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July 28, 2026

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RE: Mid-City Communities Plan Update

During the weeks of June and July, the planning subcommittee of the Kensington Talmadge Planning Group met to revise its alternative SB79 plan to account for changes of interpretation of that law by the state's Housing and Community Development Department and SANDAG. At its July 20, 2026 meeting, the Kensington Talmadge Planning Group voted 11-2 to support the revised recommendations of the subcommittee which are presented in the attached Appendix A for the Mid-City Communities Plan update. We reiterate that 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 in particular allow you to contact us with any questions or clarifications you may have. The appendix itself will provide more detail.

We hope you will give our recommendations consideration equal to the input all other elected community planning groups received during their own community plan updates.

Respectfully yours,

Neil Winner
Chair, Kensington Talmadge Planning Group

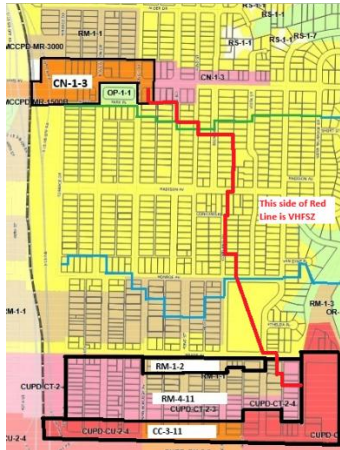
David Moty
Vice-Chair, Kensington Talmadge Planning Group

cc: 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
Kanoa Cavaco, Community Representative, Council District 9

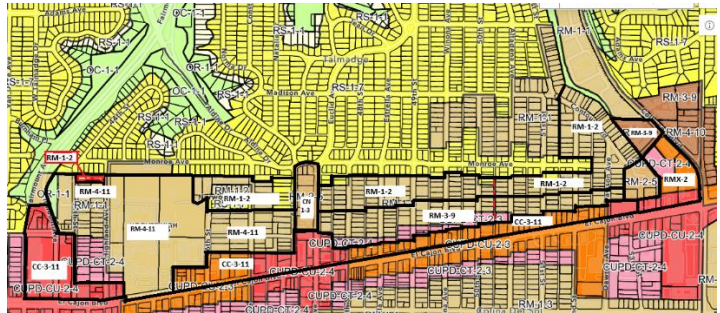
APPENDIX A

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



TALMADGE



KENSINGTON

Now that SANDAG has produced its final SB79 eligible transit station maps, southwestern Kensington falls under the terms of that state law to a greater degree than it did before. The KTPG supports development of a Transit Oriented Development Alternative Plan as allowed by the legislation.

To the best of our knowledge, our proposal fully complies with the requirements for an alternative plan. However, unlike our previous proposal, we do not have the detailed parcel data to back up this plan with specific numbers. Still, we believe it is likely to be fully compliant with SB79.

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.

Previously, we believed that the City intended to apply CC-3-9 zoning along El Cajon Boulevard from North Park east. However, after reviewing the College Area plan we see that this is not the case and have replaced the CC-3-9 zoning with CC-3-11. This is still inadequate to meet the density demands of SB79, so if the City is developing a new CC zone above CC-3-11 to specifically fulfill the requirements of SB79 please let us know.

KENSINGTON MAP



*Blue represents the SB79 ¼ mile line, and green represents the SB79 ½ mile line.

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

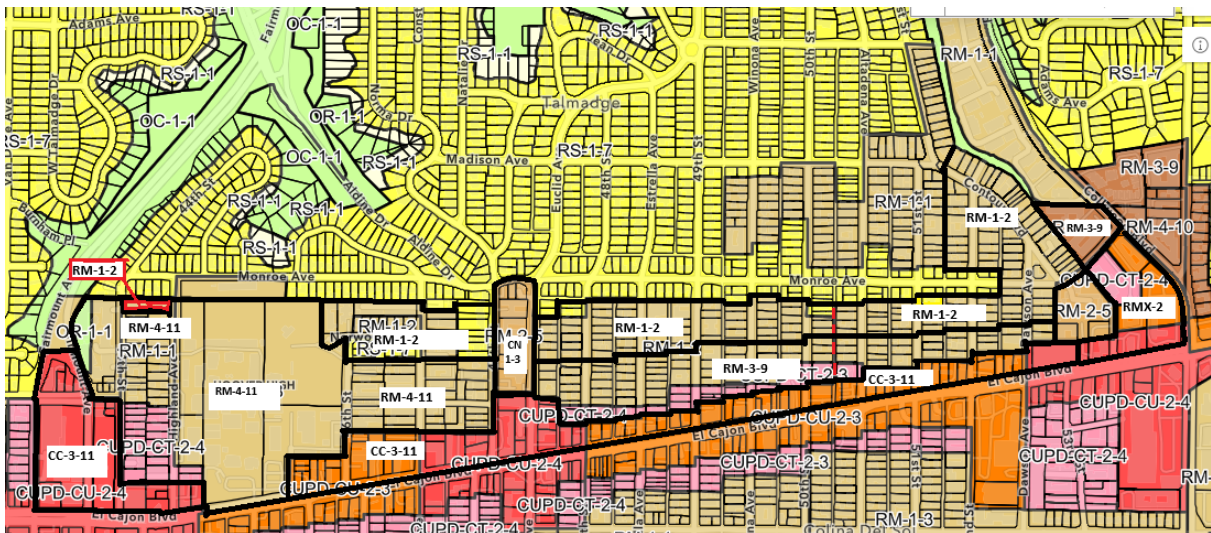
Further north, along Adams Avenue from the I-15 freeway to the east side of Marlborough Drive, is currently zoned CU-3-3, a zone that only exists under the CU PDO. Our proposal is to extend the current CN-1-3 zoning westward to fully replace the CU-3-3 zone.

TALMADGE

In Talmadge, as in Kensington, the map continues to rezone all the CU-2-4 and CU-2-3 parcels to CC-3-11 since we no longer feel bound to the idea that North Park's more modest zoning need be continued eastward into our community. 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 in proportion to the depth of the blocks about midway on the 4400 blocks, except in two places:

- 1) 4400 block of Euclid Avenue;
- 2) 5303 Monroe Avenue, Las Palmas Apartments.

TALMADGE MAP



However, we again must caution the City that the area immediately to the east of Hoover High School is a warren of narrow, one-way streets, or streets that have limited exits. The planning group believes that this area should be carefully examined as part of the analysis of the Aldine-Monroe-Euclid corridor. Within this area, 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 and four parcels on the eastside of Menlo Avenue to create a cleaner demarcation line between the RM-4-11 and RM-1-2 zoning. To that end, the northern half of the 4400 block of 47th Street is also upzoned from RS-1-7 to RM-1-2.

For the west side of 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 activity, and the planning group believes the 4400 block of Euclid Avenue is best suited for this purpose. El Cajon Boulevard is currently 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.

East of Euclid Avenue, from 48th Street to Dawson 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.

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.

Lastly, the area which abuts Collwood Boulevard and 54th Street and was 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, although 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 10 feet north to create an intersection that is properly squared off with full visibility for all vehicles and pedestrians.