of Public Spaces

Public spaces built and maintained by development can diversify the urban landscape by taking various forms, including plazas, pedestrian paseos and linear greenways with amenities next to sidewalks. In some building designs, they can also be included on second floors to invite the public to rest and gather.

Amenities

Residential and mixed-use buildings can integrate public spaces between the building and sidewalk with amenities, such as seating, lighting, landscaping, children's play areas and bicycle parking that directly open onto the public sidewalk.

Pedestrian-Scaled Lighting

Pedestrian-scale lighting can provide a welcoming atmosphere for nighttime activity along corridors and pathways and within villages and public spaces.

Outdoor Seating

Outdoor seating can make the public spaces more inviting for people to rest and gather.

Parkway & Sidewalk

The Community Plan envisions having the parkway, which is the area between a building and the street, designed to provide a safe and enjoyable walking environment that connects to places where people want or need to go, such as plazas, parks, stores, and transit stations. Parkway with wider sidewalks and shade trees along corridors and within villages and activity nodes can provide for a safe and enjoyable walking environment. Parkway elements designed at a human scale help to create an enjoyable environment for walking or gathering, which can include transit shelters, bike parking, pedestrian-scaled lighting, seating, street trees and landscaping, wayfinding signs and outdoor dining. Successful streetscapes also

Wayfinding

Wayfinding can help identify transit stations, cultural districts, parks, libraries and community destinations.

Gateways

Gateways mark community entry points and can provide a sense of arrival with building and street design, signage, lighting, street trees and landscaping to enhance. Gateways can occur within building design, materials and landscaping.

Green Corridors

Green corridors provide attractive and accessible routes to parks and open space. They typically feature enhanced landscape parkway, shade trees, and often bicycle facilities with wayfinding signage. These elements foster a safer, more comfortable experience that strengthens connections between communities and nearby recreational areas.

Alleys

Alleyways are often underutilized spaces that can be transformed into vibrant green corridors, serving as valuable connectors within neighborhoods. Green alleys integrate stormwater management, urban greening and cooling, safety and connectivity.

Privately-Owned Public Spaces

Privately-owned public open spaces (POPOs) are privately-owned, publicly-accessible spaces incorporated into development. They may occur in the form of plazas, paseos, parks and greenways. They may also include indoor atriums and lobbies of a building, terraces, and pockets of space where the public is invited to gather or rest. POPOs are typically provided and maintained by private development, with regulations imposed on them that govern hours of operation, access, amenities, and maintenance requirements.

In some instances, POPOs may be conditioned to require certain activation through programmed and frequent

events. POPOs are a great way for an urban area to offer additional amenities and public space to supplement and complement existing and planned parks and open space in the community. The urban design study areas feature ways to better integrate POPOs into Mid-City communities.

Public Views

Due to the community's sloping topography, public views (both near and far) are common. Views from public areas – particularly of the community's natural scenic amenities of its canyons are strongly associated with the desirability, character and attractiveness of the community.

Visual quality within neighborhoods adjacent to the various community canyons and affected by hillside landforms is intended to be maintained and enhanced by application of policies related to these specific locations as well as the City's Environmentally Sensitive Lands Regulations.

Cultural Districts

A cultural district is formally recognized by the City or the state for its people, history, events and culture in an area where culture and creativity flourish. They can contain venues, landmarks, and activities that collectively express a distinct cultural identity. Cultural districts showcase local traditions and values, but they can also adapt, offering a space where the values and expressions of multiple cultures converge into a rich mosaic.

Including interpretive elements can help to signify and highlight the history and culture through artwork, buildings, streetscape and signage within a cultural district. Interpretive elements are the threads of meaning that weave together the fabric of a cultural district. They encompass a range of artistic and interactive elements carefully designed to unravel stories, evoke emotions, and spark dialogues.

Little Saigon Cultural District

The Little Saigon Cultural and Commercial District includes a six-block stretch of El Cajon Boulevard and is meant to highlight, celebrate and draw visitors to the Vietnamese enclave in this area of Talmadge and City Heights.

Somali Town Cultural District

The Community Plan identifies Somali Town as a potential cultural district located along University Avenue from Estrella Avenue to Chollas Parkway. The area includes Somali-owned businesses, mosques, organizations and gathering spaces.

Urban Design Study Areas

The Urban Design Framework outlines areas for higher-density, mixed-use development. This includes Transit Villages, Transit Corridors, and Main Streets. These areas are designed to support transit-oriented development with compact land use patterns that integrate housing, jobs, and services. They may also feature public spaces and support

sustainability, multiple modes of transportation and active and healthy lifestyles by integrating a mix of uses.

Transit Villages

Transit Villages have a mix of uses concentrating commercial, office and the highest and high density of residential and employment uses around high-quality transit.

Mid-City Center (Figure 5-2)

The Mid-City Center community village focuses on the mixed-use development along Fairmount Avenue, El Cajon Boulevard and University Avenue within Mid-City Center to leverage bus rapid transit services and the potential for a future transit station as part of the planned Trolley Purple Line. An expanded Teralta Lid Park to the north and south would enhance opportunities for recreation, public gatherings, and community activities such as outdoor markets and festivals. Expanded bicycle infrastructure, along with street and streetscape improvements, would improve pedestrian and bicycle circulation and strengthen connectivity to surrounding neighborhoods. These improvements would also enhance cultural districts, community centers, civic areas, and neighborhood social hearts, reinforcing the Mid-City Center as a focal point for community identity and activity.

Mid-City West (Figure 5-3)

The Mid-City West community village focuses on mixed-use development along the El Cajon Boulevard and University

Avenue transit corridors between I-5 and SR-15, south of Adams Avenue and north of Landis Street. It would transition outwards into the adjacent neighborhoods. Urban greening along main corridors would help to improve walkability on University Avenue. Activating alleys could transform underutilized space into green connections between corridors.

Chollas Triangle (Figure 5-4)

The Chollas Triangle study area focuses on mixed-use development at the southeast corner of University Avenue and 54th Street. A future neighborhood park would replace Chollas Parkway between University Avenue and 54th Street to improve access to parks and open space for the surrounding neighborhoods. Nearby bicycle and streetscape improvements would increase connectivity to other parts of Mid-City.

Marketplace at the Grove (Figure 5-5)

The College Grove transit village is focused on the transformation of the College Grove Shopping Center into a mixed-use village, to accommodate high-density mixed-use development near high-quality transit, including the planned Rapid 256. The Community Plan envisions the village with an internal street network to create smaller, walkable blocks with public spaces and park spaces. This could include a linear park connection to Chollas Lake Park. Active ground-floor uses and strategically located active corners would

anchor new development and support improved bicycle facilities planned along College Grove Way.

Federal Boulevard and Euclid Avenue (Figure 5-6)

The Federal and Euclid transit village is focused on mixed-use development at the intersection of Federal Boulevard and Euclid Avenue to leverage bus rapid transit services and the potential for a future transit station as part of the planned Trolley Purple Line. The Community Plan envisions transforming the area's wide streets and larger commercial areas into smaller, pedestrian-scaled blocks.

Figure 5-2
Mid-City Center Study Area

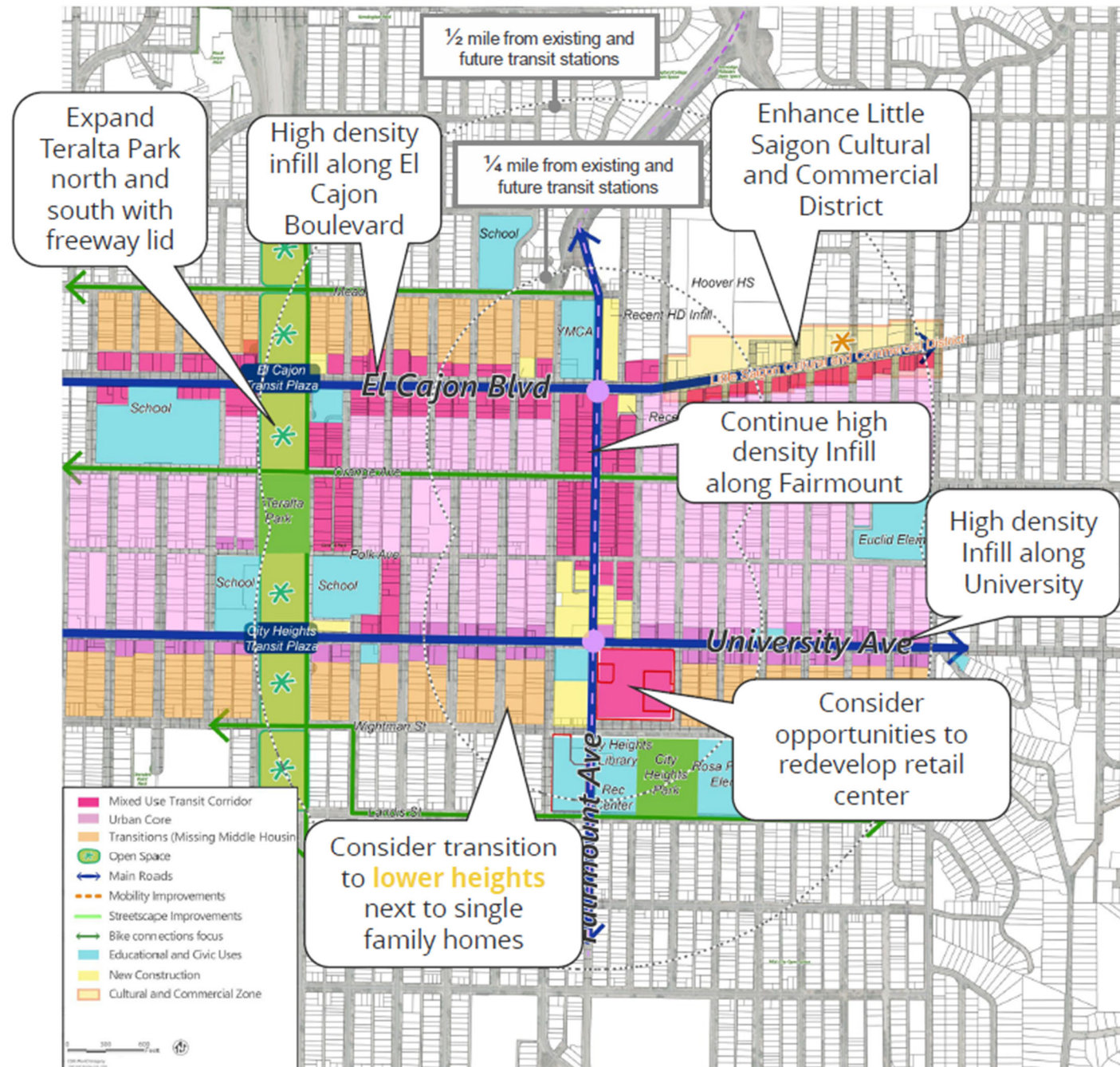


Figure 5-3
Mid-City West Study Area

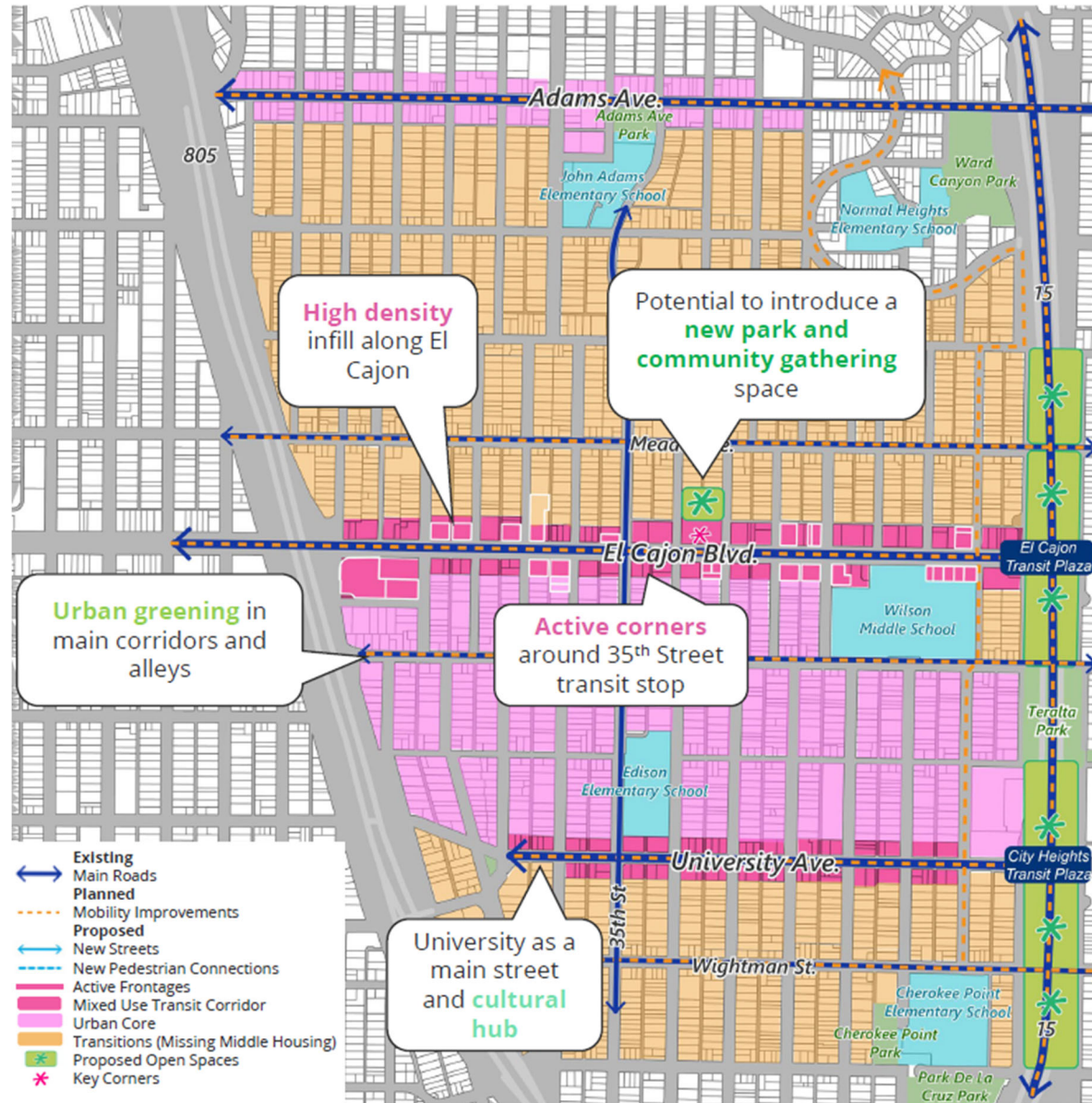


Figure 5-4
Chollas Triangle Study Area

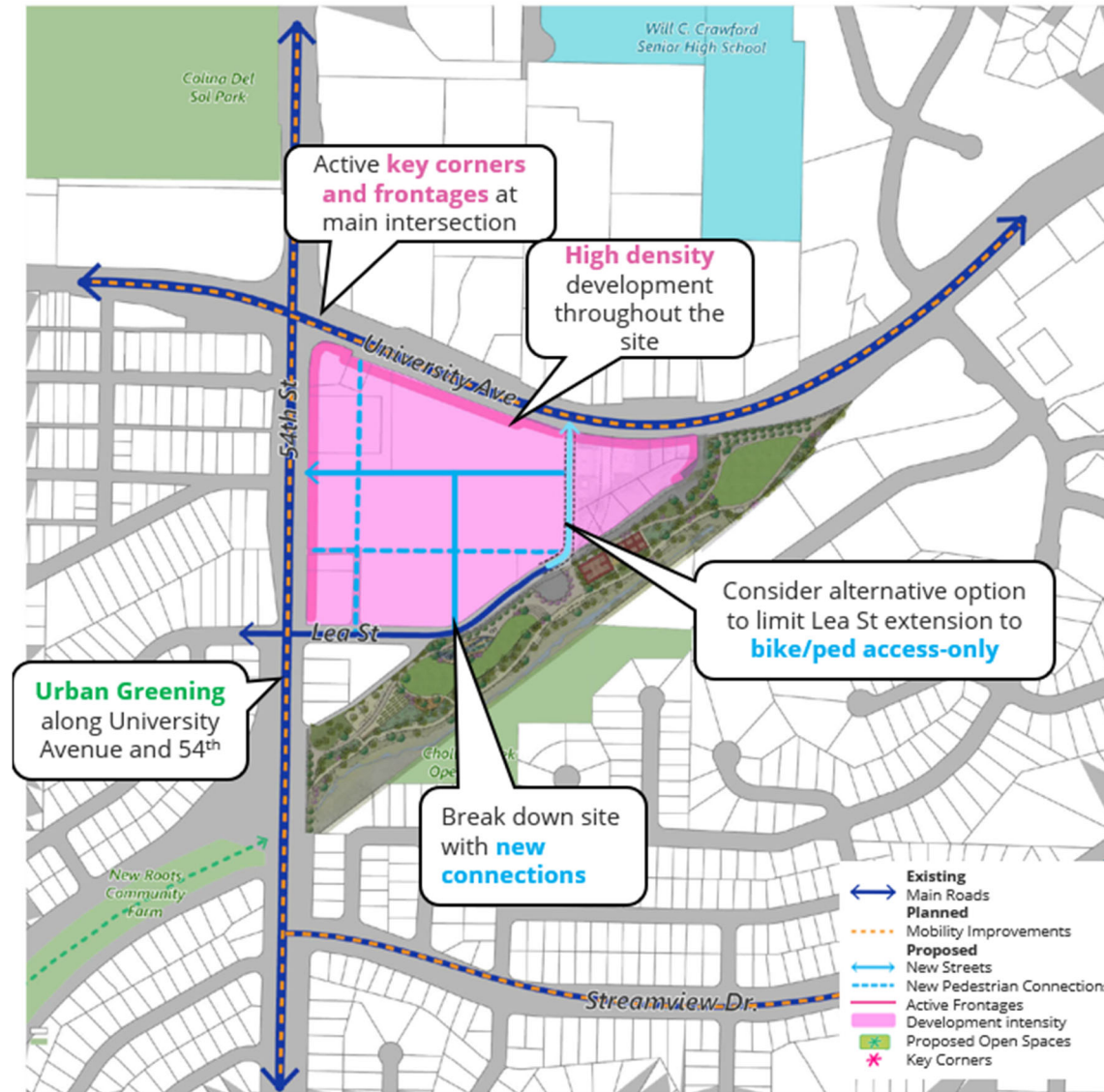


Figure 5-5
Marketplace at the Grove Study Area

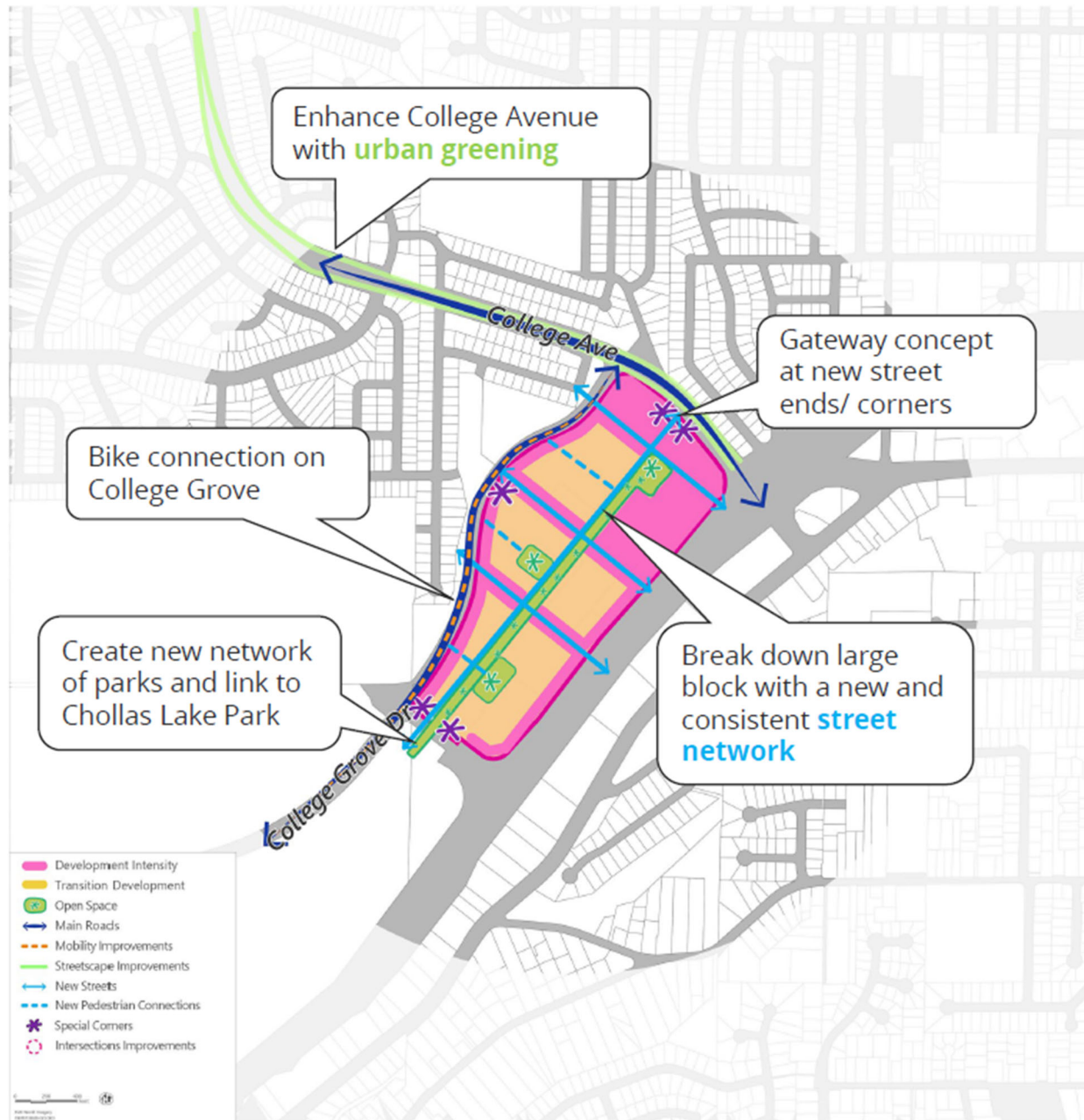
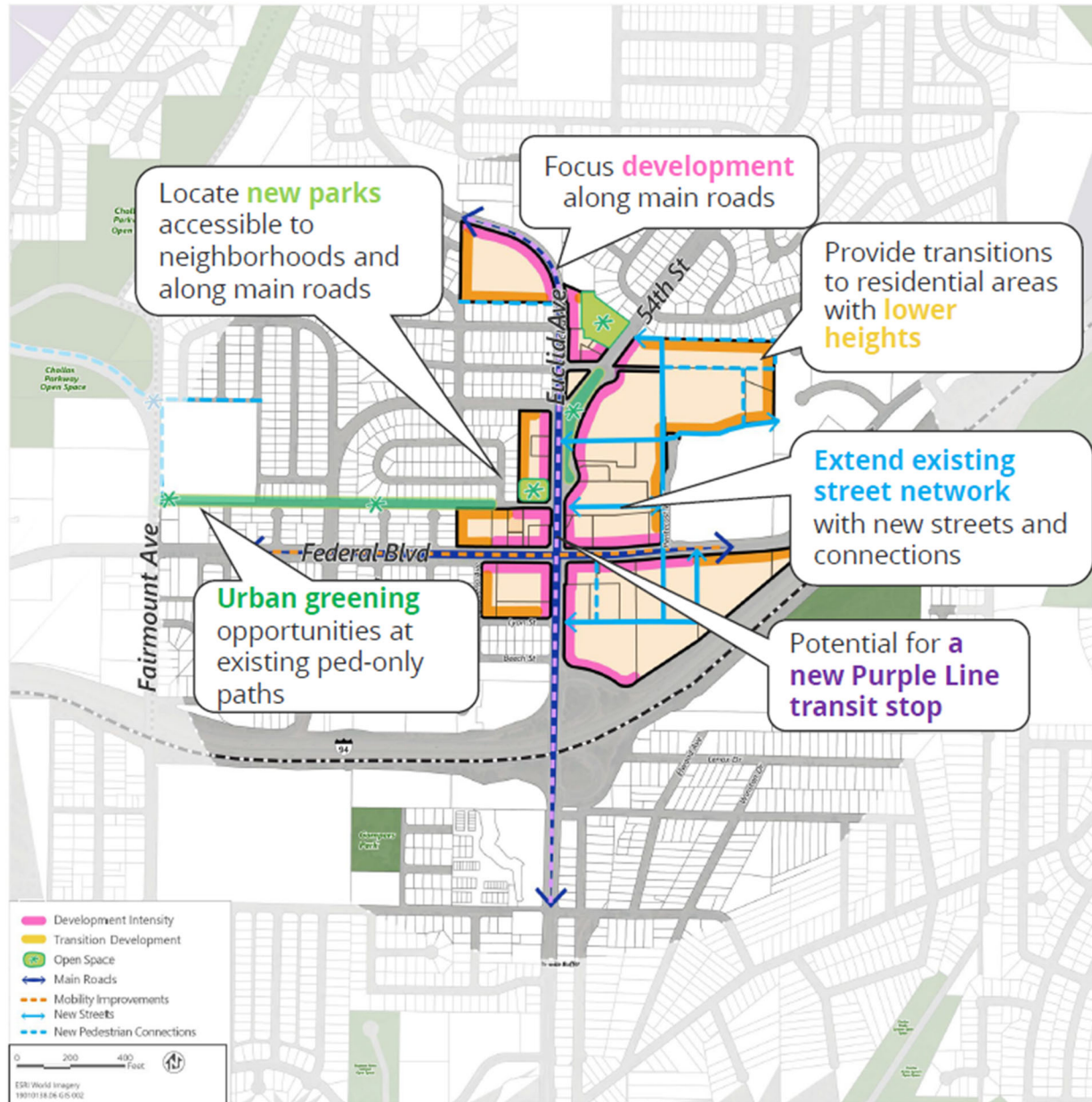


Figure 5-6

Federal Boulevard and Euclid Avenue Study Area



Transit Corridors

Transit Corridors are mixed-use corridors with commercial, office, very high, high, or medium density residential and other uses oriented along a corridor with high-quality transit.

El Cajon Boulevard

El Cajon Boulevard is a major Transit Corridor that can accommodate varying levels of mixed-use densities near high-quality transit.

El Cajon Boulevard and 54th Street (Figure 5-7)

The El Cajon Boulevard Transit Corridor at 54th Street is focused around the “Crawford Cluster” of three schools, access to Colina Del Sol from south 54th Street, and the gateway to the College Planning Area to the northeast. Given the area's many uses, it can accommodate high mixed-use densities near high-quality transit, including the extension of the bus-bike lane. This study would incorporate bike, transit, and streetscape improvements to complement the high active transportation propensity.

El Cajon Boulevard and College Avenue (Figure 5-8)

The El Cajon Boulevard Transit Corridor at College Avenue is characterized by large surface parking lots servicing an existing shopping center. The study would accommodate high-density and intensity mixed-use development near San Diego State University. High-quality transit improvements

include the extension of the bus-bike lane and the planned Rapid 625 and Rapid 256.

El Cajon Boulevard (Montezuma Road to 73rd Street)

The El Cajon Boulevard Transit Corridor from Montezuma Road to 73rd Street is characterized by retail, small, alley-loaded parcels, and is surrounded by small lot residential as shown in **Figure 5-9**. The corridor aligns with the land use of the College Area to the north and considers a transition to lower heights next to single-family homes on the south side. This concept would increase bike safety, add traffic signal priority, and incorporate pocket parks, plazas, and streetscape improvements.

University Avenue (54th Street to 69th Street)

University Avenue between 54th Street and 69th Street is a central retail spine for the Eastern Area, as shown in **Figure 5-10**. The Community Plan recommends infill/redevelopment of large parking lots and strip centers to create vibrant neighborhood hubs and support high-quality transit, including planned Rapids 625 and 256, the University Avenue bikeway, micro-transit, and increase new connections to enhance pedestrian accessibility.

Euclid Avenue

Euclid Avenue (North)

The Euclid Avenue North Corridor is characterized by a compact grid of short, fine-grained, and walkable blocks. This segment, as shown in **Figure 5-11**, serves as the geographic heart of the community's diverse heritage,

anchored by the Little Saigon Cultural District and the potential Somali Town Cultural Hub. The Community Plan focuses on intensifying the corridor with residential on top of neighborhood supporting retail stores with gathering spaces.

Euclid Avenue (South)

The Euclid Avenue South Corridor is shaped by canyon topography, historic neighborhood character, and a mix of vacant and underutilized sites along the west side of Euclid Avenue, as shown in **Figure 5-12**. The Community Plan focuses on enhancing walkability through streetscape and crossing improvements, while supporting mixed-use development along the corridor with public spaces.

Fairmount Park/Home Avenue

The Fairmount/Home Avenue Corridor is shaped by major freeways, industrial and commercial uses, and limited access to parks, pedestrian connections, and bicycle infrastructure. Future improvements, as shown in **Figure 5-13**, will focus on enhancing mobility through safer crossings and improved transit stops, while supporting high-density and neighborhood commercial development along underutilized sites. Potential open space investments include revitalized trails and creek areas along Federal Boulevard.

Figure 5-7
El Cajon Boulevard and 54th Street Study Area

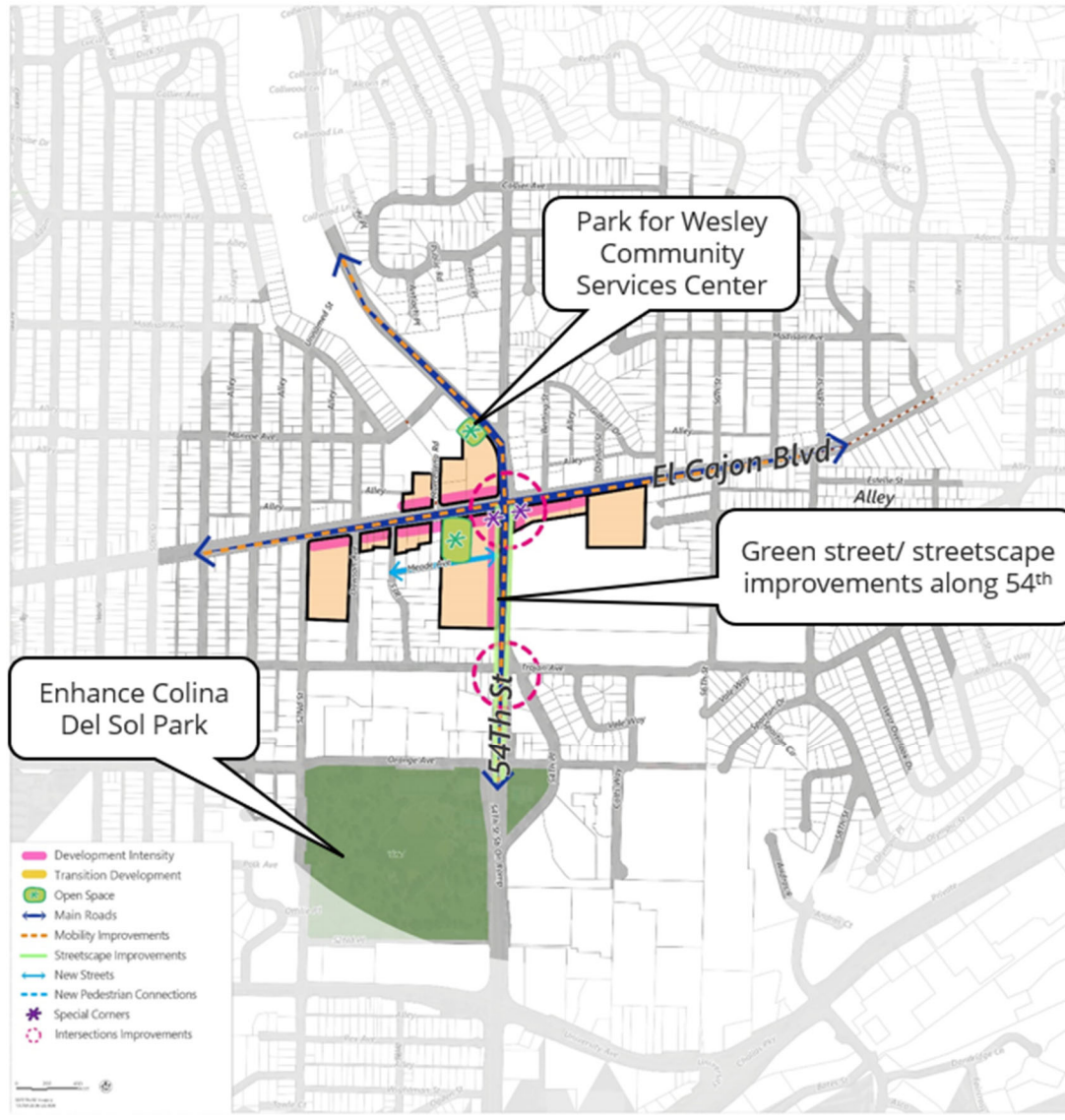
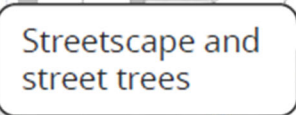


Figure 5-8

El Cajon Boulevard and College Avenue Study Area



New park on
College Avenue

New paseo

-  Development Intensity
-  Transition Development
-  Open Space
-  Main Roads
-  Mobility Improvements
-  New Streets
-  Special Corners and Key

Figure 5-9

El Cajon Boulevard (Montezuma Road - 73rd Street) Study Area

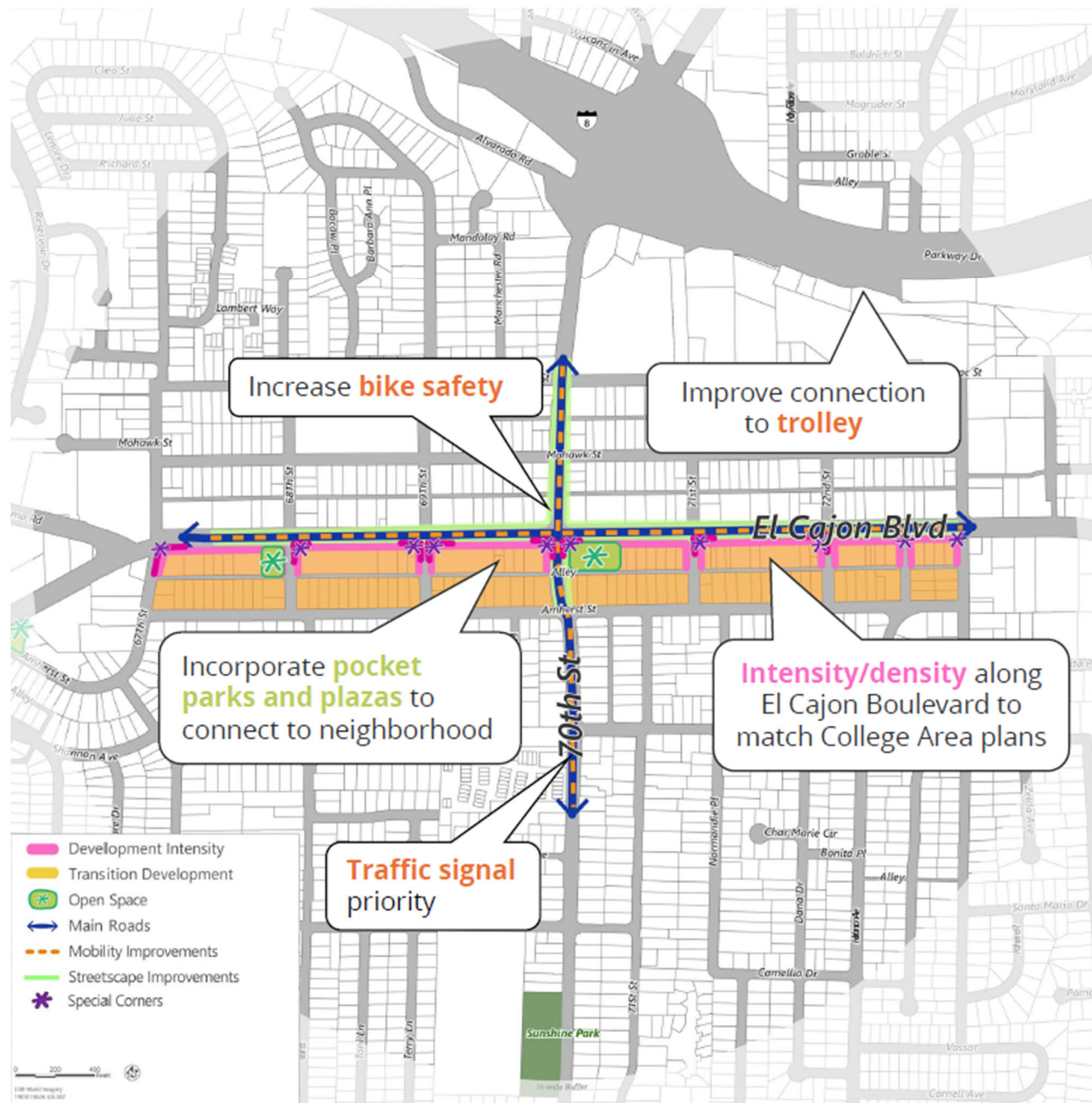


Figure 5-10
University Avenue (54th Street – 69th Street) Study Area

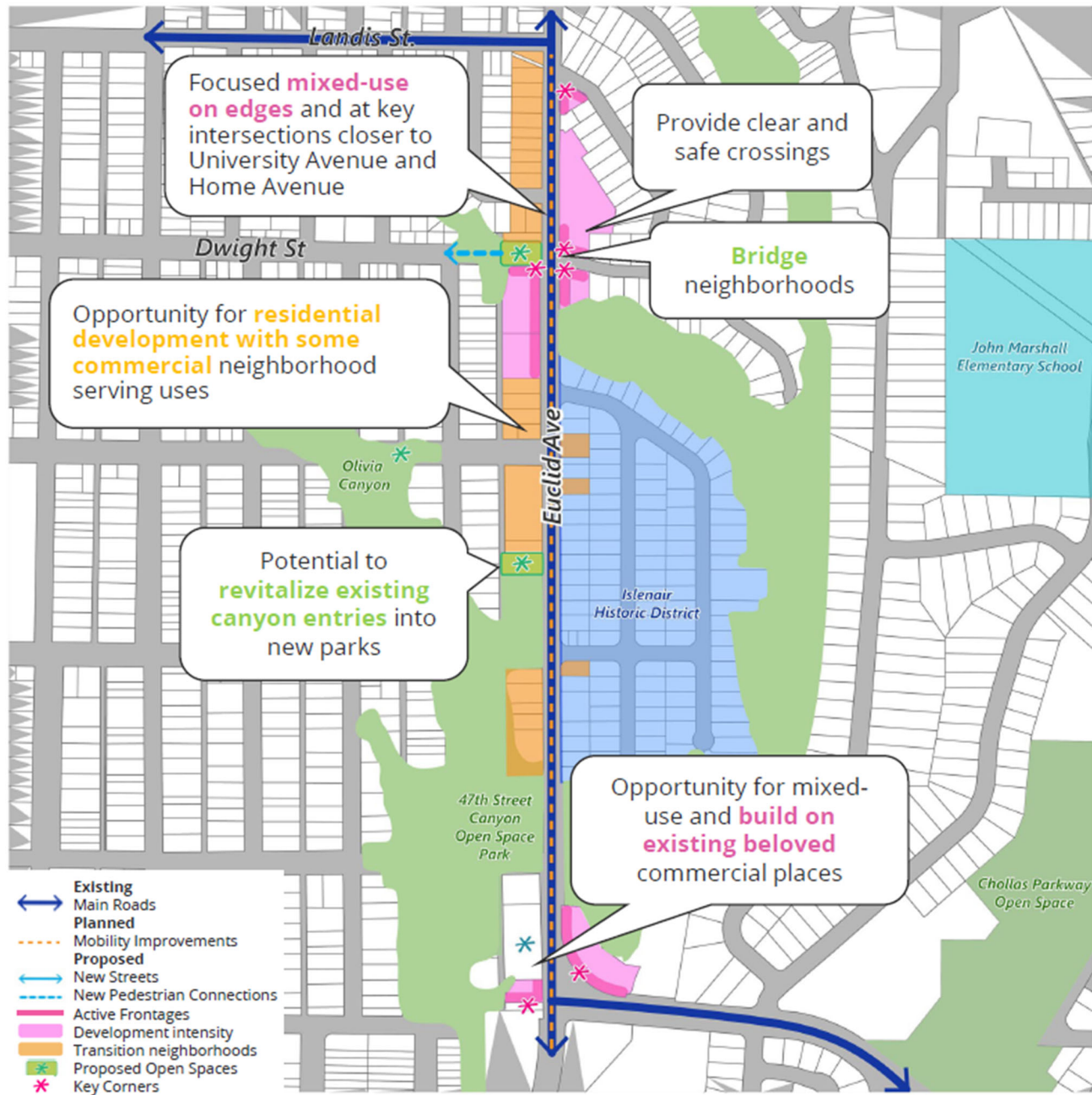


Figure 5-11

Euclid Avenue (North) Study Area

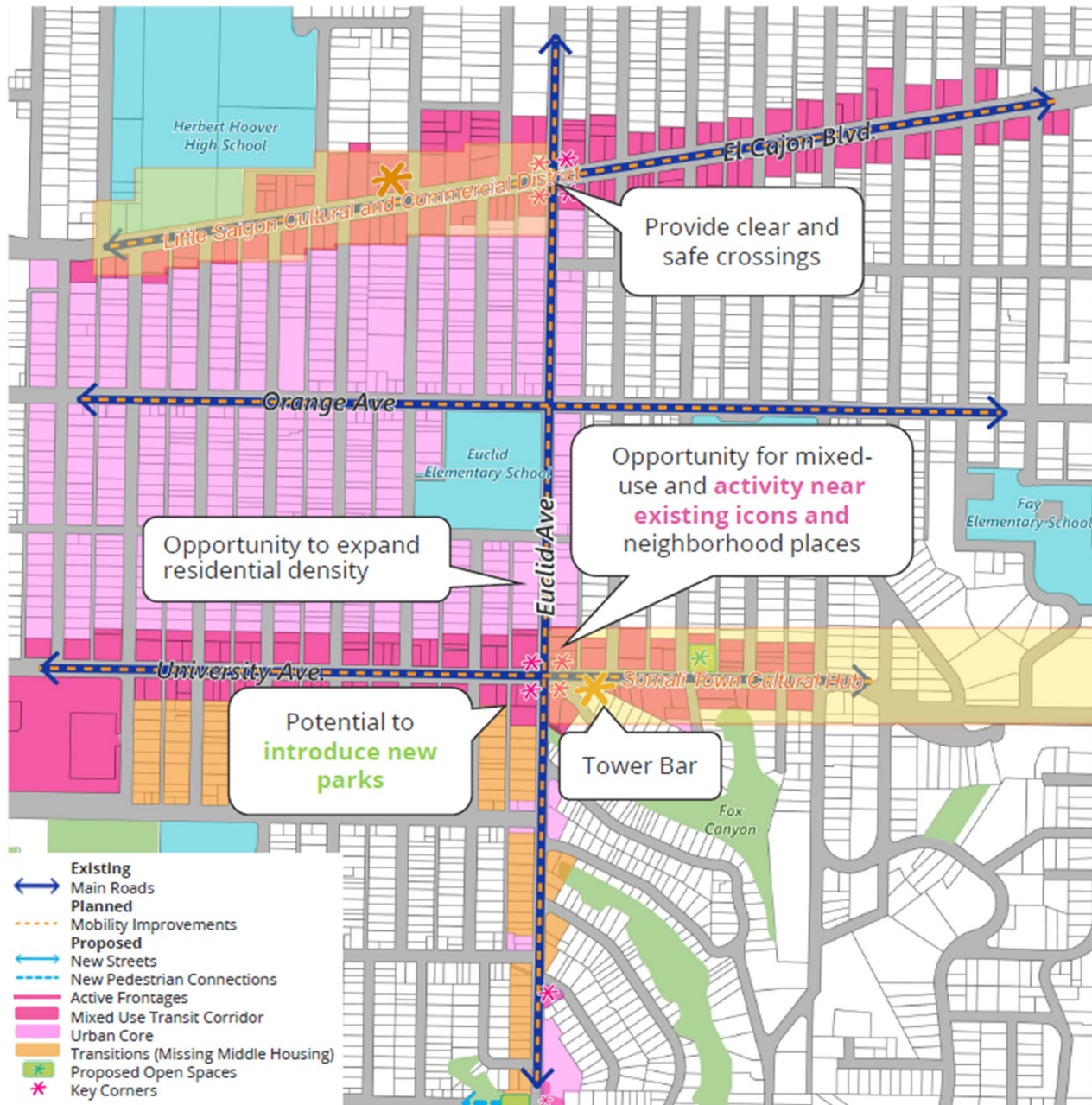


Figure 5-12

Euclid Avenue (South) Study Area

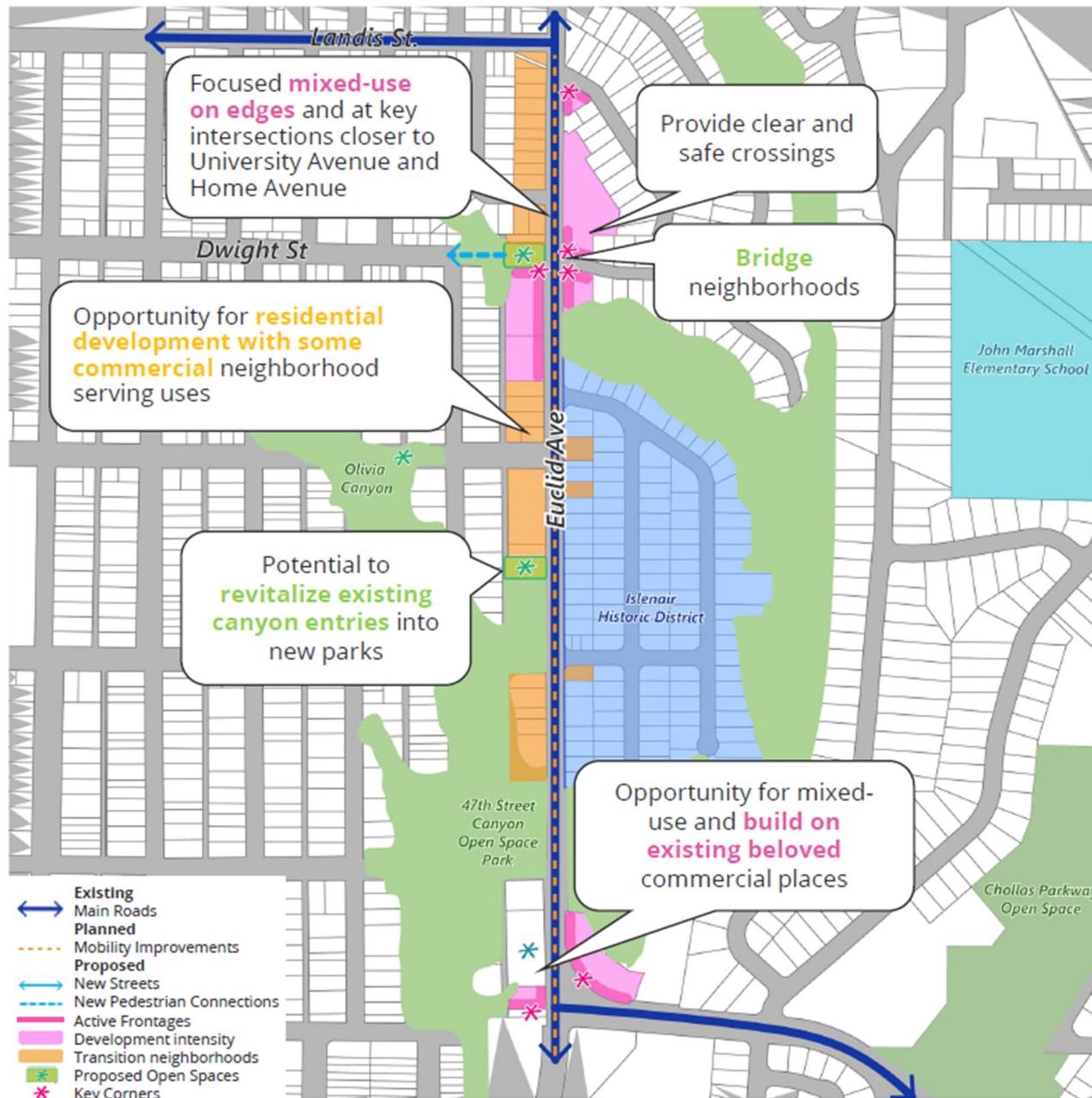
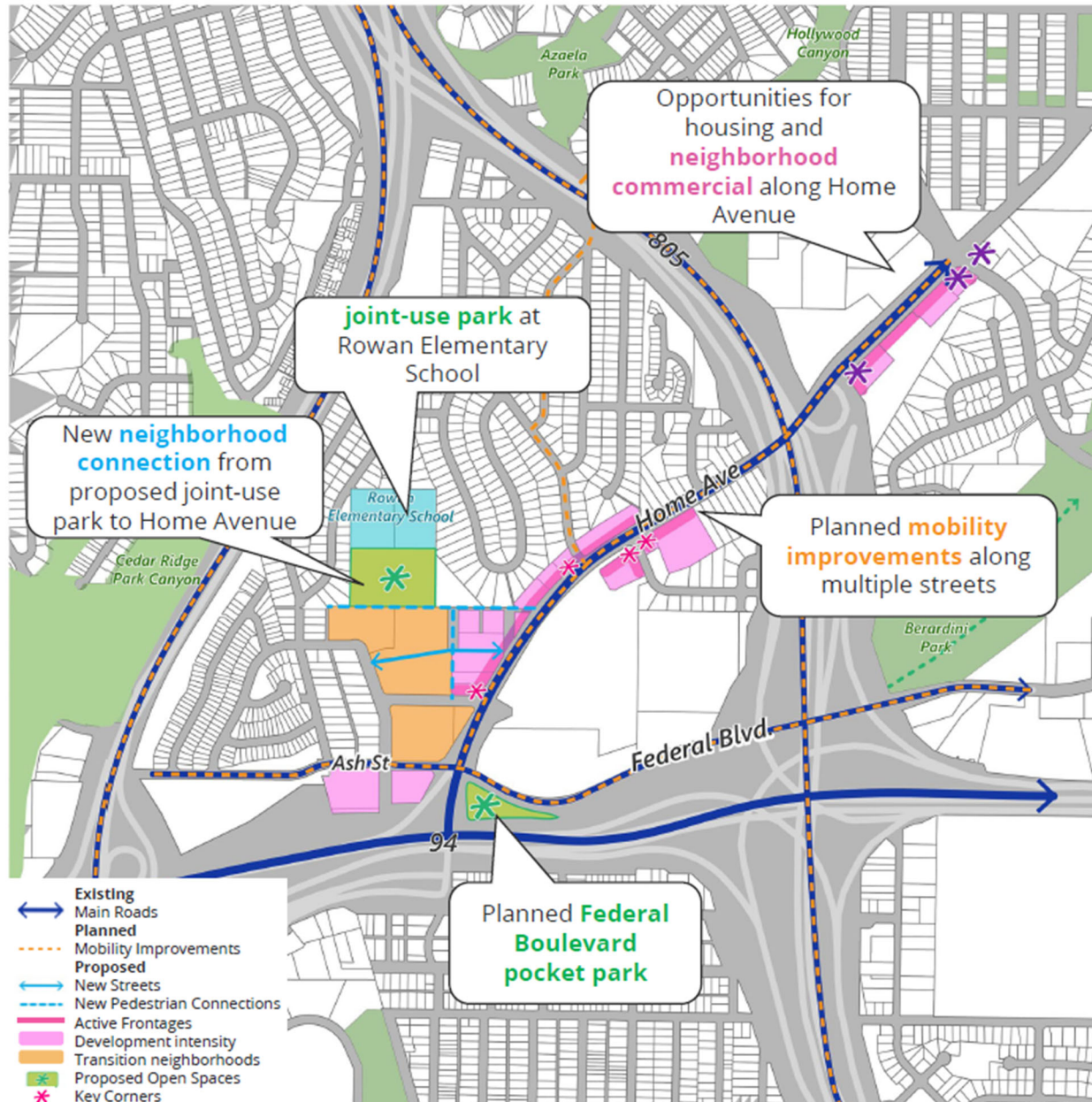


Figure 5-13

Fairmount Park and Home Avenue Study Area



Main Streets

Main Streets have smaller scale mixed-use development with a stronger focus on transitions to surrounding neighborhoods with high and medium density residential and employment uses.

Adams Avenue

The Community Plan proposes enhancing Adams Avenue by accommodating a high and medium density mixed-use development near high-quality transit, including the planned Rapid 211, as shown in **Figure 5-14**. Within this context, recommendations guide future development along Adams Avenue to reinforce the corridor as an active mixed-use Main Street and a center of community activity for Normal Heights and Kensington, while respecting the area's small lots and existing development pattern. Height and density are recommended to be oriented toward Adams Avenue, with appropriate transitions to adjacent single-family neighborhoods through missing-middle housing types.

Additional recommendations include active ground-floor uses, identification of underutilized commercial properties for increased housing and community-serving amenities, planning for new community facilities such as a library, and activation of alleys and green alleys to enhance walkability, placemaking, and neighborhood connectivity.

Poplar Street

The Poplar Street is characterized by a compact grid of short, fine-grained, and walkable blocks with a mix of homes and neighborhood-serving businesses. As shown in **Figure 5-15**, the Community Plan focuses on intensifying the corridor with residential on top of neighborhood supporting retail stores with gathering spaces.

Figure 5-14
Adams Avenue

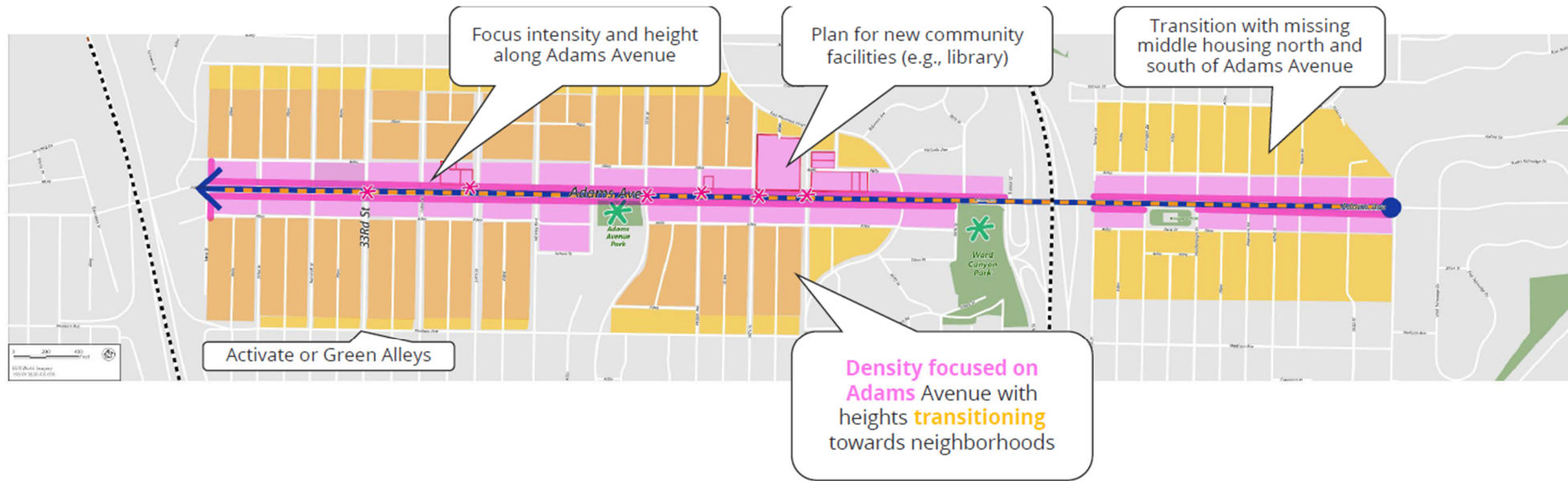
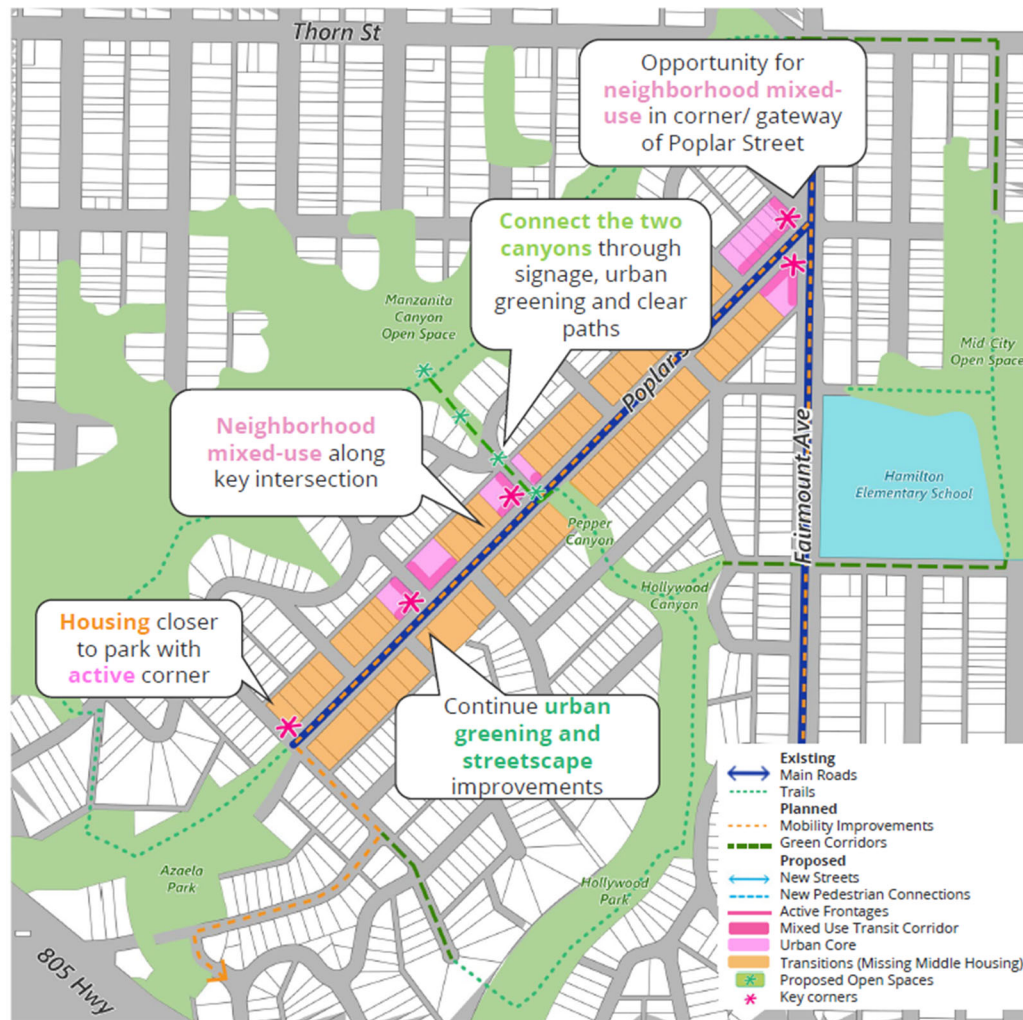


Figure 5-15
Poplar Street



Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan policies. Applicable General Plan policies include, but are not limited to those identified in Table 5-1.

Table 5-1

Relevant General Plan Policies

Theme	Policy
Development Adjacent to Natural Features and Park Lands	UD-A.3 Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development. a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography. b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain. c. Utilize variable lot sizes, clustered housing, stepped-back facades, splitlevel units or other alternatives to slab foundations to minimize the amount of grading. d. Consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas. e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized. f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized. g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features

	could be used to soften the appearance of or buffer development from the natural features.
Building Design	UD-A.7 Design buildings that contribute to San Diego's needs for homes, jobs, services, amenities, and public spaces while establishing a positive sense of community identity. a. Relate building design to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials and create transitions between older and newer buildings. c. Provide architectural features that establish and define a building's appeal and contribute to placemaking within the community. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Design buildings to provide design variation that avoid blank walls fronting streets, paths, parks, and public spaces. This would include not only building walls, but fencing. f. Design buildings frontages to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. g. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. h. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. i. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. j. Maximize natural ventilation, sunlight, and views.

	k. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances. l. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.
Mixed-Use Villages	UD-B.1 In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages. a. Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development. b. Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households. c. Encourage placement of active uses, such as retailers, restaurants, cultural facilities and amenities, and other various services, on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought. d. Encourage the provision of safe and enjoyable public spaces. 1. Consider between five to ten percent of a development's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Alternative or more refined criteria may be established as a part of a community plan. 2. Provide public space in the form of plazas, greens, gardens, pocket parks, promenades, paseos, amphitheaters, , and community meeting rooms wherever feasible (see also UD-C.5 and UD-E.1). 3. Provide public restrooms as part of the public space, wherever feasible. 4. Consider deviations or incentives to allowable building height to provide additional site area for public spaces. 5. Consider incentives or other mechanisms to implement public spaces. e. Utilize existing or create new Land Development Code zone packages or other regulations as needed for mixed-use development.

	1. Provide objective design standards that address the particular design issues related to mixed-use projects, such as parking, noise attenuation and security measures, and minimize negative impacts on the community. 2. Provide objective design standards that address bulk, mass, articulation, height, and transition issues such as the interface with surrounding or adjacent development and uses, and minimize negative impacts on the community. f. Encourage location of mixed-use development in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context. g. Integrate transit stations or stops into a village site design. h. Consider the incorporation of shared use mobility services, first-mile/ last-mile connections to transit, and/or the establishment of a mobility hub as a part of village design (see Mobility Element).
Mixed-Use Villages	UD-B.2 Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.
Community Identity	UD-F.1 Integrate public art and cultural amenities that respond to the nature and context of their surroundings. Consider the unique qualities of the community and the special character of the area in the development of public art and programming for cultural amenities. a. Use arts and culture to strengthen the sense of identity of the Neighborhood and Urban Village Centers of each community. b. Use public art and cultural amenities to improve the design and public support for public infrastructure projects. c. Reinforce community pride and identity by encouraging artworks and cultural amenities that celebrate the unique cultural, ethnic, historical, or other attributes of each unique neighborhood.

	d. Use public art and cultural amenities as a means to assist in implementation of community-specific goals and policies. e. Use public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding. f. Encourage involvement of recognized community planning groups and other community stakeholders in the decision-making process regarding public art and cultural amenities.
Motor Vehicle Traffic Noise	NE-B.3 Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
Motor Vehicle Traffic Noise	NE-B.6 Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.
Motor Vehicle Traffic Noise	NE-B.7 Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.

Building Form and Scale

- 5.1 Establish a pattern of building massing and form to help reduce the visual bulk.
- 5.2 Include outdoor terraces in building façade step-backs and rooftops.
- 5.3 Include a vary building rooflines within the overall horizontal plane of the building.
 - a. Include breaks in rooflines, using architectural features such as private rooftop space, dormers, roof pitches and varied parapets.
 - b. Include combinations of roof heights that create variation and visual interest.
- 5.4 Provide varying building setbacks to include public spaces with amenities along corridors where feasible.

Building Design

- 5.5 Maintain quality architectural articulation and finish in the front and all visible sides of the buildings.

Transitions

- 5.6 Provide transitions in building height, bulk and scale along higher density corridors abutting areas designated for lower density residential neighborhoods.
- 5.7 Include a combination of building setbacks and upper-story step-backs to provide transitions between land use designations with higher densities to lower density areas.

Active Building Frontages

- 5.8 Design building features that help to activate the pedestrian environment along streets and public spaces.
- 5.9 Encourage ground-floor commercial uses to design ground floors that promote lively and engaging spaces with taller ground floors with clear windows.
- 5.10 Encourage residential development with ground-floor residential uses along street frontages to promote a welcoming, pedestrian-friendly environment through features such as landscaped setbacks, porches, stoops, or other transitional elements.
- 5.11 Encourage the design of public spaces and entryways that are visible from the street to support safety, accessibility, and community interaction.
- 5.12 Promote the placement of windows and primary doors to enhance visibility and provide passive surveillance of streets and public spaces.
- 5.13 Support building design that positions windows and primary doors to provide visibility and natural surveillance of streets and public spaces.
- 5.14 Design commercial space for flexibility to prevent vacant storefronts and offices.

Mixed-Use Buildings

- 5.15 Promote on-site pedestrian paths to facilitate connectivity to transit stations. Consider convenience and comfort factors for users, such as direct barrier-

free access, widened sidewalks, shaded seating opportunities, and weather protection near public transit stops.

Superblocks and Large Parking Areas

- 5.16 Explore opportunities for large site redevelopment to reduce existing block scale by establishing new streets and/or public pedestrian pathways. Encourage mid-block crossings along block faces that are longer than 350 feet to achieve a fine-grained street grid along El Cajon Boulevard, University Avenue, and Fairmount Avenue.

Parking & Vehicle Access

- 5.17 Reduce the number of driveways and curb cuts that create conflicts with pedestrians to create a pedestrian-oriented, safe environment where feasible.
- 5.18 Locate parking and vehicle areas in less visible parts of the site.
- 5.19 Locate parking underground or screened by active frontages to maintain a vibrant street experience where feasible.

Sustainable Buildings

- 5.20 Include design features that provide shade, promote passive cooling, and help reduce daytime heat gain.
- 5.21 Include design features that help lower solar heat gain and enhance building performance such as green roofs, vegetated roof systems, or rooftop gardens.

- 5.22 Include design features that help reduce heat absorption and the need for mechanical cooling such as cool roofs, including reflective coatings or light-colored materials and light paving surfaces.
- 5.23 Include sustainable landscaping such as drought-tolerant, climate-appropriate plantings and materials to minimize heat retention.
- 5.24 Consider the use of renewable energy technologies, such as small-scale wind turbines or photovoltaic panels, to reduce reliance on nonrenewable energy sources.

Canyons and Open Space Interface

- 5.25 Step down buildings with canyon and hillside landforms to maximize view opportunities and allow for decks and patios.
- 5.26 Include a diversity of roof forms to emphasize the character of the adjacent hillsides.
- 5.27 Design buildings to adapt to the topography of the site, where possible.
 - a. Incorporate step-building forms, multi-level landscapes and structures to complement the natural landscape, canyons and hillsides of the community.
 - b. Minimize the use of retaining walls and extensive site grading.
 - c. Align vehicle access and other improvements to conform to existing slopes and minimize grading.

- 5.28 Consider the vacation of street rights-of-way if the right-of-way could not provide mobility access, including for pedestrians and bicycles or serves as a view corridor.
- 5.29 Provide setbacks between buildings as they step with the slope to offer visual relief and create the appearance of development that is integrated into the landscape.
- 5.30 Locate structures within the least visually prominent portion of a lot and/or away from the edge of designated open space when all or a portion of a property is within privately owned, designated open space.
- 5.31 Avoid the use of glass glazing and ensure lighting is directed away and shielded from sensitive habitat.

Freeway-Adjacent Design

- 5.32 Orient public space, common spaces, and private open spaces away from the freeway. Ensure residential units are above the elevation of the freeway.

Signage and Wayfinding

- 5.33 Use wayfinding signage to direct users to key historic, cultural, civic, and shopping destinations and facilities, e.g., parks and open space areas, transit routes, etc.

Gateways

- 5.34 Appoint gateways to neighborhoods and cultural districts with street furnishings that may encourage their development as a public gathering space.
- 5.35 Use gateway elements at key neighborhood, cultural or commercial district entries.
- 5.36 Design gateway elements to reflect neighborhood identity using public art, culturally relevant materials, historic references, and context-sensitive scale.

Public Art and Placemaking

- 5.37 Encourage placemaking activities near businesses to help increase pedestrian activity.
- 5.38 Develop and retain Mid-City's cultural and creative workforce by supporting artists and cultural resources.

Green Corridors

- 5.39 Provide consistent branding for wayfinding signage along green corridors that highlight distances and estimated travel times to park entrances, trails, and community hubs.
- 5.40 Incorporate a mixture of accent plants at the corners of green corridors and shade trees in between.
- 5.41 Plant flowering native shrubs along green corridors to attract pollinators.

Alleyways

- 5.42 Include alley lighting to bolster security and defensible space and deter unwanted activities.

- 5.43 Provide graffiti abatement on blank wall surfaces through planted walls and fences. Surfaces unplanted should be treated with graffiti deterrent coatings and maintained in a graffiti-free condition.
- 5.44 Utilize permeable paving, bioswales, green alleys and/or other stormwater design features that will manage rainwater and irrigation runoff while supporting the heavy-load vehicles that would service the loading docks and refuse containers.
- 5.45 All utilities within the alleyway should be undergrounded and poles or utility conveyances removed from the right of way. No above-ground utilities or access boxes may be installed or encroached into the alley right-of-way.

Public Views

- 5.46 Maintain viewsheds from public vantage points and public view corridors along public rights-of-way to natural spaces and open space canyons.
- 5.47 Maintain required setbacks for buildings within viewsheds and buildings located along designated view corridors along public rights-of-way.
- 5.48 Setback tall landscape material or terrace development from the street corners of lots to maintain designated views down public rights-of-way.

Cultural Districts

- 5.49 Work with organizations, business groups, property owners, and community groups to establish a program to formally recognize anchor institutions and businesses within each cultural district.
- 5.50 Commission local artists with connections to the Vietnamese and Somali communities and include community input during the design process to support creativity and authenticity in the development of interpretive elements relevant to each cultural district.
- 5.51 Evaluate the need for anti-displacement regulations to protect small and local businesses so they have a space to stay in the cultural districts.
- 5.52 Incorporate interactive and dynamic audio and visual technology in the interpretive elements, with narration and storytelling by individuals in the community (such as video archives, use of QR codes, holograms, projections, augmented reality, and lighting displays).
- 5.53 Consider how signage, wayfinding, and lighting can be integrated into the interpretive elements.
- 5.54 Support the creation of an annual cultural event in Somali Town, like the Little Saigon San Diego Lunar New Year Festival.
- 5.55 Encourage development and implementation of the Cultural Districts, focusing on programs that support local Vietnamese and Somali organizations and

businesses, district marketing, and branding for their respective cultural districts.

- 5.56 Include interpretive elements at key locations, including essential business establishments and organizations that are themed to recognize the significance of the diverse cultures within Mid-City neighborhoods.
- 5.57 Support the establishment of a centralized gathering space for dedicated Little Saigon events and programming and incorporate interpretive elements.
- 5.58 Involve the community in the guidance and development of emerging cultural districts and explore processes for acknowledging their voices in the recognition of anchor institutions, businesses, and events.
- 5.59 Retain, support, and reinforce the historic and cultural elements of the cultural districts, including legacy businesses, cultural institutions, community-serving organizations, and public gathering spaces.
- 5.60 Support vibrant, pedestrian-friendly cultural corridors along El Cajon Boulevard within the Little Saigon Cultural District and along University Avenue within the Somali Town Cultural District that connect businesses, community institutions, public spaces, transit, and cultural destinations.
- 5.61 Evaluate opportunities for gateway features and entrance signage at prominent locations that

reinforce district identity and visibility, including potential Somali Town entry features.

- 5.62 Include interpretive elements within a Cultural District inspired by community-based organizations, businesses, and individuals in the community to express authentic meaning.
- 5.63 Incorporate interpretive elements as noticeable artwork in a prominent neighborhood corner or gathering spot within a Cultural District.
- 5.64 Communicate culture through art, buildings, streetscape, and signage in the neighborhood to elevate the legibility of the cultural district.

Transit Villages, Corridors and Main Streets

- 5.65 Include public spaces that encourage gathering and cultural exchange.
- 5.66 Include distinct building forms, wayfinding signage, and landscaping along corridors and in community villages and activity nodes.
- 5.67 Design streets to include areas for artwork, pedestrian lighting, utilities, street furniture, bike racks, transit stops, street trees and landscaping, and other public amenities.
- 5.68 Include wide parkways with sidewalks that create spacious pedestrian areas.
- 5.69 Include public spaces adjacent to sidewalks.
- 5.70 Encourage seating within public spaces.

- 5.71 Install pedestrian-oriented lighting along sidewalks with high pedestrian activity, public spaces and transit stops.
- 5.72 Locate refuse containers along sidewalks with high pedestrian activity, public spaces and transit stops.
- 5.73 Underground utilities to reduce conflicts with pedestrian movement where possible. When located above grade, locate utilities outside of the sidewalk pedestrian areas to allow for a clear path of travel wherever possible.
- 5.74 Incorporate pedestrian paths to adjacent developments within village areas. Where feasible, include connected pedestrian paths in new development between El Cajon Boulevard and University Avenue to facilitate new links between the two corridors.

6. Mobility

Goals

- A safe, efficient, enjoyable and well-connected multimodal mobility network that supports walking, bicycling, and transit and improves air quality, public health and access for everyone.
- A community with greater walkability and rollability for people of all ages and abilities, enabled by pedestrian-friendly streets, sites and building design.
- A connected network of high-quality bikeways offering comfortable, convenient access to community resources, transit, and local and regional destinations.
- A transit system strengthened by priority measures that deliver faster, more reliable and competitive service along key corridors.
- A transportation system enhanced by future mobility technologies and technology-enabled travel that improves safety, efficiency, privacy and overall user experience.

Vision

The Community Plan envisions a community where people can walk/roll, bike, and ride transit to public spaces, shops, services, and other destinations within villages and along main streets and corridors. Ensuring that people can live near where they work, shop and play will help the City meet its climate goals.

Introduction

The Mid-City communities are centrally located within the city and consist of diverse neighborhoods connected by major corridors, commercial districts, schools, parks, and transit routes. The community's urban character, mix of land uses, and proximity to employment centers and regional destinations make it well-suited to support a variety of travel options. Mid-City is served by a multimodal transportation network that includes sidewalks, bikeways, and regional transit connections; however, challenges remain related to traffic safety, connectivity gaps, transit travel times, and comfort for people walking/rolling and bicycling.

The Mobility chapter supports implementation of the Mid-City Communities Plan and the General Plan, which together provide the vision and policy framework for improving multimodal mobility throughout the community. Consistent with these plans, the Mobility chapter identifies community-specific policies and planned improvements that can help create a more balanced transportation network and

promote safe, accessible, and sustainable mobility for people of all ages and abilities.

Complete and Safe Streets

Complete Streets are designed and operated to safely and conveniently accommodate pedestrians, people with disabilities, bicyclists, transit riders, and motorists. Implementing Complete Streets in Mid-City is essential in helping people travel safely and comfortably using a variety of transportation options while strengthening connections between neighborhoods, community resources, services, and other key destinations.

The Plan also supports enhancing safety within Mid-City through traffic-calming measures, separated bikeways, signal timing that prioritizes pedestrians, and other infrastructure enhancements. Recognizing that not every street can always accommodate every travel mode, the Community Plan also evaluates trade-offs and prioritizes modes along corridors based on function, context, and mobility needs to create a balanced, connected multimodal network.

Walking/Rolling

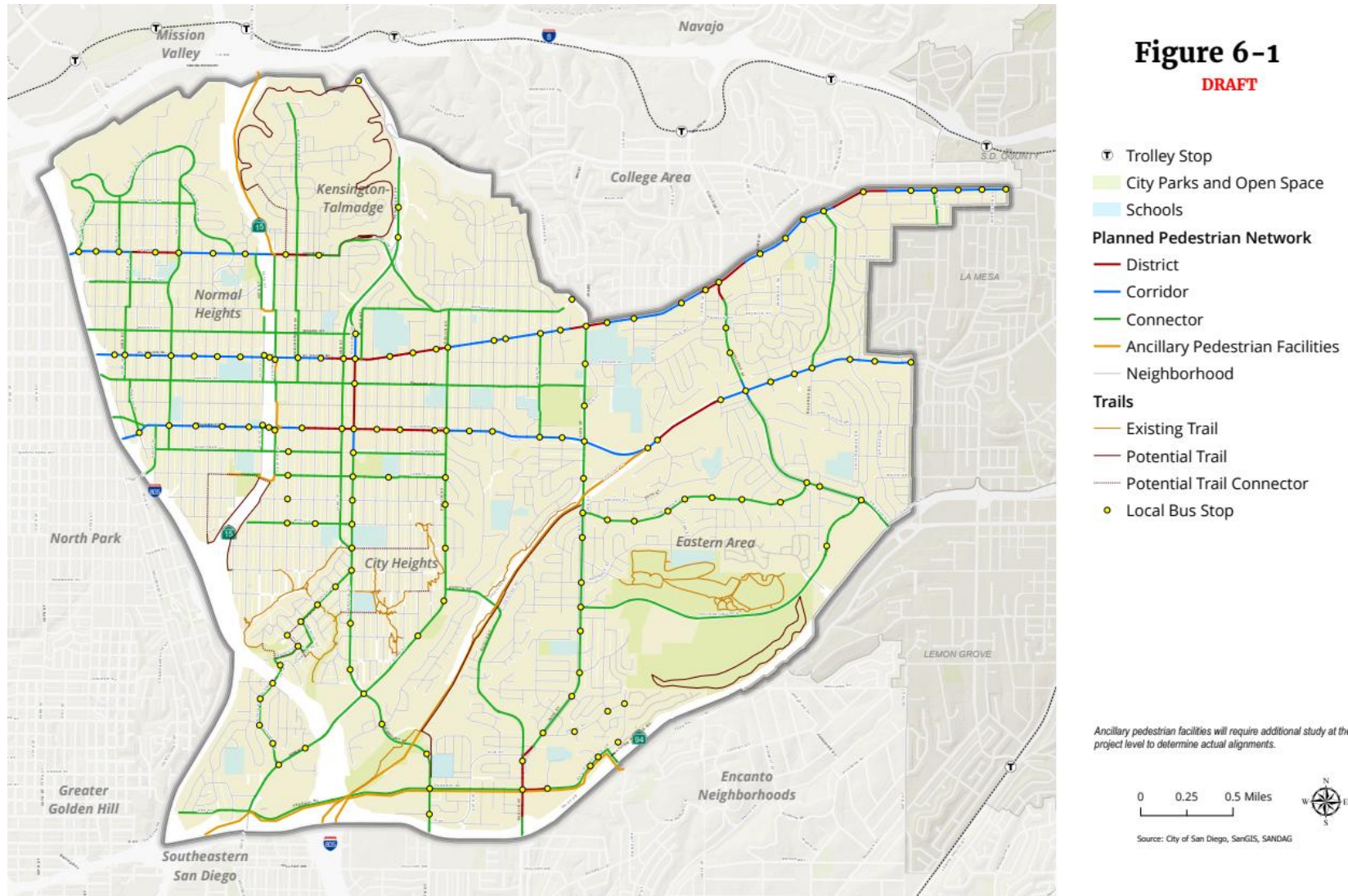
In conjunction with planning for more opportunities for people to live in homes conveniently located near work, parks, businesses, schools, services and other destinations, the Community Plan promotes walkability to these places by

supporting safer and more comfortable ways for people to walk or roll or take transit. This includes improvements like wider sidewalks, safer crossings, and design features that help reduce conflicts between people walking and driving. Many areas of Mid-City are walkable and easy to get around, especially near commercial destinations and major transit stops. However, some gaps remain that make it harder for people to comfortably and safely walk between destinations. For example, concentrations of missing sidewalks in the Eastern Area community, including along segments of Chollas Parkway, College Avenue, College Grove Drive, and surrounding residential streets limit walking/rolling. Addressing these gaps will help create a more connected and accessible walking environment and strengthen connections within the community. Additionally, segments that experience higher vehicle speeds, such as Home Avenue near Fairmount Avenue, would benefit from speed management treatments and Complete Streets features that help calm traffic, enhance the pedestrian environment and provide additional safety benefits.

Pedestrian Route Types

The Community Plan identifies the following pedestrian route types that make up the planned pedestrian network, as shown in Figure 6-1. These route types help inform the future design and treatments for sidewalks and other types of pedestrian facilities.

Figure 6-1
Planned Pedestrian Network



District route types are along streets in villages with high transit ridership and heavy pedestrian activity.

Corridor route types are along streets serving businesses and shopping areas with moderate pedestrian activity.

Connector route types connect neighborhoods to corridors along streets with lower pedestrian activity.

Ancillary route types include plazas, pedestrian bridges, multi-use paths, and stairways.

Neighborhood route types support low to moderate pedestrian levels in low to moderate density residential uses.

Trails are paved or unpaved walkways with limited street crossings for walking and riding bikes, and can serve as connections to destinations and for recreational use.

Bicycling

Bicycling is an important component of Mid-City's mobility network, supporting local trips and regional connections to adjacent communities. The highest bicycle demand is centrally concentrated along El Cajon Boulevard, University Avenue, Euclid Avenue, and portions of Adams Avenue, where commercial destinations, transit services, and community amenities are clustered. However, many major corridors experience high levels of traffic stress that can discourage bicycling, while low-stress routes are generally limited to discontinuous residential streets. To address these challenges and support bicycling as a more viable

transportation option, the Community Plan identifies a comprehensive bikeway network, as shown in Figure 6-2, that includes a mix of separated bikeways, bicycle boulevards, and bus-bike lanes. Enhanced intersection treatments, traffic calming measures, short and long-term secure bicycle parking, bike repair stations, and wayfinding signage help to create a safer, more connected, and more attractive bicycle network throughout Mid-City.

Bikeway Classifications

Bike Paths (Class I) are paved paths separated from cars for people riding bikes, scooters, and walking.

Bike Lanes (Class II) are on-street painted lanes with markings and signage for one-way bike travel, next to lanes for cars. They can include a painted buffer.

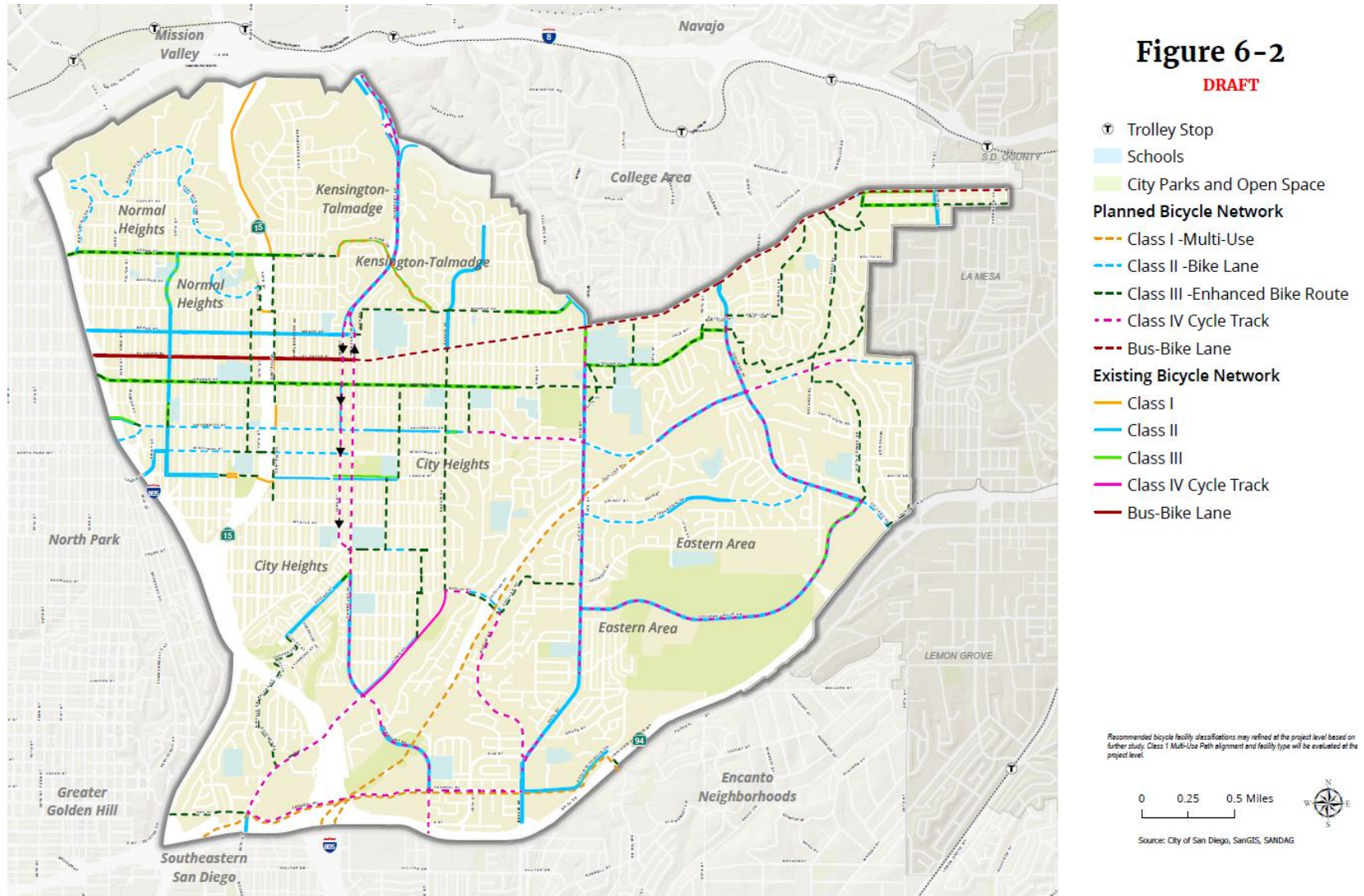
Bike Routes (Class III) have painted markings and signs to show that the street is shared by people riding bikes and driving cars.

Bicycle Boulevards (Class III Enhanced) are bike routes with additional design features to slow car traffic.

Separated Bikeways (Class IV) or cycle tracks are separated from car traffic with flexible posts, parking, concrete curbs, or other physical barriers. They can be raised at sidewalk level, and they can be one-way or two-way.

Bus-Bike Lanes are shared lanes for buses and people riding bikes with painted markings and signs. They are

Figure 6-2
Planned Bicycle Network



typically used on streets that cannot fit both a fully dedicated bus lane, a bike lane or a separated bikeway.

Transit

Transit efficiently moves large numbers of people within and between communities and remains a key focus of regional and local mobility planning. Transit service in Mid-City is operated by the Metropolitan Transit Service (MTS) and consists primarily of local and Rapid bus routes. Most of the western portion of Mid-City is within a 1/4-mile walk of a bus stop, providing relatively strong transit access. However, because transit services operate in mixed traffic, reliability can be affected by congestion along key corridors, including El Cajon Boulevard, Euclid Avenue, Fairmount Avenue, and University Avenue.

The transit network, shown in Figure 6-3, is consistent with the adopted Regional Plan prepared by the San Diego Association of Governments (SANDAG) and includes existing and planned transit routes, expanded Rapid bus service, and regional rail investments. A light rail line, known as the Purple Line, is planned to connect San Ysidro to Mission Valley, with two stations in Mid-City. The Community Plan supports these investments by encouraging transit-oriented development, improving first- and last-mile connections, and proposing infrastructure and operational improvements that enhance transit speed, reliability, and rider experience.

Transit Connection Points

Bus stops serving multiple routes can improve connections between transit, ride-hailing, microtransit, scooters, and bike- and car-sharing services, helping people get from a bus stop to their home, work, and other destinations without the need for a car.

Microtransit

Microtransit is an on-demand, shared neighborhood shuttle service that can improve connections between neighborhoods to transit stops, mobility hubs, and local shopping areas.

Transit Lanes

Where feasible, lanes for buses can improve reliability and reduce delays along corridors such as El Cajon Boulevard.

Transit Priority

Transit priority measures, like dedicated bus lanes at intersections and traffic signals that allow buses to go first along corridors, give buses priority, allowing them to go past traffic congestion and making service faster and more consistent.

Transit Amenities

Adding curb extensions, shelters, seating, trash containers, lighting, real-time bus information, secure bicycle parking, and shade trees at bus stops can improve comfort and convenience for people waiting for a bus.

Figure 6-3
Planned Transit Network

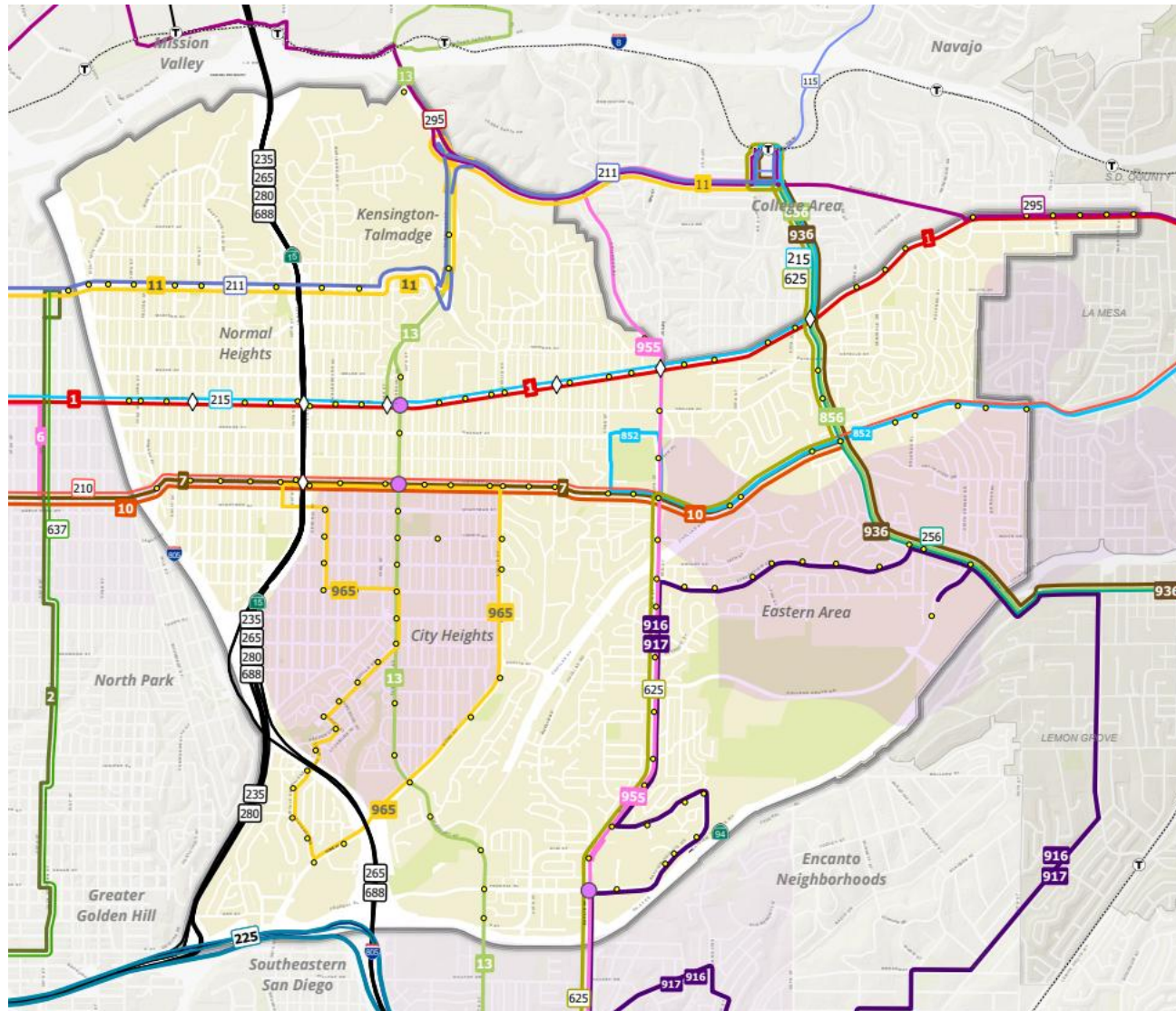


Figure 6-3
DRAFT

- Local Bus Stop
- ◇ Rapid Station
- Ⓣ Trolley Stop
- Potential Purple Line Stop
- City Parks and Open Space
- Microtransit Area

Planned Transit Facilities

- Rapid Bus Route

210	256	265	280
295	625	637	647
688			

 SC = Streetcar

Existing Transit Facilities

- Rapid Bus Route

215	225	235
-----	-----	-----
- Local Bus Route

1	2	6	7	10	11
13	14	18	115	852	856
916	917	936	955	965	



Source: City of San Diego, SanGIS, SANDAG

Street and Freeway System

Streets designed to also support people walking, riding a bike, or taking transit play a major role in shaping the form of a community and influence how people move within it. Recommended updates to the roadway classifications and street designs incorporate Complete Streets principles and create a more integrated transportation network that meets the diverse mobility needs of all community members. Streets are classified based on their function and number of lanes, and Figure 6-4 illustrates the planned roadway classifications for Mid-City.

Parking & Curb Management

Effective parking and curb management strategies can balance on-street parking demand, improve the ability to find parking, support business access, and accommodate a variety of curbside functions.

Freeways

Mid-City is framed by Interstate 805 to the west, Interstate 8 to the north, and State Route 94 to the south. State Route 15 dissects Normal Heights from Kensington and several neighborhoods of City Heights. These existing freeways have created barriers between and within Mid-City and surrounding areas. Pedestrian and bicycle improvements at freeway interchanges are critical to improving and restoring connections. These improvements enhance roadway user safety and comfort through measures such as improved

signage, signals, and lighting; pedestrian-activated crossings; high-visibility crosswalks and conflict zone treatments; and reduced crossing distances and exposure for vulnerable users.

Technology-enabled Safe and Efficient Travel

Technology-enabled travel can enhance safety, increase capacity, reduce travel times, improve service quality, and help people make travel decisions that suit their needs and convenience. Examples include traffic management systems that dynamically adjust signal timing based on real-time traffic conditions, extend green lights for buses, and change traffic signals to help emergency vehicles and transit vehicles move through intersections quickly.

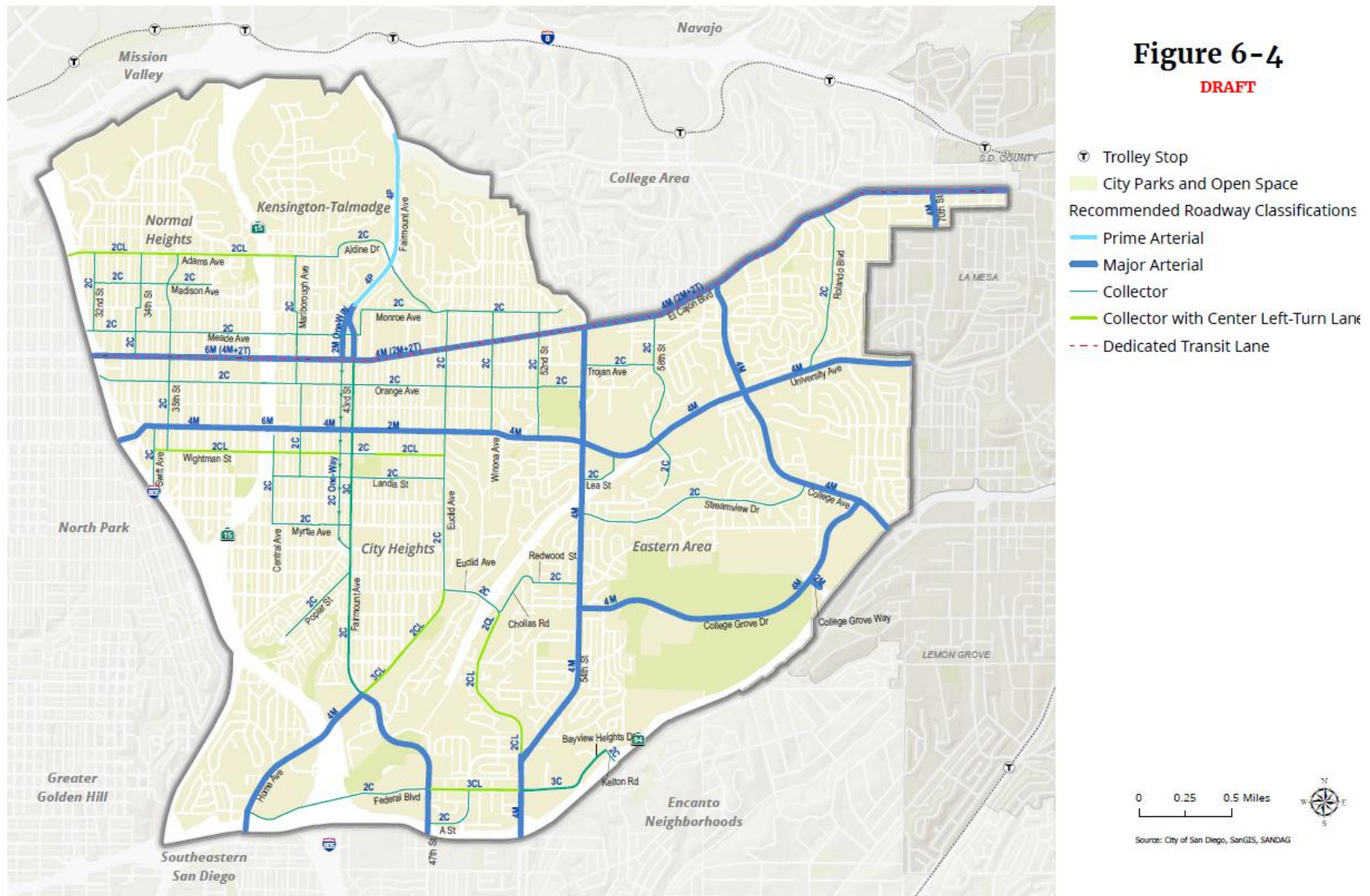
Expanding Affordable and Efficient Transportation Choice

Transportation Demand Management strategies and programs can help to reduce the number of people driving alone or during peak commute times by offering transit, carpooling and parking subsidies, commuter benefits and flexible schedules.

Future Mobility Technologies

The mobility network can evolve with future mobility technologies to improve traffic management and operations and to integrate future mobility concepts. These innovations can also provide better information and mobility options, enabling people to make informed decisions when traveling. Examples include connected and automated vehicles, scooters, e-bikes, e-commerce, high-speed communication networks, and advanced data analytics.

Figure 6-4
Recommended Street Classifications



Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan policies. Applicable General Plan policies include, but are not limited to those identified in Table 6-1.

Table 6-1

Relevant General Plan Policies

Theme	Policy
Safety and Accessibility	ME-A.2 Design and implement safe pedestrian routes. - Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety. - Promote “Walking School Bus” efforts where parents or other responsible adults share the responsibility of escorting children to and from school by foot or bicycle. - When new schools are planned, work with school districts and affected communities to locate schools so that the number of students who can walk to school safely is maximized. - Implement Crime Prevention Through Environmental Design measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element). - Ensure that there is adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. - Provide adequate levels of lighting for pedestrian safety and comfort.

Connectivity	ME-A.6 Work toward achieving a complete, functional, and interconnected pedestrian network. a. Ensure pedestrian facilities such as sidewalks, trails, bridges, street lighting, ramps, curb ramps, stairways, and other facilities are implemented to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1. 1. Close gaps in the sidewalk and trail network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. b. Link sidewalks, pedestrian paths, and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element). c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed. d. Address pedestrian needs as an integral component of community plan updates and amendments, public facilities financing/impact fee studies, other planning studies and programs, and the development project review process. e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.
Walkability	ME-A.7 Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. a. Enhance streets and other public rights-of-way with amenities such as street trees, wayfinding, benches, plazas, play spaces, public art, or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element). b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element).

	c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design. d. Enhance alleys as secure pathways to provide additional pedestrian connections. e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.10. f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.
Bicycling	ME-B.2 Identify and implement a network of bikeways that serve bicyclists' needs, especially for travel to employment centers, village areas, schools, commercial districts, transit stations, and institutions. a. Develop a bikeway network that is continuous, closes gaps in the existing system, improves safety, and serves important destinations. b. Develop and maintain a comprehensive, integrated system of reduced stress bikeways to help encourage community members to cycle for commuting and daily needs. c. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input. d. Recognize that bicyclists use all City roadways. 1. Design future roadways to accommodate bicycle travel; and 2. Upgrade existing roadways to enhance bicycle travel, where feasible.
Bicycling	ME-B.4 Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. a. Continue to require bicycle parking in commercial and multiple unit residential zones. b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.

Bicycling	ME-B.5 Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.
Regional Agency Collaboration	ME-D.2. Support the provision of higher-frequency transit services and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; universities and colleges; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.
Passenger Rail	ME-D.10 Support commuter, intercity, and high-speed passenger rail transportation projects that will provide travel options and improve the quality of service for intercity travel while minimizing adverse impacts to communities.
Parking and Curb Space Management	ME-H.7 Coordinate on-street parking with curb management strategies for optimized use of curb space, as well as flexibility and adaptability with evolving transportation options and other future parking and mobility technology.

Complete Streets

- 6.1.** Support implementation of mobility improvements in Mid-City to leverage opportunities to bundle Complete Streets improvements with ongoing roadway maintenance activities and future capital improvement projects.
- 6.2.** Implement traffic calming measures along University Avenue and other corridors, where appropriate, to enhance pedestrian and bicyclist safety and comfort and to reduce vehicle speeds.

Walking/Rolling

- 6.3.** Encourage mobility improvements that support walking and rolling to everyday needs such as stores, schools, parks, and other neighborhood-serving destinations.
- 6.4.** Coordinate with the San Diego Unified School District to improve and provide safe pedestrian paths of travel between transit stops and elementary, middle and high schools.
- 6.5.** Consider the character of cultural districts and historic districts when designing sidewalk improvements and pedestrian amenities.

Bicycling

- 6.6.** Incorporate planned bikeways as streets are resurfaced or improved.

- 6.7.** Coordinate with SANDAG on the planning and construction of regional bicycle facilities that connect to transit centers, adjacent communities and job centers. Prioritize enhanced bikeway features, intersection treatments, and traffic calming measures along streets designated as Class III Enhanced or bicycle boulevards.

Transit

- 6.8.** Coordinate with SANDAG and MTS to incorporate transit priority features along transit corridors, where feasible, that include El Cajon Boulevard, University Avenue, Adams Avenue, 54th Street, and College Avenue.
- 6.9.** Coordinate with SANDAG and MTS to support the reconfiguration of El Cajon Boulevard to accommodate transit lanes, peak-period transit lanes, or shared bus-bike lanes that improve transit reliability and efficiency.
- 6.10.** Coordinate with SANDAG and MTS to support a feasibility study to analyze a potential center-running bus lane on El Cajon Boulevard
- 6.11.** Coordinate with SANDAG and MTS to place enclosed transit shelters at below-grade, freeway-level transit stops, located along State Route 15 at El Cajon Boulevard and University Avenue, to enhance passenger safety and comfort.

- 6.12.** Coordinate with SANDAG and MTS to support transit service improvements, including frequency, coverage, amenities and all-door boarding that respond to future community growth and demand.

Streets

- 6.13.** Implement the planned street classification network and incorporate the corridor concepts, intersection improvements, and other traffic calming measures, where feasible, as part of resurfacing and capital improvement projects to enhance safety and operations for all types of travel.
- 6.14.** Evaluate the feasibility of roundabouts at appropriate intersections.

Parking and Curb Management

- 6.15.** Manage the supply of on-street parking within business districts while balancing the need for sidewalk and bicycle improvements.
- 6.16.** Support shared parking agreements with institutional uses, offices, and other businesses where associated parking could provide public parking in the evening.
- 6.17.** Ensure efficient movement and delivery of goods to commercial uses while reducing conflicts with residential and mixed-use neighborhoods by encouraging loading zones on-site and off-street.

Freeways

- 6.18.** Coordinate with SANDAG and Caltrans to evaluate and implement safe and accessible pedestrian and bicycle access and crossings across Interstate 8, Interstate 805, State Route 15 and State Route 94 connecting Mid-City to adjacent communities.
- 6.19.** Consider and evaluate new pedestrian and bicycle bridges or across freeways connecting Mid-City to neighboring communities.

Micro-transit

- 6.20.** Coordinate with SANDAG and/or public-private partnerships to implement microtransit and neighborhood electric shuttle service areas.

Technology-enabled Travel

- 6.21.** Upgrade traffic signals to facilitate traffic signal coordination and transit priority along corridors.

7. Parks and Public Facilities

Goals

- A connected network of recreational facilities that places parks, trails and enjoyable public spaces within a 10-minute walk/roll or a 20-minute bike ride for all community members.
- Equitable access to parks and recreation for people of all ages, abilities and backgrounds.
- Recreational opportunities are enhanced by increased availability and variety of public spaces that support play, interaction and socialization.
- Public lands and facilities are optimized to increase recreational access and community benefits.
- Connect parks, trails and natural areas with pedestrian paths, bikeways, and transit access to enhance connectivity and accessibility.
- Inclusive, safe and resilient environments that support and enhance community livability.
- Cultural expressions and social connections in public spaces strengthen community identity.

Vision

The Community Plan envisions public parks and facilities as assets that maximize their benefit to the community.

Introduction

The Parks and Public Facilities chapter addresses public recreation, services and facilities. It also addresses health and safety issues. Additional discussion and policies are in the Land Use and Economic Prosperity chapter. The Community Plan helps guide future development and infrastructure investments to support recreation, learning and social interaction in Mid-City.

Parks and Recreational Facilities

Parks serve Mid-City's recreational needs through different types of public parks. The General Plan and Parks Master Plan identify the different types of public parks and recreational facilities. Parks may also include recreation centers, aquatic complexes and multi-purpose fields. Mid-City has many types of parks established and planned as shown in Figure 7-1.

Developed Regional Parks

Regional parks are important recreational amenities within the City. Developed regional parks have distinctive scenic, natural, historical or cultural features with developed amenities for recreation. These parks can host citywide events and have regionally serving facilities, such as pump

tracks, skate parks, large, organized gathering spaces, cultural infrastructure, track spaces, and other similar facilities. They can also offer facilities for walking, swimming, family gatherings, and other individual recreation for nearby communities.

Existing Developed Regional Parks:

- Chollas Lake Regional Park – The east portion around the lake is a Developed Regional Park.

Community Parks

Community parks can serve a population within one or more communities, typically accessible by bicycle, public transit, and walking/rolling and provide parking spaces. They can offer specialized facilities, including recreation centers, aquatic and sports complexes, multi-purpose sports fields, skate parks, dog parks and cultural facilities, and features in Neighborhood Parks.

Existing Community Parks:

- Colina Del Sol Community Park
- Officer Jeremy Henwood Memorial Community Park
- North Chollas Community Park – The western area, where the playground is, is a community park.
- South Chollas Community Park
- Adams Avenue Community Park

Neighborhood Parks

Neighborhood parks can serve a population within a half-mile radius, typically accessible by bicycle, public transit, and

walking/rolling, and can offer features that include seating, shade structures, picnic areas, play areas, gathering spaces, exercise equipment, multi-purpose courts and turf areas, pathways, and amenities like restrooms.

Existing Neighborhood Parks:

- Azalea Neighborhood Park
- Charles Lewis III Memorial Neighborhood Park
- Cherokee Point Neighborhood Park
- Hollywood Neighborhood Park
- Park De La Cruz Neighborhood Park
- Sunshine Berardini Field Neighborhood Park
- Teralta Neighborhood Park
- Wabash Neighborhood Park
- Wightman Street Neighborhood Park
- Dr. Bertha O Pendleton (Clay) Neighborhood Park
- Oak Neighborhood Park
- Kensington Neighborhood Park
- Ward Canyon Neighborhood Park

Mini Parks

Mini parks are small spaces, typically one to three acres, that provide readily accessible recreational opportunities for nearby residential areas and can offer features such as picnic areas, play areas, exercise equipment, turf, gathering spaces, walkways, and landscaping that support both flexible and active recreation.

Existing Mini Parks:

- Central Avenue Mini Park

- City Heights Square Mini Park
- McCain & Carter Mini Park
- Terrace Drive Mini Park
- North Mountain View Mini Park
- Kenmore Terrace Mini Park

Pocket Parks & Plazas

Typically, less than one acre, pocket parks provide recreational opportunities to sites that are otherwise too small or irregularly shaped for larger, traditional park layouts. They can fit into diverse community settings, creating convenient places for play and relaxation. Pocket parks also activate their surroundings by encouraging social interaction with gathering spaces. Plazas are like mini and pocket parks, except they are primarily hardscape.

Major Parks

Major parks are the largest population-based park type and can serve one or more communities. It can offer specialized facilities and recreation programs that can accommodate larger populations, along with community cultural, commercial and entertainment facilities.

Parks in Villages and Commercial Corridors

Development of larger sites within villages and along commercial corridors has the potential to provide publicly accessible mini-parks, pocket parks or plazas. These spaces may remain privately owned or be dedicated as public parks. Park amenities can range from open green spaces or

children's play areas. Amenities offering public access and recreational opportunities that meet the criteria of the Parks Master Plan can be eligible for park credits.

Linear Parks

Linear parks along streets can provide an inviting pedestrian environment with flexible or active recreation spaces adjacent to a street way or a linear feature. They can be continuous or multiple recreational spaces linked by a pedestrian and/or multi-use path.

Overlooks and Trailhead Parks

Overlooks and trailhead parks allow people to enjoy views and learn about natural resources. Interpretive and wayfinding signs at overlooks and at trailhead pocket parks can educate people on the unique natural history and value of open spaces. Refer to the Sustainability, Equity, Resilience and Conservation chapter.

Joint-Use Parks & Facilities

Joint-use parks and recreation facilities provide active and flexible recreational opportunities for schoolchildren when school is in session and for the public when school is not. Joint-use agreements with the San Diego Unified School District, other organizations and private development allow for the shared use of recreation facilities and resources.

These joint-use agreements can provide more parkland and additional recreational opportunities where there is limited available land for new parks. Each joint-use site is unique and offers different opportunities and programs, which can

include turf-ed multi-purpose fields, walking tracks, paved hardcourts, exercise equipment, group seating, playground equipment, and off-street parking.

As enrollment patterns shift across the City, there is an opportunity to thoughtfully explore how schools with available capacity can expand recreational access for the public, while preserving their long-term potential to serve future community needs. Collaborative arrangements, such as partnerships with non-public entities, can be explored to maximize benefits and provide quality recreational spaces for community members.

Existing Joint-use Parks and Facilities:

- Edison Elementary School Joint Use
- Fay Elementary School Joint Use
- Cherokee Point Elementary School Joint Use
- Clark Middle School Joint Use
- Ibarra Elementary School Joint Use
- Joyner Elementary School Joint Use
- Rosa Parks Elementary School Joint Use
- Rowan Elementary School Joint Use
- Wilson Middle School Joint Use
- Mann Middle School Joint Use
- Pendleton (Clay) Elementary School Joint Use
- Rolando Park Elementary School Joint Use
- Franklin Elementary School Joint Use
- Adams Elementary School Joint Use
- Normal Heights Elementary School Joint Use

Open Space Parks

Open space parks help to protect plants, animals and watersheds that contribute to biological diversity within the city. They can also include trails. The preservation of plants and trees within these parks helps moderate climate change effects. Refer to the Sustainability, Equity, Resilience and Conservation chapter for more information. Uses within Open Space Parks are limited to those compatible with their primary purposes. For Open Space Parks within the Multi-Habitat Planning Area preserves, uses must be consistent with the Multi-Habitat Planning Area. Interpretive signs featured at open space parks and along trails can educate the public on the unique natural history and scenic value, as well as inform the community about native plants and animals.

Regional Resource-based Parks

Regional resource-based parks are located at, or centered on, notable natural or culturally significant features (preserves, canyons, habitats, and historic sites) and are intended to serve the citywide population, as well as visitors. In addition to serving the citywide population, portions of regional parks are designed to serve the needs of the local population. Resource-based regional parks have areas of habitat and resource protection, with compatible recreation. Regional Resource-based Parks may also contain smaller park types, such as pocket parks or mini-parks, within their boundaries.

Recreation Centers

Recreation centers may include gyms, indoor courts, multi-purpose rooms, and community-serving facilities for events and activities.

Aquatics Complexes

Aquatics complexes have swimming pools and support facilities.

Parks Master Plan Standards

Population-based parks serve the needs of Mid-City, which could attain a projected population of 227,000 people. Existing and planned parks, recreational centers, and aquatic complexes to help meet the recreational needs of the population are shown in Table 7-1 and Figure 7-1. The recreational value points summary of existing and planned parks is shown in Appendix X: Park and Recreation Inventory.

Parks

The Parks Master Plan standard of 100 Recreation Value Based points per 1,000 community members results in the need for approximately 22,700 Recreation Value Points based on the projected population of 227,000 people at full community buildout. The Community Plan identifies opportunities for parks over the planning horizon. The Community Plan identifies approximately 11,870.75 existing and planned Recreation Value Points, as shown in Table 7-1. New development and other future park opportunities could

provide an additional 10,830 Recreational Value Points to ensure public benefit is provided as Mid-City grows.

Recreation Center

To meet the Parks Master Plan recreation center standard of 17,000 square feet per 25,000 residents, Mid-City's projected population results in a need for approximately 154,360 square feet of recreation center building space at full community buildout. The need is the equivalent of 9 recreation centers, sized at approximately 17,000 square feet each.

Aquatic Complex

An aquatic complex serves a population of 50,000. To meet the Parks Master Plan standard, an aquatic complex per 50,000 residents results in a need for approximately 4 aquatic complexes at full community buildout.

Figure 7-1
Parks and Trails

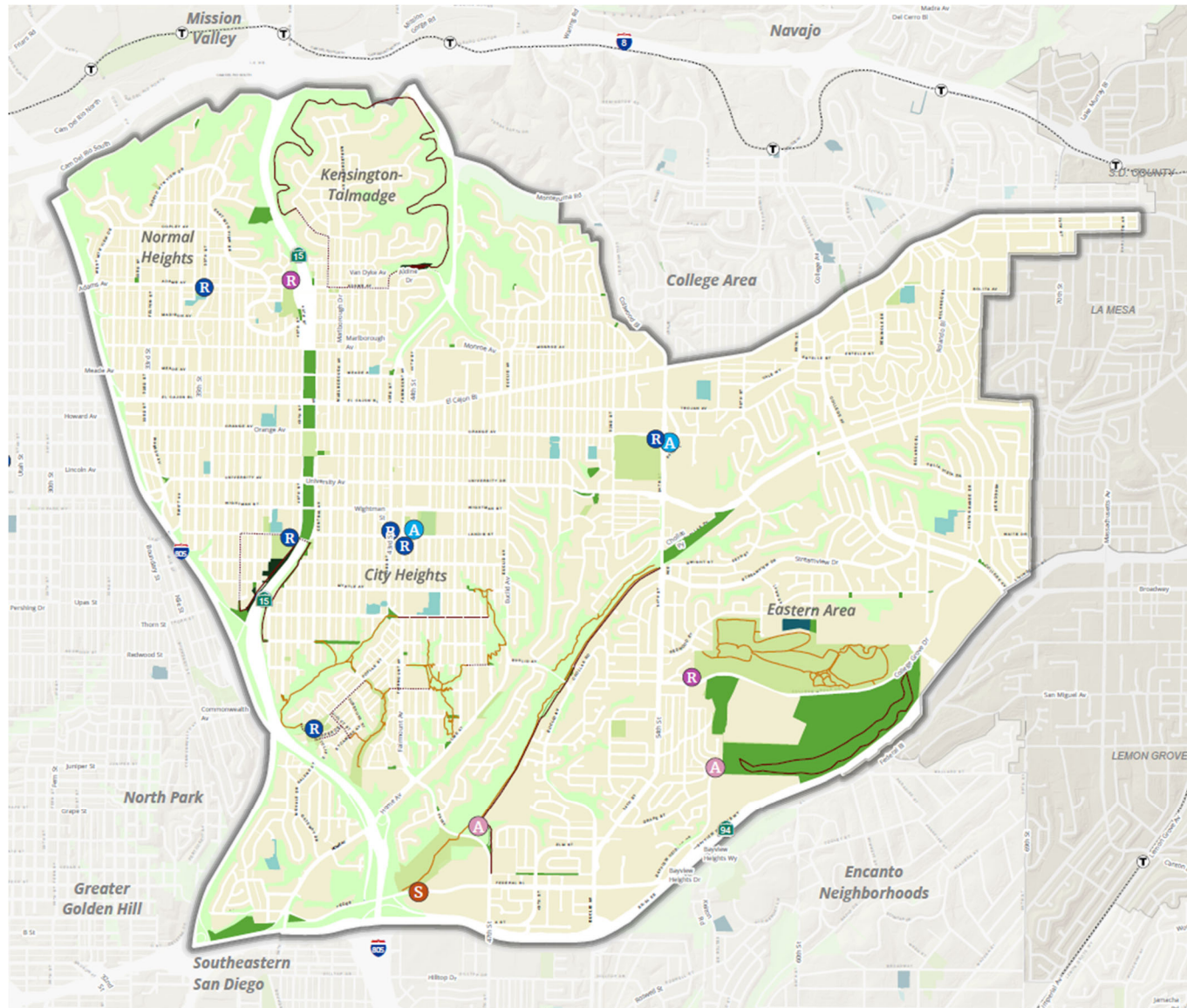


Figure 7-1
DRAFT

- Trolley Stop
- Existing Recreation Center
- Existing Aquatic Complex
- Proposed Aquatic Complex
- Proposed Ranger Station
- Proposed Recreation Center
- Existing Trail
- Potential Trail
- Potential Trail Connector
- Open Space
- Existing Park
- Joint Use Park
- Proposed Park
- Proposed Joint Use
- Proposed Open Space

0 0.25 0.5 Miles

Source: City of San Diego, SanGIS, SANDAG

Table 7-2
Mid-City Communities' Recreation Summary

Statistics – 2025 population	
Total Population, 2025:	138,000
Recreation Value Points Goal, 100 points per thousand	13,800
Existing Recreation Value Points	6,198.5
Recreation Center Goal (Square Feet)	93,840
Existing Recreation Center (Square Feet)	82,672
Aquatic Complexes Goal	2.8
Existing Aquatic Complexes	2
2055 Population, Projected Build-Out	
Projected 2055 population:	227,000
Recreation Value Points Goal, 100 points per thousand	22,700
Existing Recreation Value Points	6,198.5
Planned Additional Recreation Value Points	5,672.25
Existing + Planned Recreation Value Points Subtotal	11,870.75
Potential New Development + Future Park Opportunities	10,829.25
Existing + Planned + Potential Recreation Value Points Total	22,700
Recreation Center Goal (Square Feet)	154,360
Planned Recreation Center (Square Feet)	154,360
Aquatic Complexes Goal	4
Existing + Planned Aquatic Complexes	4

Parks Opportunity Strategy

Due to the limited vacant land available for new parks in Mid-City, the Community Plan includes the following additional strategies to expand recreational opportunities:

Small and Non-Traditional Spaces

To meet the need for more recreational spaces, the Community Plan identifies small and non-traditional areas as potential opportunities for additional public parks, including excess or eligible rights-of-way, ends of streets and smaller undeveloped lots.

Partnerships and Funding Opportunities

The Community Plan identifies small and non-traditional spaces as additional opportunities to seek partnerships and funding opportunities to creatively activate these spaces and address the community's recreational needs.

Parks in Villages

Development of villages and along commercial corridors has the potential to create publicly accessible mini-parks, pocket parks or plazas. The Community Enhancement Overlay Zone requires new developments in these areas to include publicly accessible space and recreational amenities, as addressed in the Implementation chapter.

Access to Parks and Recreational Facilities

Ensuring equitable access to parks and recreation facilities is a central goal of the Parks Master Plan, which calls for prioritizing park investments in areas with limited recreational opportunities.

10-20-30-40-Minute Access

The Parks Master Plan sets a 10-20-30-40-minute access and activation goal, which aims to ensure that all community members can reach a safe, enjoyable park or recreation facility within a 10-minute walk or roll, a 20-minute bike ride, or a 30-minute transit ride, where they can engage in at least 40 minutes of activity.

All Ages and Abilities

Public parks and recreation facilities should be designed to be accessible to people of all ages and abilities within close walking/rolling distance, balancing programmed and non-programmed activities. Facilities constructed, retrofitted, or upgraded should meet the needs of all people, in accordance with the 1990 Americans with Disabilities Act guidelines.

Resource-Sensitive Park Design

Parks adjacent to natural open spaces provide opportunities for scenic overlooks and trailheads to trails within the open space areas. Well-defined entryways and low-impact design features can help to protect and preserve parks adjacent to the open space areas, including the Multi-Habitat Planning Area, as addressed in the Sustainability, Equity, Resilience and Conservation chapter.

Planned Parks and Recreational Facilities

The Community Plan identifies enhancements to existing parks to increase their recreational value and the potential

for new park opportunities through the acquisition of land, the reuse of City-owned land, or new developments, as shown in Figure 7-1 and Appendix X.

Civic infrastructure, including parks and public libraries, serve communities most effectively as a connected system. Future parks should be sited and recreational spaces programmed in close proximity to libraries and other community amenities, prioritizing locations that are walkable, bikeable, or easily accessible by transit.

South Chollas Lake Park

This park would be built on the former South Chollas Landfill, a portion of which now serves as a City operations yard. The operations yard is shown as an institutional polygon on Figure 7-1, and South Chollas Lake Park surrounds the yard. South Chollas Lake Park would include the opportunity for play areas, walking paths, open turf, a community gathering space and picnic areas, and an aquatic complex, which would be located outside of the landfill footprint. This approach maximizes green space, providing a balance of active and passive recreation.

Chollas Triangle Neighborhood Park

Chollas Triangle Neighborhood Park would replace Chollas Parkway between 54th Street and University Avenue. It would have play areas, walking paths, open turf, a community gathering space and picnic areas.

Teralta Neighborhood Park Expansion

Teralta Park could be expanded with additional freeway lids over State Route 15 between Monroe Avenue and Landis Street, reconnecting the Teralta neighborhood.

Sunshine Berardini Neighborhood Park

Sunshine Berardini Neighborhood Park could include an aquatic complex at the far north corner of the park in addition to the existing ballfields. Additional improvements could include a trail along Chollas Creek, new ballfields, walking paths, playgrounds, and scenic overlooks.

Eugene Place Pocket Park

A pocket park at the end of Eugene Place could include an overlook to the adjacent open space area with the potential for trailheads, seating, a shade structure, and signage improvements.

Postage Stamp Point Place Pocket Park

The existing informal Postage Stamp Point Place community space within the public right-of-way could be transformed into a pocket park with shade structures, educational signage, nature play and a fitness circuit.

Carver Elementary Joint Use & 60th Street Mini Park

A mini park at Carver Elementary would require collaboration and an agreement with the San Diego Unified School District to provide a shared publicly accessible field and walking path outside of school hours. A mini park at the

south end of 60th Street could include seating, a shade structure and picnic and play areas.

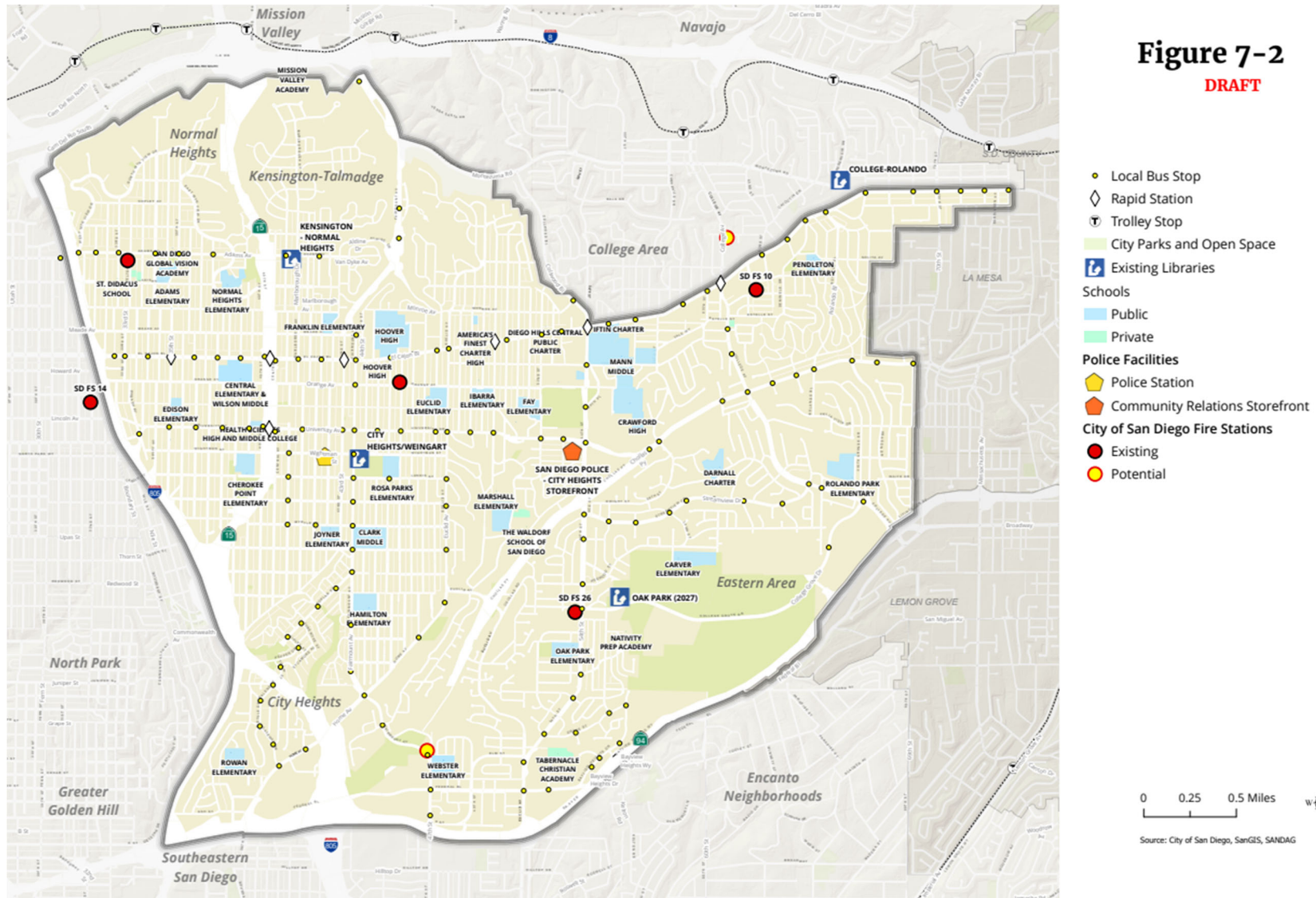
Community Enhancement Overlay Zone and Additional Recreation Access

The Community Enhancement Overlay Zone aims to expand parks and public spaces by requiring new developments to include publicly accessible open areas and recreational amenities in exchange for increased development allowances. Public spaces such as podiums, plazas, and greenways or paseos improve connectivity and provide daily opportunities for recreation and gatherings within walking distance of homes and workplaces in urban areas. The Community Enhancement Overlay Zone promotes development that establishes accessible, high-quality public spaces and recreation facilities for current and future community members, helping to create a walkable urban environment.

Public Facilities & Services

A framework of public facilities and services is an essential component of a vibrant community. Libraries and schools are vital for a community, while police and fire and rescue services and facilities are essential for public safety. Other government agencies also provide public facilities and services in the community. The Community Plan provides guidance for these new and enhanced facilities. Existing public facilities serving Mid-City are shown in Figure 7-2.

Figure 7-2
Public Facilities and Services



Fire and Police

Fire

Emergency medical responses are supplemented by an ambulance service that is contracted separately by the City.

Mid-City is served by six fire stations:

- Station 10 is in Rolando and has one engine, one truck and one brush rig.
- Station 14 is in North Park and has one engine, one truck and one brush rig.
- Station 17 is in the Teralta East Neighborhood in City Heights and has one engine.
- Station 18 is in Normal Heights and has one engine and one medic unit.
- Station 26 is in Oak Park and has one engine and one medic unit.

A potential future fire station is being explored along Fairmount Avenue near 47th Street in City Heights, that could contain a fire engine. Mid-City is also serviced by existing and potential fire stations located outside of the planning area, however, additional resources may be needed to maintain adequate fire services in Mid-City. Resources could include constructing new facilities, expanding existing stations, and associated staffing needs or other operational strategies to help to provide long-term guidance over the next 30 years to meet fire safety needs. Technical analyses are conducted

periodically to look for additional opportunities for new fire stations depending on future needs.

Police

Most Mid-City neighborhoods are served by the Mid-City Division of the San Diego Police Department, except for Oak Park, Ridgeview, and Webster, which are served by the Southeastern Division.

Schools and Childcare

Schools

The San Diego Unified School District serves students from pre-kindergarten to twelfth grade. Charter schools are publicly funded and authorized and monitored by the San Diego Unified School District, but operate independently of the School District. Private schools are also located in the community.

Mid-City is served by the following public schools, as shown in Figure 7-2:

Elementary Schools

- Adams Elementary
- Carver Elementary
- Central Elementary
- Cherokee Point Elementary
- Edison Elementary
- Euclid Elementary
- Fay Elementary

- Franklin Elementary
- Ibarra Elementary
- Joyner Elementary
- Marshall Elementary
- Normal Heights Elementary
- Oak Park Elementary
- Pendleton Elementary
- Rolando Park Elementary
- Rosa Parks Elementary
- Rowan Elementary
- Webster Elementary

Middle Schools

- Clark Middle
- Mann Middle
- Wilson Middle

High Schools

- Crawford High
- Hoover High

Charter Schools

- City Heights Preparatory Charter
- Darnall Charter
- Diego Hills Central Public Charter
- Iftin Charter
- Health Sciences High and Middle College

- San Diego Global Vision Academy

The existing public schools are sized appropriately for the portion of the student population that chooses to enroll locally. The location, timing and type of new public education facilities are determined by the San Diego Unified School District based on existing and future student enrollment.

Childcare

A variety of childcare and preschool options exist throughout Mid-City, including daycare centers, home-based daycares and faith-based centers. Other community resources and private facilities exist for daycares including at the Copley-Price Family YMCA.

Libraries

The Community Plan aims to expand accessibility to the library to maximize its value to the community. The branch libraries provide books, periodicals, and community services as a civic use serving Mid-City as well as nearby communities. They also provide access to public internet, meeting rooms, education, employment opportunities, and community information. The libraries provide locations for after-school and summer programs for children.

- Mid-City is served by the following public branch libraries:
 - Kensington-Normal Heights Branch Library on Adams Avenue,

- City Heights/Weingart Branch Library on Fairmount Avenue,
- Oak Park Branch Library on 54th Street
- College-Rolando Library on Montezuma Road

The Library Master Plan provides a long-range vision and strategy for the modernization and investment of the City library system, addressing the need for community meeting rooms, modern information technology, and activity spaces, as well as needed building repairs and upgrades.

Healthcare Services

Expanding health care facilities in Mid-City that provide a variety of services will lessen the need for community members to seek essential care outside the community. Clinics and urgent care centers within Mid-City would improve access to regular health services for community members, employees, and people from neighboring communities.

Other Public Facilities

Public Utility Services

The City provides water and wastewater services. The City also maintains and operates street lighting to enhance nighttime visibility, pedestrian and vehicle safety, and neighborhood security. San Diego Gas and Electric provides electric and gas service.

Stormwater

The City maintains a network of drainage facilities, including underground storm drain pipes, culverts, outlet/inlet structures, detention basins, ditches, and channels that convey stormwater flows to protect life and property from potential flooding. Additionally, the City's stormwater system helps protect water quality, and open facilities, such as channels, can support natural resources, including wetland habitat.

Policies

The Community Plan policies identified below supplement and should be read in conjunction with applicable General Plan and Parks Master Plan policies. Applicable General Plan Parks Master Plan policies include, but are not limited to those identified in Table 7-2.

Table 7-2

Relevant General Plan and Parks Master Plan Policies

Theme	Policy
General Plan	
Park Planning	RE-A.2 Refine citywide park and recreation land use policies through community plan updates or other comprehensive planning efforts consistent with the Parks Master Plan to identify potential funding for park and recreation facilities, and to identify potential locations for parks and recreational opportunities that can be easily accessed by walking/rolling, biking, or transit and are centrally located, or provide unique recreational opportunities to community members and visitors.
Park Planning	RE-A.6 In addition to upgrading existing parks, continue to pursue opportunities to develop new parks and acquire new parkland. a. Identify underutilized City lands and public right-of-way's with potential for use as mini-parks, pocket parks, urban plazas, and community gardens. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, urban plazas, and community gardens. Pursue acquisition of urban lands, as it becomes available, that could be developed as mini-parks, pocket parks or urban plazas.
Park Standards	RE-A.10 Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks. (see also Urban Design Policies, UD-B.8 and UD-C.5) a. Consider private recreation facilities when evaluating development park needs when it is clearly identified that the facilities and programs provide a public benefit and are

	bound by easements and agreements that remain in effect in perpetuity according to adopted policies (see also RE-C.6.).
Implementation	RE-A.18 Pursue joint use agreements for recreational facilities on other public agency-owned land to help implement the standards identified in the Parks Master Plan.
Joint Use and Cooperative Partnerships	RE-E.2 Work with local school districts', colleges, and universities to expand development of on-campus joint use recreation facilities including multipurpose courts, parking lots, and multi-purpose athletic fields.
Fire Service & Infrastructure	PF-D.2 Determine fire station needs, location, crew size and timing of implementation as the community grows. a. Use the fire unit development performance measures (based on population density per square mile) shown in Table PF-D.1 to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different density types aggregates into a population cluster area, use the measures provided in Table PF-D.2. b. Reflect needed fire-rescue facilities in community plans and associated facilities financing plans as a part of community plan updates and amendments.
Police	PF-E.7 Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.
Parks Master Plan	
Partnerships	P1: Strengthen partnerships with other agencies, non-profit groups, community partners, and the private sector to expand opportunities for joint use of space and facilities, recreational programming, equitable access, and overall parks system well-being.
Parks and Programming	PP1: Increase recreational opportunities throughout the City by: a. Investing in existing parks to expand and extend services and amenities available to residents and visitors. b. Acquiring new land for parks and other recreational facilities and ensuring that at least 20% of a community's park standard is satisfied through land acquisition.

	c. Repurposing rights-of-way to serve as active transportation connections, with recreational amenities, shade trees, and features that encourage walking and bicycling in the right-of-way. d. Encouraging and incentivizing the dedication of new park space in areas where new parks are most needed and will be most used. e. Increasing access to regional recreational resources, including the beaches and shorelines, Mission Bay Park, National Historic Landmarks, Balboa Park, Mission Trails Regional Park, and the City's network of trails in open space and canyon areas.
Parks and Programming	PP4: Provide flexible, innovative park spaces, including neighborhood and community parks, mini parks, pocket parks, public plazas, green streets, linear parks, trailhead parks and temporary activated spaces, to meet the City's existing and future recreation needs.
Parks and Programming	PP10: To ensure the City adheres to its conservation commitments, all proposals for new or revised access, trails, and active uses in resource/open space parklands must comply with all applicable limitations, such as the MSCP consistency findings, Environmentally Sensitive Land regulations, Natural Resource Management Plans, etc. before being formally proposed for City evaluation and funding (see policies CSR25 and RP5).
Parks and Programming	PP11: Promote access to nature and stewardship of open spaces through native plant gardens, habitat restoration and recreation in canyons and other city parklands.
Parks and Programming	PP14: Increase recreational programming in existing public spaces and parks by: a. Partnering with local non-profit organizations; b. Allowing non-profit organizations to use public spaces and parks to generate revenue, where the revenue is used to invest in the park space and programming with those spaces. c. Providing reduced cost or no cost permits to non-profit organizations for programming and events within parks and recreation centers which benefit disadvantaged communities.
Activation	AV1: Enhance safety and enjoyability in parks by incorporating the strategies of Crime Prevention through Environmental Design during the design process. See Appendix F of the Consultant's Guide to Park Design and Development.

Parks and Recreational Facilities

- 7.1.** Design parks to maximize comfort and provide a variety of recreation amenities and programming.
 - a.** Consider including special activities with parks (e.g., trailheads, urban watershed parks, skateboard parks, off-leash dog parks, community gardens) on a case-by-case basis.
 - b.** Design public parks for outdoor play, education, physical activity and social interaction centered on children, teens and their caregivers.
- 7.2.** Support the development of multi-level recreation centers that maximize limited land availability, expand indoor recreation opportunities, and integrate complementary uses such as community gathering spaces, fitness facilities, and classrooms to serve a range of users and age groups.

Recreation with Development

- 7.3.** Pursue opportunities to develop mini or pocket parks, plazas, and recreation facilities as part of future developments with visual and physical access from one or more street frontages wherever feasible.

Partnerships and Shared Use

- 7.4.** Pursue lease agreements with private property owners and public agencies to incorporate active or passive recreation into existing buildings or

surrounding grounds, where space is available and appropriate for public use.

Public Facilities

- 7.5.** Replace, expand and upgrade public facilities and infrastructure as needed to maintain service levels that address community needs and enhance safety and environmental performance.
- 7.6.** Locate public facilities along transit corridors, villages and nodes to increase accessibility and efficiently deliver services.
- 7.7.** Incorporate sustainable practices in facility upgrades, including material reuse, recycled content, and resource-efficient design, especially in sensitive environments.
- 7.8.** Design public facilities with an expanded urban tree canopy to reduce the heat island effect, reduce stormwater runoff, and improve air quality.
- 7.9.** Incorporate public meeting spaces or cultural facilities for people to gather and participate in programs that increase social cohesion within new public facilities and mixed-use developments, where feasible.
- 7.10.** Consider alternative land uses for institutional uses that close or relocate.
- 7.11.** Provide inclusive, accessible, and well-maintained facilities and programs that meet evolving needs of

diverse users, including youth, teens, and young adults of all abilities.

- 7.12.** Align capital improvement projects with schools and community facilities to strengthen connections and shared benefits.
- 7.13.** Encourage community participation in the planning, design, and improvement of parks and community facilities.

Public Schools

- 7.14.** Pursue joint use agreements to allow the use of school facilities during non-school hours for educational, civic, recreational, arts and cultural purposes.
- 7.15.** Preserve sufficient space for educational needs and coordinate long-term funding, maintenance, and operations to ensure the facilities remain safe and clean for students when planning future joint-use facilities. Coordinate with San Diego Unified School District to explore opportunities to reuse or expand community recreational access.

Police

- 7.16.** Support a close relationship between community groups, Neighborhood Watch Programs, and the Police Department to increase awareness of community policing concerns.

- 7.17.** Incorporate safety features and design strategies, including Crime Prevention Through Environmental Design principles.

Lighting, Landscaping, and Maintenance

- 7.18.** Support Maintenance Assessment Districts and Business Improvement Districts to install and maintain landscaping, lighting, wayfinding, and gateway signs, and provide additional maintenance services.
- 7.19.** Provide shade trees on the grounds of public facilities.

Trails and Open Space Interface

- 7.20.** Integrate trail connections adjacent to development where permitted, and expand access through recreational easements and strategic land acquisition.
- 7.21.** Establish open space connections for people and wildlife where appropriate, including trailheads for bike and pedestrian access with appropriate, visible and clearly marked entrances.

Libraries

- 7.22.** Consider service improvements at the branch libraries, such as extended hours, expanded book collection, and additional staff to provide special programs.
- 7.23.** Support improvements to the branch libraries to address future needs.

- 7.24.** Explore options for additional parking at the College-Rolando Library, including shared parking agreements and strategies to increase parking along Reservoir Drive and Mohawk Street.
- 7.25.** Maintain and enhance an adequate, accessible, and well-maintained library to support community needs and promote quality of life.
- 7.26.** Support investments in the library branches to make efficient use of this public resource.

Healthcare

- 7.27.** Encourage healthcare facilities to provide a range of services near major transit stops.

Other Public Utilities

- 7.28.** Coordinate with San Diego Gas & Electric to identify and utilize utility easements or underutilized rights-of-way for shared-use paths.
- 7.29.** Prioritize the undergrounding of overhead electrical and communication wires to remove utility pole obstructions from sidewalks in high foot traffic areas, especially in pedestrian districts and corridor route types and along commercial corridors.

8. Implementation

Introduction

The Municipal Code implements the Community Plan's land-use designations through citywide base and overlay zones that specify permitted land uses, residential density, floor area, building massing, landscape, streetscape, and other development regulations to achieve the Community Plan's vision.

Community Enhancement Overlay Zone

The Community Enhancement Overlay Zone implements the urban design framework through the Land Development Code (Chapter 13, Article 2, Division 16). The Community Enhancement Overlay Zone, as shown in Figure 8-1, supplements the underlying base zone development regulations to ensure consistency with the community's vision and plan policies and streamline the development review process.

New development within the Community Enhancement Overlay Zone is required to provide on-site public spaces. These spaces may include (but are not limited to) play areas, fitness and circuit equipment, sports courts, game tables, performance or gathering areas, splash pads or water features, useable lawn areas, off-leash dog areas,

community gardens, urban greens, podiums, plazas, and greenways or paseos that enhance connectivity.

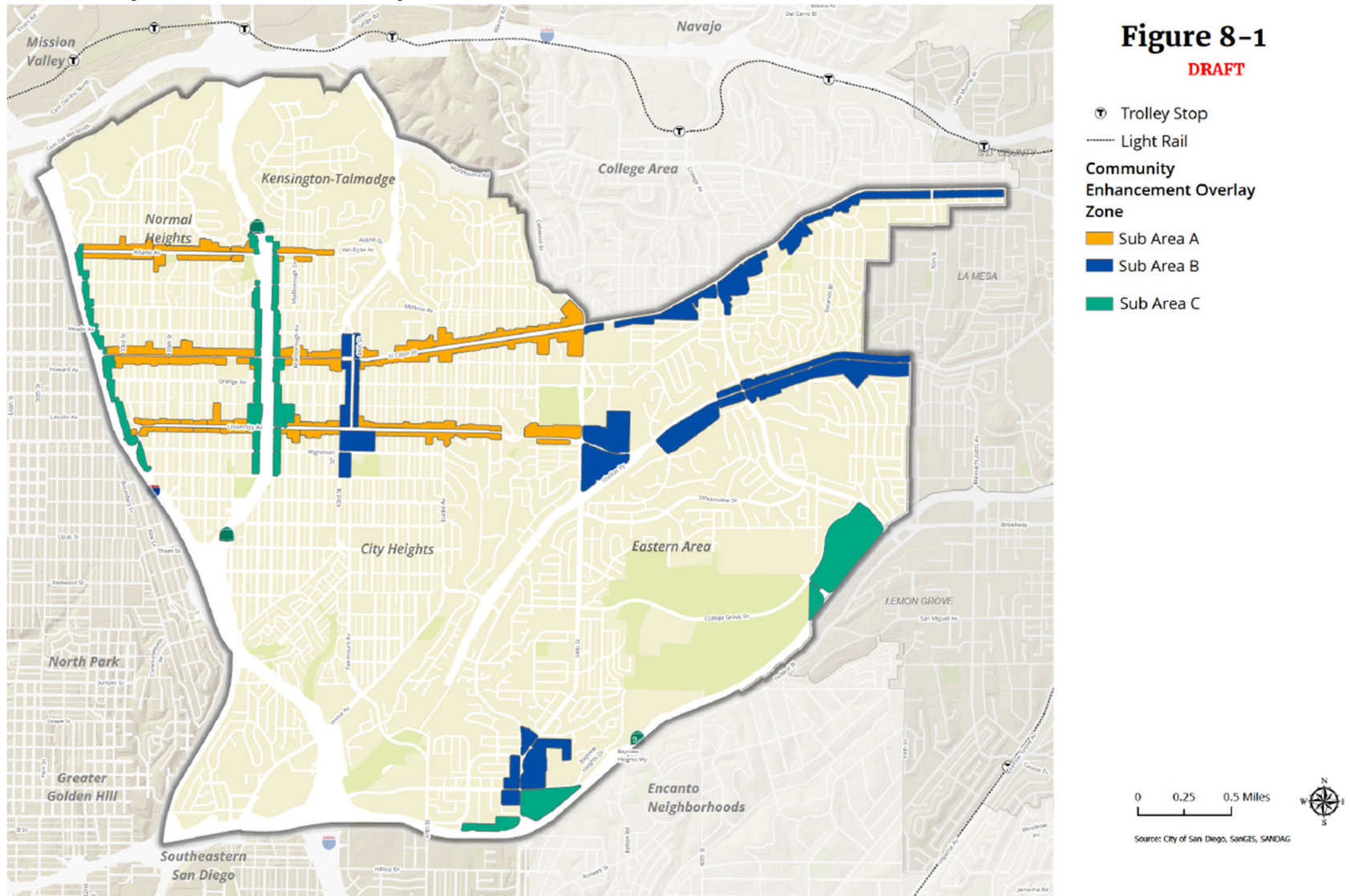
The Land Development Code requires that new development provide improvements to the street, including the parkway in front of the development. The City's Street Design Manual addresses the type of improvements based on the location and type of street and the community plan's land use. The parkway is the area between the street curb and the development's property line. The parkway typically includes three zones: the furnishing zone, the throughway zone, and the frontage zone.

The furnishing zone is between the curb and the throughway zone and includes street infrastructure like street trees, waste receptacles, transit shelters, bike racks, recreational amenities, public art, etc. The throughway zone is between the furnishing zone and the frontage zone and includes the pathway for pedestrian movement. The frontage zone is between the throughway zone and the property line and may include additional street infrastructure or building amenities. Refer to the Street Design Manual for more information.

Capital Improvements Program

The Capital Improvements Program is the long-range plan for all individual capital improvement projects and funding sources. The program implements unique construction projects that provide improvements or additions such as

Figure 8-1
Community Enhancement Overlay Zone



bikeways, street improvements and signals, storm drainage and flood control facilities and utilities undergrounding. This program is dedicated to enhancing the quality of life for all San Diegans by improving the physical structures, systems, and facilities that provide services to the community.

Development Impact Fees

New development is assessed for Development Impact Fees based on the resolutions adopted for Citywide Development Impact Fees for Parks, Mobility, Fire and Libraries. These fees are assessed citywide and deposited into Citywide development impact fee accounts based on the asset types of Parks, Fire, Library, and Mobility.

The Nexus Studies for Parks, Fire-rescue, and Libraries analyze existing levels of service and conditions against current standards to determine future facility needs. The Mobility Nexus Study focus on developing walkable communities, prioritizing transit, optimizing street and freeway systems, integrating technology-enabled mobility, managing transportation demand, enhancing bicycling infrastructure, and planning for future mobility needs.