

# Master Plan

**Talmadge Maintenance Assessment District**

**May 2008**



**Prepared by the  
Talmadge Maintenance Assessment District Advisory Committee**

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## **I. Mission**

The Maintenance Assessment District (MAD) was formed to provide enhancements to the public right of way that exceed City standards and reflect the desires of the community. The community has identified key principles to guide and define the scope of capital projects and maintenance efforts. These are:

- Improving and maintaining the landscaping in the public right of way.
- Improving traffic safety (includes people, bicycles, and vehicles), and the safety of residents from criminal activity and wild fires.
- Maintaining the historic nature of the community.
- Adding elements that identify the community.
- Maintaining streetscapes in the public right-of-way.
- Enhance recreational opportunities.

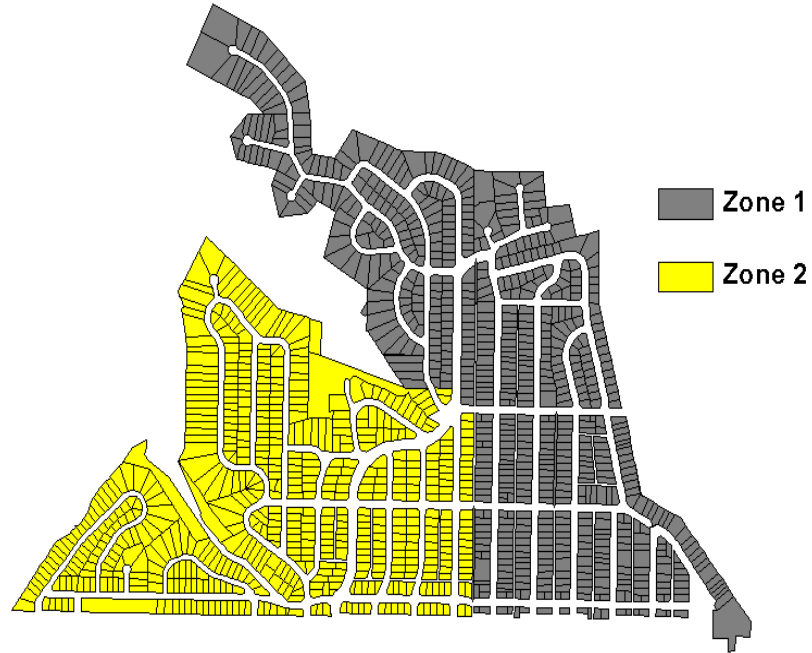
## **II. District Boundaries**

The Maintenance Assessment District (MAD) is comprised of approximately 1346 parcels. The southern boundary is formed by properties along both sides of Monroe Avenue from 44th Street to Collwood Boulevard. The east, north, and western boundaries of the district are the canyon rim to the north of Monroe Ave.

An addition to the boundaries is made with the 2008 plan. The area of Aldine Drive down to the Fairmount Avenue overpass is included. The new plan also includes an area along the canyons to meet the 300-yard fire safety zone. Figure 1 is a map of the original boundaries.

The district is currently divided into Zone 1 and Zone 2. Zone 1 encompasses the eastern portion of the district. Its boundary is the alley between 49<sup>th</sup> Street and Winona Avenue from Monroe Avenue north to Adams Avenue. It then cuts west and north of the traffic circle. See the map for details. The zone structure will be dissolved once the lighting plans for both zones have been accomplished.

# Talmadge Maintenance Assessment District



Talmadge Boundaries  
Figure 1

### **III. Talmadge Maintenance Assessment District**

Prior to the formation of the MAD the Talmadge Maintenance Assessment District (TMAD) was known as the Talmadge Beautification Committee (TBC). It was formed to address potential improvements to the traffic circle at 49<sup>th</sup> Street and Adams Avenue. These efforts led to the formation of the MAD.

The responsibilities of the TMAD include oversight and implementation of the master plan, selecting and managing an administrative body, and managing non-assessment funds raised for improvements. It is the intention of the T-MAD to establish a non-profit 501(c)3 umbrella corporation. The purpose of forming an umbrella corporation is to permit other qualified groups within Talmadge to take advantage of the non-profit status, if they so desire.

In addition, the TMAD will serve as a conduit from the community to the City to assure adequate services are provided. This will include, but not be limited to, street repair, sidewalks, trash removal, street sweeping, and tree planting.

The TMAD will also provide input to the Kensington Talmadge Planning Group on issues that require its approval. These may include traffic, land use, and other planning related concerns.

Finally, the TMAD will work with neighboring communities and assessment districts to deal with problems common to the groups involved. These may include improvements for El Cajon Boulevard, Fairmount Avenue, Montezuma Road, or Collwood Avenue, as well as common concerns such as crime or traffic in the Mid-City area. In addition, the TMAD will seek to work with the City Heights Redevelopment Project Action Committee to work towards accomplishing the goals of the master plan.

### **IV. Improvements**

#### **A. Lighting**

Disparity in the existing density and type of lighting requires the MAD to be divided into two zones. Once the lighting has been equalized, the zone structure will be discontinued. The Zone 1 area has minimal lighting, below current city standards, which consists mostly of lights mounted on a few utility poles. There are a few 1950's era teardrop lights north of the traffic circle. Zone 2 has an established high density of candle stick lighting that was installed in the late 1920's and early 1930's.

Zone 1 goals:

- Install a lighting style and density similar to Zone 2.

- Coordinate with the City undergrounding efforts to minimize costs and disruption.
- Planned district lights where all neighbors are not in favor of installing a light will be skipped and may be added at a later time. This will not affect the dissolution of the zones.

Zone 2 goals:

- Repair and maintain the existing lights, to include, but not limited to.
  - Replace globes with the historic style, including finials.
  - Replace broken poles.
  - Replace poles that are not of the same style. The style is defined as the Aegean pole manufactured by Ameron. Height is not an element of style, or approved equal.
  - Paint poles.
  - Repair bases.
  - Fixtures and wiring.
- Add lights where necessary to meet the current lighting standard.

After the zones structure is dissolved there may be additional district lighting goals that the board may wish to undertake. These include, but are not limited to:

- Maintaining lights.
- Adding lights.
- Replacing lights.
- Circuitry upgrades.

## **B. Trees**

The goal is to have a parkway tree in front of every residence. It is not intended to provide a monoculture of trees in any area of the community, unless so desired by the residents.

The following guidelines will be observed:

- Residents wishing not to have trees in front of their residence will not have trees.
- Residents will be encouraged to use the trees listed in the master plan. Residents may choose other trees, but they will need to be appropriate for the climate, soil type, size of the sidewalk cut, and minimize potential for root damage to sidewalks and curbs.
- Every effort will be made to obtain trees through organizations such as People for Trees. Residents will be responsible for the water requirements for the first three years. The MAD will be responsible for tree trimming that is not covered by the City.
- MAD will provide for special planting requirements such as concrete cutting, stakes, drainage aids, and hole digging if required.

- The area covered will be within the City right of way designation. In some cases the depth of this easement will allow for trees to be planted in front yards.
- Maintenance of the trees, trimming, and concrete cutting will also be considered.
- The MAD will provide for watering of trees in public areas, not boulevards.

The following list of trees has been deemed appropriate for this goal as they grow well in a parkway without damaging sidewalks, and do well in the San Diego climate:

- Crape Myrtle – *Lagerstroemia indica*
- Peppermint – *Agonis flexuosa*
- Purple Orchid Tree – *Bauhinia variegata*
- New Zealand Christmas – *Metrosideros excelsus*
- Bradford Pear – *Pyrus calleryana*
- Flame Tree – *Brachichiton acerifolius*
- Australian Willow – *Geijera parviflora*
- Jacaranda – *Jacaranda mimosifolia*
- Palms – generic, to be TMAD approved.

## **C. Gates**

The Talmadge gates are a defining feature of the community. Lack of maintenance over the years has led to their deterioration. In addition, some of the gates have been altered from their original style, and one or two gates have been lost. The goal is to restore the gates to their original form and replace those gates which are missing. Once the restoration is complete the gates will be maintained on a regular basis.

Additional gates will also be added to the neighborhood in three general areas. These will be similar to the original gates, but differ sufficiently to maintain the historic nature of the original gates, similar to the ones that have been installed at the traffic circle. New gates have already been built within the traffic circle at 49th Street and Adams Avenue. More gates may be added to the streets that feed into Monroe from the south. Finally, gateways may be added to the main community entrances: Monroe Avenue near Collwood Avenue, Aldine Drive before it merges with Monroe Avenue, Euclid Avenue between El Cajon Boulevard and Monroe Avenue, and on 44<sup>th</sup> Street between Meade Avenue and Monroe Avenue.

## **D. Landscaping**

It is the intent of the MAD to landscape public areas. These areas may include traffic circles, medians, bulb outs, government-owned lots, and others.

Landscaping will be designed at the time of implementation, and the use of consultants may be used. The designs will take into account the existing area, the desires of the community, and maintenance requirements. Besides landscaping and maintenance, irrigation, lighting, and other hardscape improvements may be included.

It is the goal of the MAD to create as much green space as possible in the neighborhood. To that end the TMAD will work with home owners to convert parkways to landscaped areas where they have been covered in brick or concrete.

## **E. Streets, Alleys, and Sidewalks**

While the MAD will not directly affect the surface maintenance of the roads in the community, there is an impact on the look and condition of these elements. The TMAD will work with the City to keep these areas in good repair.

The main MAD involvement will occur if the City, or the MAD, incorporates any traffic calming devices that are not sign related. These include medians, traffic circles, bulb outs, diverters, or similar constructions. When such devices are installed, the board will work with the City and/or contractors to provide appropriate landscaping. The TMAD will also work with the appropriate entities for developing entrances to the community.

In general sidewalks are the responsibility of the homeowner. The TMAD will work with the City to repair sidewalks in various areas that have been damaged or have worn out. The MAD will work with homeowners and the City to cover the costs for repair and maintenance, and may assume some of the costs. It is also the goal of the MAD to maintain the historic patterns and widths of the sidewalks.

The MAD may also provide assistance for the maintenance of alleyways. This could include surfacing, cleaning, and lighting. The undergrounding project will remove all existing lighting from the alleys. Since power will no longer be available in the alleys and TMAD cannot direct homeowners to pay for alley lighting, the MAD may work with the Talmadge Community Council (TCC) to install solar or some other form of alternatively powered lights in the alley right-of-ways.

Finally, the MAD may add signage to the community to define its unique nature, or to address traffic and public safety issues.

## **F. Traffic**

The goal is to provide an environment where pedestrians and motorists feel safe and comfortable while negotiating the community's roads and walks. To this end the TMAD board will work with the City and the Kensington-Talmadge Planning Group to improve the more dangerous areas and maintain the areas that meet current standards.

The general desire is to minimize the use of signs and to utilize physical devices to enhance safety and reduce speeds. These may include bulb outs, traffic circles, medians, and diverters.

## **G. Special Projects**

The following projects have been identified by MAD in addition to the more general improvements described in the previous sections. The suggested improvements described below may be modified in final form due to input from the community or outside parties. This list is general in nature, some may not be incorporated, or others may be added. In some cases the plans will overlap.

1. Fully landscape the traffic circle at 49<sup>th</sup> and Adams. The TMAD has accomplished this goal: Completed in June 2003.
2. Several intersections have been identified as potential recipients of traffic calming circles. These reflect the desire to use traffic calming devices to reduce vehicle speed through the neighborhood.  
These intersections currently include, but are not limited to:
  - a) Adams, Miracle, and Euclid.
  - b) Lorraine and 49th Street
  - c) Contour and Madison
  - d) Creating a landscaped island at Highland and Monroe Avenues.

Others may be added at the discretion of the TMAD Board.

3. Establish a walking corridor from the Talmadge neighborhood, down Aldine Drive to Fairmount Avenue.
4. Work with the City and other agencies to establish pocket parks within the community.

## **H. Other Areas of Potential Involvement**

1. Hiring consultants in such areas as traffic control, pedestrian improvements, landscaping, and other fields.
2. Security related services.

3. The installation or construction of statuary, fountains, banners/graphic statements, and other ornamental structures and facilities.
4. The installation or construction of any facilities which are appurtenant to any of the foregoing, or which are necessary or convenient for the maintenance or servicing thereof, including, but not limited to grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water and irrigation drainage, or electrical facilities.
5. The installation of park or recreational improvements, including, but not limited to, all of the following:
  - a) Land preparation, such as grading, leveling, cutting and filling, sod, landscaping, irrigation systems, sidewalks, and drainage.
  - b) Lights, playground equipment, play courts, and public facilities.
6. The maintenance or servicing, or both, of any of the following:
  - a) The acquisition of land for park, recreational, or open space purposes.
  - b) The acquisition of any existing improvement otherwise pursuant to this section.
  - c) Programs to eliminate fire hazards from the surrounding canyons, and other cleanup efforts within the community. This effort will be subject to approval by an assessment engineer and obtaining an easement from the property owner(s).

## **V. Communications**

The TMAD will endeavor to keep the community apprised of its efforts and issues by using a variety of media. These may include:

- A. The use of the Kensington branch library.
- B. Information booths at community events.
- C. Regular newsletters.
- D. Electronic media, such as e-mail.
- E. A website.

## **VI. Budgets and Timing**

### **A. Administration**

The district has several options for administering the funds collected for the implementation of the master plan. These include utilizing the City, self-administration, or hiring a third party to perform the task. With the establishment of the 501(c)3 the TMAD intends to manage capital projects, and use the City to perform the maintenance.

## **B. Assessment**

The assessment base rate is \$80 per year. This rate may be adjusted by the consumer price index (CPI) annually, if necessary.

## **C. Timing**

This plan details an overall capital program for the community that may take as long as 20 years, or more, to implement. The initial efforts will focus on these three primary goals set forth by the TMAD:

- a) Landscaping the traffic circle at 49<sup>th</sup> St. and Adams Ave. (Completed)
- b) Add and upgrade lighting in Zone 1.
- c) Add and upgrade the gates.

The zones will remain separate until the lighting capital improvements have been completed. At that time the zones will merge, and a common maintenance district will be created. The dissolution of the zones will not require a change to the master plan or rebaloting. It is expected to occur at the end of the fiscal year in which the lighting projects are completed.

## **D. Budget**

The speed in which the zone distinction is eliminated may be influenced by outside funding. Should outside funding become available through donations, grants, or similar instruments, the money will go towards capital improvements, with an emphasis on lights and gates. This condition will not apply to funds obtained with restrictions on their use.

Until the zones are merged the annual budgets will reflect a spending rate proportional to the EBU distribution by zone. Within a zone there are no restrictions how to divide the funds between maintenance and capital improvements.

The TMAD will work with City administrators to develop a detailed plan each year. These plans will, however, reflect the intent of the master plan. Due to the costs of some projects, monies may be collected for up to several years before being spent.

Appendix 1  
New Master Plan Petition