



P.O. Box 600904, San Diego CA 92160

May 29, 2026

Alex Frost
Principal Planner
Planning Department, City of San Diego

RE: Mid-City Communities Plan Update

Over the past few months, the planning subcommittee of the Kensington Talmadge Planning Group met several times to devise an alternative SB79 plan, and then fold that proposal into the community plan update. At its May 20, 2026 meeting, the Kensington-Talmadge Planning Group voted 8-1 to support the recommendations of the subcommittee which are presented in the attached Appendix A for the Mid-City Communities Plan update. It is our hope that providing this information well in advance of the release of the draft community plan allows for ample time to incorporate these ideas into the draft document, and to contact us with any questions or clarifications you may have. The appendix itself will provide more detail.

We hope our recommendations will receive consideration equal to that given to other elected community planning groups during their own community plan updates.

Respectfully yours,

Neil B. Winner

Neil Winner
Chair, Kensington Talmadge Planning Group

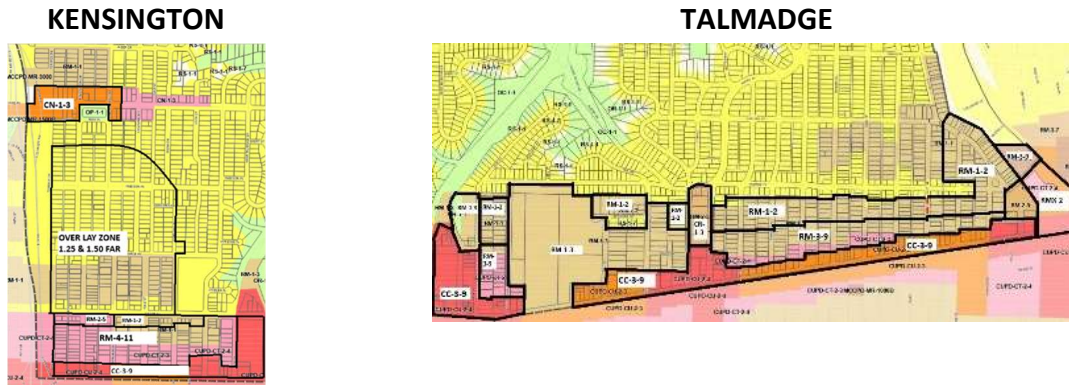
David K. Moty

David Moty
Vice-Chair, Kensington Talmadge Planning Group

cc: Apharna Padmakumar, Associate Planner
Morgen Ruby, Senior Planner
Selena Sanchez Bailon, Assistant Planner
Victoria LaBruzzo, Chair, Community Planners Committee
Marcellus Anderson, Chair, City Heights Planning Group
Paul Coogan, Chair, Normal Heights Planning Group
Lynn Edwards, Chair, Eastern Area Planning Group

APPENDIX A

For ease of display, the proposed maps for the Kensington-Talmadge planning area have been broken into two, one for Kensington and one for Talmadge. Areas not shown are not proposed for any zoning changes. Larger maps will be provided later in this document.



KENSINGTON

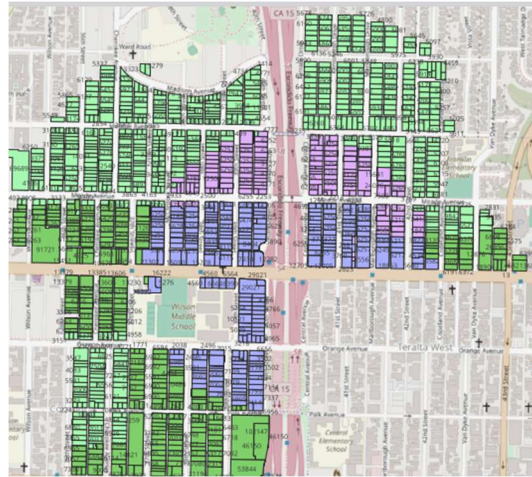
It is expected that when SANDAG produces its official SB79 transit station maps, southwestern Kensington will fall under the terms of that state law. The KTPG supports development of a Transit Oriented Development Alternative Plan as allowed by the legislation.

To the best of our knowledge, and dependent on the quality of the data we obtained from the Assessor's office, our proposal fully complies with the requirements for an alternative plan.

We believe that the most expansive requirements of SB79 are its FAR limits, and that once FARs are established that are compliant with SB79, the other factors of height and density easily fall into line. We estimate that SB79 requires 6.267 million square feet of allowable FAR within the boundaries of the inner and outer rings of SB79 that are solely within Kensington, less all excludable areas, in this case very high fire hazard severity zones. Our proposal for an SB79 TOD Alternative plan supplies 6.464 million square feet of FAR compliant with SB79, again depending on the quality of the data we were provided. Please be aware that upon enactment, the actual amount of FAR within this area will be well above this 6.464 number as SB79 doesn't allow counting FAR amounts that exceed certain maximums.

The map on the next page shows the entire area falling under the influence of the I-15 and El Cajon Boulevard major transit stop.

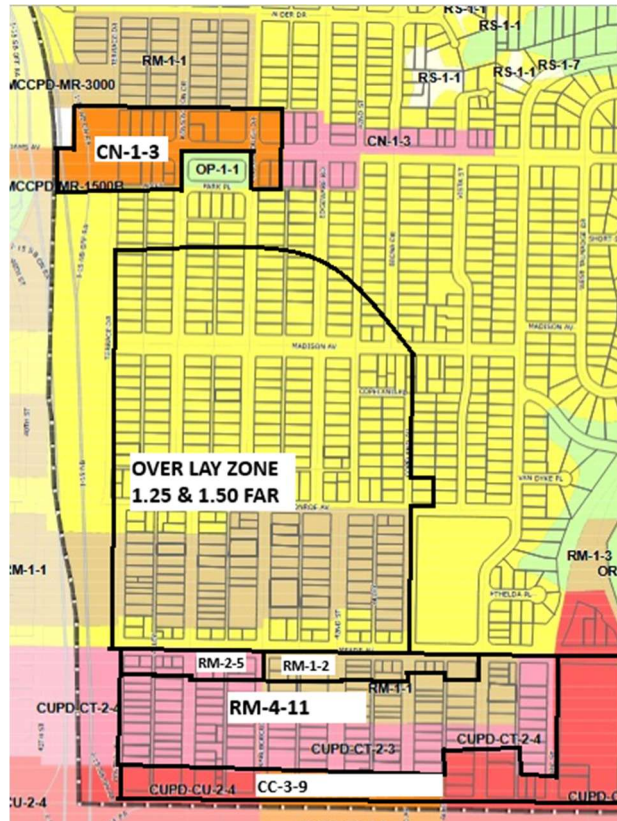
SB79 Affected Parcels



The blue and purple represent the inner ring up to ¼ mile from the transit station, where SB79 mandates a FAR of 3.0, and the two shades of green are the outer ring areas, ¼ mile to ½ mile from the designated major transit stop, where a FAR of 2.5 is mandated. The map excludes the very high fire hazard severity zones as allowed under the terms of SB79.

CC-3-9 zoning is proposed for properties facing El Cajon Boulevard which are currently zoned CU-2-4, a zone currently available under the Central Urbanized PDO which is planned for repeal.

KENSINGTON MAP



Since CC-3-9 zoning was applied along El Cajon Boulevard to the west and east of this area during the North Park and College Area plan updates, respectively, it is our assumption that the City expects CC-3-9 zoning for this section of the boulevard as well. This CC-3-9 zoning will have to be accompanied by an overlay to account for SB79 as the CC-3-9 zones' specific FAR maximum is only 3.0 for mixed use. The overlay within the CC-3-9 zones should apply a 6.0 FAR in the purple and blue areas, and a 5.0 FAR in the green areas. If the City is developing a new CC zone above CC-3-11 to specifically fulfill the requirements of SB79 please let us know.

For the rest of the 4300 blocks north of El Cajon Boulevard, we propose a mix of RM-4-11, RM-2-5 and RM-1-2 zoning. The RM-4-11 zoning incorporates fully SB79-compliant zoning onto the map, and allows for slightly lower zoning along the south side of Meade Avenue. It also places the greatest density closest to the transit station.

Regarding the RM-1-2 zoning on Meade Avenue, we would like to specifically mention that it is strategically placed to minimize the shadowing effect of large buildings on the Franklin Elementary playing field which not only serves the children of that school, but represents 50% of the park points within the entire Kensington-Talmadge planning area. Shading, particularly during the winter would severely impact its use by the community in the afternoon hours, the afternoon being the only time it is available on weekdays to the general public.

North of Meade Avenue, the planning group proposes keeping the existing zoning within the SB79 affected areas, but applying a 1.25 and 1.5 FAR overlay to comply with SB79. On the SB79 map, we propose 1.25 FAR in the green and 1.5 FAR in the purple areas north Meade Avenue. We believe retaining the existing zoning would be more respectful of the pending Kensington Historic District which was first identified in the 1998 community plan.

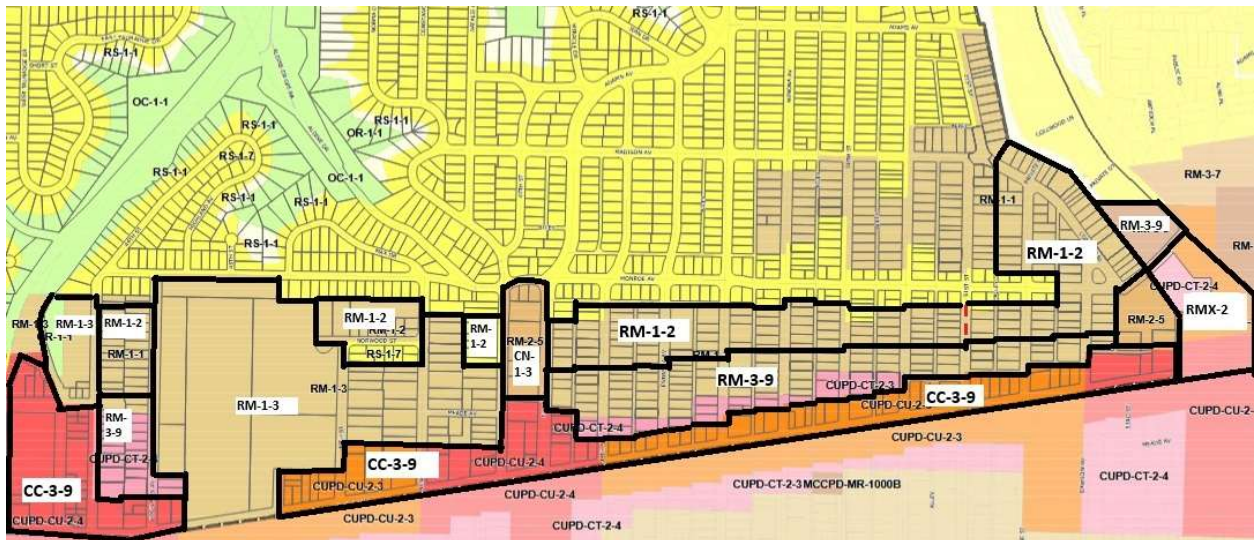
Further north, Adams Avenue from the I-15 freeway to the east side of Marlborough Drive is currently zoned CU-3-3, another zone that only exists under the CU PDO. Our proposal is to extend the current CN-1-3 zoning westward to fully cover the CU-3-3 zone.

TALMADGE

In Talmadge, as in Kensington, the map continues to rezone all the CU-2-4 and CU-2-3 parcels to CC-3-9. Regarding the CT-2-3 and CT-2-4 zoned areas, we can't recall any time in the past 30 years where the CT zoning was used for its intended purpose, so we support its conversion to standard RM zoning. Immediately north of the boulevard, we propose RM-3-9 zoning that transitions to RM-1-2 zoning about midway up the 4400 blocks, except in 3 places:

- 1) Hoover High School and immediately east;
- 2) 4400 block of Euclid Avenue;
- 3) 5303 Monroe Avenue, Las Palmas Apartments.

TALMADGE MAP



The area immediately to the east of Hoover High School is a warren of narrow, one-way streets, or streets with limited connectivity. The planning group believes further examination of this area should wait for the analysis of the Aldine-Monroe-Euclid corridor. It's unfortunate that this assessment was left to such a late point in the planning process.

For the 4400 block of Euclid Avenue, the planning group proposes that it be converted from RM to CN zoning. The Talmadge area is sorely lacking in neighborhood-serving commercial resources, and the planning group believes the 4400 block of Euclid Avenue is best suited for this purpose. El Cajon Boulevard is too wide, too busy, too noisy, too fast. If a person can't sit outside and hold a conversation, such an area is not suitable for neighborhood-serving commercial.

Finally, the 1930s era Las Palmas Apartments, which some community members have recommended for historic designation, remains zoned RM-2-5 so as to not artificially inflate our proposed housing capacity.

Elsewhere, the west side of the 4400 block of 44th Street remains zoned RM-1-3 because of the large nature of that parcel prevented an appropriate series of transitions between zones, while the east side is upzoned to RM-1-2 from RM-1-1.

East of Hoover, both the north and south sides of Norwood Street are zoned and rezoned to a uniform RM-1-2. This involves upzoning the south side from RS-1-7 to RM-1-2, as well as down zoning to RM-1-2, three RM-1-3 zoned properties on the north side which abut RS-1-7 zoning. The northern half of the 4400 block of 47th Street is upzoned from RS-1-7 to RM-1-2.

East of Euclid Avenue, the planning group recommends zoning the northern portion of the 4400 blocks to RM-1-2. From Euclid to 51st Street this combines the retention of existing RM-1-2 zoning, with upzoning of some RS-1-7 parcels in the 4400 blocks. For the areas from the center-line of 51st Street (dashed redline) to the east, this area is upzoned from RM-1-1 to RM-1-2. This newly upzoned area wraps around Monroe Avenue at its eastern end, to encompass the 4500 blocks of Contour, Dawson, and 52nd Street which are currently RM-1-1 zoning.

Lastly, the area which abuts Collwood Boulevard and 54th Street and recently added to the Kensington-Talmadge Planning Area, is rezoned. The lot facing Collwood, but addressed as 5308-12 Monroe Avenue, is rezoned from RM-3-8 to RM-3-9, to mirror the other RM-3-9 zoning. The areas south of Monroe and east of Marcellena Road are rezoned from CU-2-3 and CU-2-4 to RMX-2. The planning group believes that should these properties redevelop, RMX zoning will allow for needed flexibility. Generally, we want development on El Cajon Boulevard to face the street and engage with it, though in practice this has not always occurred. However, in this particular location we believe the highest priority should be for the development to be walkable within itself, and engage and connect with the Talmadge community behind it.

SPECIAL NOTE:

Any redevelopment of 4395 44th Street and 4403 44th Street should require the relocation of the existing curb cuts so that the existing stop sign can be moved 30 feet north to create an intersection that is properly squared off with full visibility for all vehicles and pedestrians.