



Downtown Community Planning Council San Diego
Planning a Vibrant Downtown for All

Board of Directors Meeting Agenda
November 15th, 2023, 5:30 PM
12th Floor Committee Room, City Hall, 202 C Street, San Diego, CA, 92101

ZOOM Online Link
Twitter | Instagram | TikTok

You can email public comments to chair@downtownplanningsd.org: please write "PUBLIC COMMENT" in the subject line.

I. Call to Order

- A. Roll Call and October Minutes Approval

pp. 3 - 22

II. Non-Agenda Public Comment

Public comment will be limited to 1-minute per person if there are many speakers present. Maximum of 8 non-agenda public comment speakers at this time; additional speakers can speak at the end.

III. Community Reports

- A. Representatives from Elected Officials and Agencies

IV. Teleconferencing / Virtual Meeting Participation Policy

- A. Board to agree on requirements for teleconferencing

Action Item

V. City & Airport Authority Adding More Traffic Lanes to Grape Street

- A. DCPC to make a recommendation

Action Item

VI. Neighborhood Use Permits

- A. Juniper & Ivy Outdoor Dining
B. Radian Tentative Map Extension
C. Market Street Gas Station Expansion & Drive Through

Action Item p. 23

Action Item p. 24

Action Item p. 25

VII. Committee & Task Force Reports

- A. Committee Appointments
1. Open invitation for committee appointments

Action Item

- B. CPG Application Task Force - Bob Link
1. Review application and approve if fit

Action Item

- C. Public Spaces Committee - Manny Rodriguez
Public Spaces will meet before the December board meeting to review the Gallagher Square lawsuit and provide a recommendation to the board.

D. Communications

1. Website update

E. Chair's Report - Manny Rodriguez

1. Little Italy historical designations
2. Vacant seat announcements

**VIII. Adjournment**

- A. Next meeting on December 20th, 5:30 PM, City Hall's 12th Floor Committee Room.

**Board of Directors Draft Meeting Minutes**

**October 18th, 2023, 5:30 PM**

**12th Floor Committee Room, City Hall, 202 C Street, San Diego, CA, 92101**

Call to Order 5:40 pm

- A. Roll Call completed, quorum established (11 of 15 (4 vacancies)) established
- B. Board Elections to fill (2) vacancies. Candidates: Saldana, Soriano, Werve: (Jushua George withdrew application)
  - a. Round 1 results: Saldana (7), Werve (2), Soriano (1), Abstain (1)
  - b. Round 2 results: Werve (8), Soriano (3), Abstain (1)
- C. In attendance: Rodriguez, Lauer, Link, Bahrami, Eddy, Helmer, Schwarz, Villarina, Wilson-Ramon, Winslow, Bargmann (remote). Newly appointed by board vote: Saldana, Werve, Wilcox, Gu,
- D. Absent: Cahill, Kaen.
- E. SEP Minutes: Link, Eddy abstained (absent). Approved unanimously (9)

Non-Agenda Public Comment

None

Revised Voting on Vacant Seat Appointments - Bob Link - see 1B above Action Item

Community Reports - The Council may take an action on items B & C.

- A. Representatives from Elected Officials and Agencies: DSD's Urban Division, (not present, noted by Wilson-Ramon), Mayor's Office (not present), Councilmember Whitburn's Office (Emily Bonner):
  - a. Encouraged all to review/visit Whitburn budge priorities (until January)
  - b. O lot Safe Camping Site opens in 2 weeks - max 600 occupants (tents and platforms don't have to be permitted in the same way - folks will transition from B lot to O lot). Improved platforms and tents ultimately for both sites.
  - c. IRT Public comment (KPIs) - site is offering quality of life above streets, Street encampment numbers have dropped, prioritizing getting from sites to housing.(exact numbers unknown)
  - d. Responded affirmatively to Wilson-Ramon re toilet availability, handwash, drinking water, electric, shuttle between 20th & B, unknown whether shuttle vehicles are new or use existing resources
  - e. Moriah - concern with Caltrans outreach along Imperial exit / 17th street - increase in encampments; folks crossing unsafely at night
  - f. Public Comment - curious about KPIs for camping ordinance
  - g. Safe sleep sites are doing well connecting ppl with families / longer-term housing because they are in communication with staff
  - h. Concern that metrics aren't being tracked
- B. Assemblymember Boerner's Office, (Margaret Dlyle)

- a. Eight sponsored bills signed by Governor (double average) incl:
  - i. AB413 (Daylighting changed to local control),
  - ii. Multiple bill summary - AB537 Teleconferencing - impacts emergency auth, student bodies, HOA, Multi member State Advisory Body. Impact on DCPC unknown
  - iii. AB 449 (question by Greg), local agency, status unknown d)  
[https://leginfo.legislature.ca.gov/faces/bill\\_TextClient.xhtml?bill\\_id=202120220AB2449](https://leginfo.legislature.ca.gov/faces/bill_TextClient.xhtml?bill_id=202120220AB2449) -
- C. Senator Atkins' Office (none), Supervisor Vargas' Office (none),
- D. Downtown Partnership.(Jordan): Highlight partnership items
  - a. 10/27 0900 walkabout (Spanish Park)
  - b. SD WAVE - new mural on 7th Ave
  - c. 1370 Clean and Safe actions staffed, 907 in EV
  - d. Reviewed Power Wash upgrades and schedule
  - e. PBID - Property Business Improvement District (Clean & Safe)
    - i. Chris Eddy - will we have a chance to weigh in before it's finalized (Y)
    - ii. Nancy - are enhanced services for parks included in this proposal? (Y)
- E. B. Gallagher Square lawsuit update - no new updates available.
- F. Update on T1 and Downtown Roadway Improvements - Airport Authority
  - a. (Sophie Barhart) Reviewed Terminal 1 scope, announced new Admin Bldg open OCT 2023, Discussed future transit station, parking lot open (2024), new gates open 2025-28.
  - b. Highlighted <https://www.newt1.com/> and NewT1 Info@san.org 45,000 cars moved off of Harbor Drive daily
  - c. Transit Connection to the Airport - SANDAG (Ted Anasis) review SD Flyer, every 15 minutes electric shuttle
  - d. Multi-use paths including pedestrian and cycling tracks for employees connecting from both sides of the airports
  - e. Alex Wong - asked about the orientation of the transit station
  - f. David asking about pedestrian linkages within the airport property itself
  - g. Jay concerned about increased car traffic planned for T1
  - h. Downtown Complete Streets Phase 3A2 - Grape & Hawthorne
  - i. Grape proposed for 4 travel lanes (from 3) Add Bike lanes on PCH to
  - j. Washington Street. Increase Laurel St to 3 travel lanes.
  - k. 3A1 State Street and India
  - l. SANDAG - PacTech improvement on Pacific Highway
  - m. SAN is the busiest single-runway airport in the nation
  - n. Projected to eventually serve 40 million people annually - \$15.6 million in 2021
  - o. Could reduce congestion by 20%
  - p. Airport authority - \$300 million contribution to the transit to the airport 16. 9,400 employees
  - q. Greg - points out investing in grade separation in order to address existing problems and save lives. And could improve the frequency of the trolley.

- r. Bob Sports Arena transit prioritization with T1 transit
  - s. Public concerns: Pedestrian safety, protected walkway esp Embarcadero, upgrade bike lane posts for safety. Marco LiMandri (LIA) expressed concern with EIR, removing parking on Grape and Hawthorne
  - t. Board concerns/highlights Grape Street 4 travel lane concern, (Manny) recommend use bulb outs and parking to increase safety between cars and curb.
  - u. (Schwarz) Concern with light at Palm and Ketner, Grape St losing 22 metered parking spots, Diagonal space on State Street noted to incr. Parking (Wilson-Ramon) requested presentation to Parking Committee, Restore Bus 997 up the hill
  - v. (Helmer) favored Bike Path but concern with bike safety
  - w. Megan, Presenter compared Class IV safety posts to parked vehicles, commented Bike cabs not studied for airport.
- G. SANDAG (Airport Connection)
- a. (Ryan Kohut). Benefits Region, Attracts Fed, State interest
  - b. Automated People Mover (APM) reviewed Trolley would increase delays 30 min per hour for traffic crossing 4. Buses favorable if convert gen travel lanes to bus lanes
  - c. APM improves all areas Questions: Study@SANDAG.org
  - d. APM benefits the entire region. Reports public in favor. In response to question re Trolley project affordability - (Ryan) - projects are scalable
  - e. Public - APM should serve all. Concern with bus conflicts, view corridor, passenger luggage handling
  - f. (Gary Smith, DRG) - Liberty Sta and Sports Arena transit priorities, undergrounding, better access
  - g. (Ryan response re undergrounding - works but double costs, Fed Grant conflicts
  - h. Manny - shared concern re view corridor, "24" hour access limited by connections. Bob - view and Environmental concerns. Chloe - favors vertical promenade.

#### Teleconferencing / Virtual Meeting Participation Policy .

- A. Handout re proposed rules re official teleconference location. Action postponed for next meeting.

#### Committee Reports

- A. Committee Appointments
  - a. Open invitation for committee appointments
- B. Chair's Report - Manny Rodriguez
  - a. Capital Improvement Project Priorities Update provided by Manny 2. Task Forces Manny motion, Chloe 2nd, unanimous
  - b. Community Planning Group Application Task Force: Link, Helmer, Saldana, Rodriguez
- C. Little Italy Historical Designations - no update

[Click here to go back to top](#)

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D. Street Closures

- a. India Street on 10/29/2023 for "Trick-or-Treat"
- b. Waterfront Park Harbor Drive on 11/04/2023 for "Light the Night"

Adjournment 7:35 pm Next meeting on November 15th 5:30pm. Committee Room

## Public Comments Emailed for October Board Meeting

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### Non-Agenda Comments

#### Kelli H (East Village Resident)

Kelli H  
to me ▾

Fri, Oct 6, 12:34 PM (12 days ago) ☆ ↶ ⋮

Hi Manny,

Please share my **public comment** at the upcoming DCPC meeting on my behalf:

As a resident of East Village, I am hoping the city and county can help with more safety on the streets. I walk in my neighborhood almost daily and see people doing drugs, people who look like they are on substances and feces on the sidewalks. I appreciate Clean & Safe's efforts but we need more support and enforcement when it comes to doing drugs or being on drugs in **public**. I also daily see people who are angry, yelling, walking in front of cars and acting threatening, we need more behavioral health support on the streets of East Village. There are also break ins to my building, our cars and packages being stolen. Lastly, I hear Target (9th and G) is not coming to East Village anymore. Residents were really excited about this and it is upsetting to hear businesses no longer want to come to downtown San Diego due to safety, crime and homelessness. Please help Tailgate Park (13th and K) and East Village Green (13th and F) get completed smoothly to support new green spaces and businesses in East Village and celebrate new construction coming to our area. Thank you for allowing **public comment** at the meeting.

Go Padres in 2024,

Kelli H

East Village Resident

### Airport Authority Update on T1 and Downtown Roadway Improvements

#### Adam Monahan (Little Italy Resident)

Adam Monahan  
to me ▾

Tue, Oct 17, 9:34 AM (1 day ago) ☆ ↶ ⋮

Hello, I would like to leave the following public comment in regards to the proposed changes to Grape and Hawthorn streets:

I am a Little Italy resident and I cross both Grape and Hawthorn streets every day while walking my dog. Overall the neighborhood feels safe and welcoming for pedestrians but both streets stand out as an exception. Crossing these streets always feels risky and unpleasant. There is also a noticeable drop off in foot traffic. I suspect businesses on the northern blocks of India and Kettner would benefit from an improved pedestrian experience crossing Grape and Hawthorn.

The city should use this opportunity to slow traffic and improve pedestrian safety. There are excellent examples elsewhere in Little Italy such as India & Ivy, Kettner & Fir, Front & Cedar. All have pedestrian bulb-outs and fewer travel lanes for cars. I strongly support using similar measures for intersections along Grape and Hawthorn.

Thank you,  
Adam

## SANDAG Transit Connection to the Airport

Connor Proctor (RideSD)



### TRANSIT ADVOCATES SUPPORT THE AUTOMATED PEOPLE MOVER

Dear Downtown Community Planning Council,

RideSD is a 501(c)(3) non-profit dedicated to promoting and enhancing the public transit experience in San Diego. Through our efforts in organizing community events, public education, and advocacy for transit infrastructure improvements, we aim to promote a convenient and reliable transit system in our beautiful city.

With the airport's annual passenger count projected to skyrocket over 40 million by 2043, it is imperative to select the highest frequency transit plan to provide a one-seat ride between Downtown and the airport. That's why RideSD supports the [South Route Aerial Option](#) automated people mover (APM).

Consider all the ways the South Route APM is superior to the Trolley airport branch concept:

1. The South Route APM would come up to **every 2 minutes** vs. every 15 minutes for the Trolley. Riders value frequency even more than speed, and frequency is especially crucial for time-sensitive airport travelers.
2. SANDAG projects the APM to attract 19,000 riders daily vs. 14,000 for the Trolley.
  - a. More riders on the APM means **less traffic congestion in your neighborhood!**
3. The APM would be driverless, freeing up train drivers who could be deployed to maximize frequencies on the Blue and Green Line Trolleys.
4. Unlike Trolley vehicles, APM vehicles have fully level boarding and wide aisles to accommodate wheelchairs and passengers with luggage.
5. While building an airport Trolley branch would result in suspension/reduction of Amtrak, Coaster, and Trolley service, the APM would not since it would be physically separated.

The APM could easily be extended beyond the airport to serve Liberty Station, Sports Arena, and more. The same Mitsubishi Crystal Mover technology used at Tampa and Miami's airports are used to serve dense, urban neighborhoods for many miles in countries around the world.

We hope that you choose to endorse the Automated People Mover as an efficient and practical transit connection to the San Diego Airport.

Sincerely,

Connor Proctor  
Vice President  
RideSD



Janet Rogers (Downtown Resident / Santa Fe Train Coalition)

DATE: September 19, 2023

Subject: **Please INSIST that SANDAG do on an extensive Study to connect the Trolley or other modes to the Airport and OPPOSE SANDAG's Elevated Automated People Mover (APM)**

Dear Mayor, City Council, Planning Department and Urban Division,

Please insist that SANDAG conduct an extensive study of the Trolley and other modes to expand and improve public transit to the airport and beyond and reject the unrealistic and rushed concept of an elevated Automated People Mover (APM) to Downtown.

I strongly oppose the elevated Automated People Mover (APM) between Downtown San Diego and the Airport that SANDAG proposed July 28, 2023. The process used by SANDAG lacks transparency and has failed to engage the public. Furthermore, the proposed APM is not aligned with the current Downtown San Diego Community Plan and rejects principles detailed in the Plan.

I strongly support an extensive study by SANDAG to connect the Trolley system and alternative modes, to the Airport. The Trolley is supported by the Community Plan and has greater potential to expand service to new destinations and more potential to receive funding.

The Community Plan highlights that San Diego's collection of unique neighborhoods will be connected to the waterfront through a walkable street system that takes full advantage of downtown waterfront views and vistas of the Bay. The proposed elevated concrete APM structure will run down the middle of designated Ceremonial streets of Broadway and Pacific Hwy. These streets intersect with multiple streets designed as waterfront view corridors. This proposal creates an environment that is in direct opposition to the Community Plan to ensure sunlight reaches streets, open spaces, and neighborhoods. Building volume, texture and bulk restrictions are components of the Community Plan that emphasize human scale. These features are totally disregarded by SANDAG's APM.

San Diego should receive a fair share of the money available from the State and the Federal Infrastructure Bill for projects to expand service to the region with demonstrated need, without wasting money duplicating what we already have.

**Please:**

- **Oppose this APM proposal and recommend against sending it for a CEQA evaluation**
- **Insist SANDAG do an in-depth study of alternative expansion possibilities for the Trolley system and other modes to reach the airport,**
  - **Include multiple options originating from the Middletown station,**
  - **Consider starting a new line, which could operate with greater frequency,**
  - **Include operating the Trolley more like an at-grade streetcar similar to operation on Park Blvd,**
  - **Include the long-term purpose of expanding the Trolley system to destinations such as Liberty Station and the Sports Arena.**

REASONS TO SUPPORT FURTHER STUDY OF THE TROLLEY AND OTHER MODES

- Workers and airport travelers already have access to the airport via public transit. SANDAG used 2 minutes frequency for the APM but 10 minutes for the bus and 15 minutes for the Trolley. **Insist on fair and multiple comparisons.**
- **Ridership demand is not evident to justify spending \$2 billion (2022 dollars) for elevated APM service.** Current weekday bus ridership on the downtown 992 Airport service averages 794 and pre-Covid was 1301. The Old Town Flyer weekday ridership is approximately 500. There is significant room to improve both of these services beyond what SANDAG studied.
- Rail service expansion west of the LOSSAN tracks should meet the **overall public transit needs and the airport should be considered as a stop, not a final destination.**
- SANDAG describes the APM: "vehicles are assumed to be **designed with airport travel in mind**, with space for luggage, available but minimal seating conducive to short trips, and ample hand-holds". The **APM is not the appropriate vehicle for expansion** to future destinations.

- SANDAG only studied one trolley alternative that operated 3 trains on one set of tracks, which is unrealistic since it creates too much congestion and doesn't allow for faster service. **The Trolley deserves a fair study with multiple options.**
- The **Trolley is capable of operating at-grade**, adjacent to traffic, like it does on Park Blvd, so many other solutions need to be explored. Even **a streetcar alternative should be considered before massive concrete structures are created downtown.**
- The Port is planning **dedicated transit lanes on Harbor Drive** and the study used those lanes in the Bus upgrade evaluation. **Consider Harbor Drive for at-grade rail expansion.** Every picture the Port uses has rail on these transit lanes.

#### REASONS TO OPPOSE THE APM PROPOSAL

- The proposed **\$1.3 - \$2 Billion (2022 \$\$) APM duplicates both the Trolley tracks and Trolley stations** that already exist downtown.
- **Duplication will severely hinder the ability to get State or Federal funding.** Use State and Federal funds to expand our trolley system, not duplicate it.
- SANDAG's ridership model **had to operate every 2 minutes before the APM had better ridership than the single Trolley option** operating every 15 minutes. This ridership failure should have ended the study.
- SANDAG's **Concept 5 South Leg was NOT part of the study** but a last minute desperation choice that was tacked on as Appendix S and not shared with the public at the SANDAG Board meeting.
- Although the **Trolley has lower Construction Cost and Cost per Rider, more stations to serve the public and tourists, and a better vehicle for expansion due to seats, SANDAG picked the APM** anyway. This result is biased.
- Building a massive elevated concrete structure along Pacific Highway and Broadway, basically 3 stories high through downtown, will ruin the landscape of beautiful San Diego. **The proposed APM system would be a giant eyesore.**
- All the **view corridors to the Bay, from Laurel through Broadway, would be ruined** with an elevated APM on Pacific Highway and Broadway.
- The elevated **APM concrete infrastructure would be similar to the Trolley infrastructure on Genesee in a purely Commercial district. Don't build elevated APM's next to thousands of residential homes** downtown.
- SANDAG's **ridership model does not reflect the new population projections SANDAG just released.** Our whole region is only expected to grow by 40,000 people by 2060
- A massive elevated rail system in downtown is **destructive to downtown's ambiance and function as a world class city.** These **streets are used for multiple civic functions** as well as being our main entrance boulevards into the City.

The **Trolley and the bus can provide better and much more flexible total service** than the APM at a better cost, without the huge disruption and destruction of downtown's landscape.

See the following pictures

Please expand the transit system efficiently by extending the light rail Trolley system.

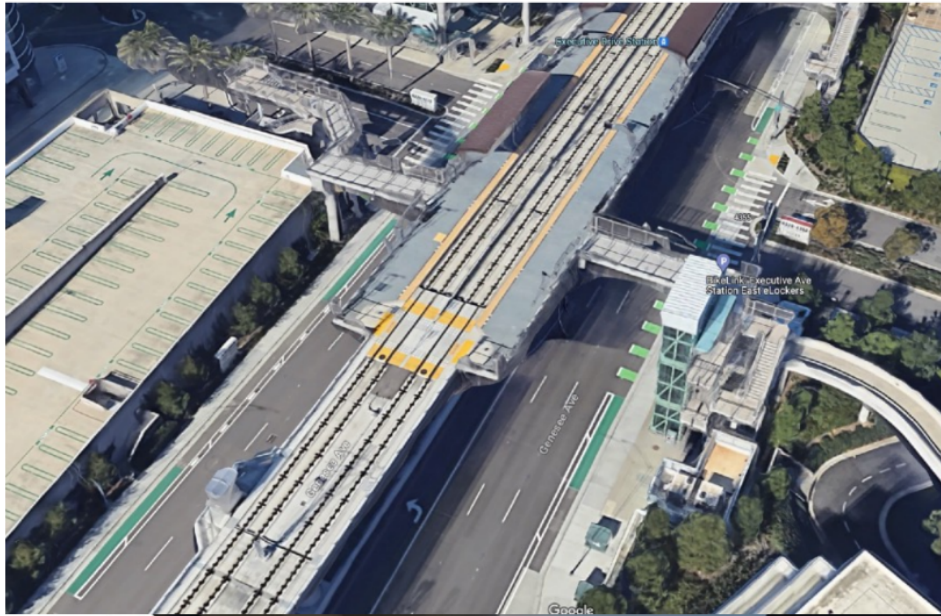
Sincerely,  
Janet Rogers  
Train Coalition at Santa Fe Depot  
[thetraincoalition@gmail.com](mailto:thetraincoalition@gmail.com)

REDUNDANT System based on South Leg proposal presented to SANDAG BOD 7/28/23



The APM would have similar concrete structures and stations on major streets in Downtown as pictured. The structures built on Genesee are in a totally commercial district and appropriate. This concrete construction is unacceptable for downtown.





Evvan Burke

Support for Automated People Mover External Inbox x



Evvan Burke [redacted]  
to me ▾

8:24 AM (3 hours ago) ☆ ↶ ⋮

In the past few years I have taken trips to Seattle and New York. In both instances, one of the most convenient parts of our trip was the journey from our airport to our hotel and back again. Easy access to a direct and frequent connection to public transit made the journey quick, easy, and uncomplicated. We didn't have to worry about calling a car or where we'd even be able to wait for one. And by having an immediate and uncomplicated introduction to their transit, we continued to use it throughout our vacation.

The ease of our trips at our destination stood in stark contrast to those at home: arriving at and departing from the San Diego airport. I've attempted to use the trolley as airport transit twice in the past. The wait times made the trip longer than necessary, and the awkward shuffle from the stop to the nearest shuttle while carrying my luggage down the street and across parking lots was uncomfortable and stressful.

An Automated People Mover connected to a trolley stop would bring us up to the standard of other cities. A 2 minute wait time allows one to arrive whenever they are ready, confident they will be on their way again soon. Visitors will be more likely to use the trolley to get around, reducing traffic and greenhouse emissions. And as we continue to expand the trolley, I look forward to a future where residents of San Diego will be able to access the airport without having to take a car.

Please support the San Diego Automated People Mover.

--  
Evvan Burke

Sanjiv Nada (San Diego 350)

Automatic People Mover at SAN External Inbox x



Sanjiv Nanda [redacted]  
to me ▾

4:05 AM (7 hours ago) ☆ ↶ ⋮

Please, please, please. Let us bring San Diego to the twenty first century.

I'm a blue line trolley and Coaster user from Mira Mesa and the airport connection is critically important for our region.

If you have waited for an Uber or Lyft or taxi at the island in Terminal along with a hundred other harried arriving travellers, you know that is not a tourism friendly model for our destination region.

Thank you.

Sanjiv Nanda  
SD350 Transportation team  
Mira Mesa

Steve Bailey

Public Comment External Inbox x



Steve Bailey [redacted]  
to me ▾

Tue, Oct 17, 4:27 PM (19 hours ago) ☆ ↶ ⋮

Hello

As a frequent user of the San Diego Airport and a downtown resident, I must oppose the proposed People Mover connecting the airport with Sante Fe Station. A regular shuttle bus would be more cost effective. An extension of the trolley line to stop at both terminals would make loads of sense. A short monorail connecting Middletown station or, better, Old Town station, with the two terminals would look just as jazzy as the People Mover (and I think that's the heart of its appeal) at a fraction of the cost.

Please do not allow this half-baked idea to go any further.

Sincerely,

--

Stephen M. Bailey [redacted]

[redacted] San Diego CA 92101

Please visit my travel blog [www.touristfirst.blogspot.com](http://www.touristfirst.blogspot.com)

Jane Bailey

Public Comment External Inbox x



jane bailey [redacted]  
to me ▾

Tue, Oct 17, 4:59 PM (18 hours ago) ☆ ↶ ⋮

I am writing to state my strong opposition to the nutty idea of a "people mover" connecting the airport and downtown. Wouldn't shuttle buses make more sense at a fraction of the cost? Not to mention there is a bus (the 992) that stops less than a block away from Santa Fe station that goes to the airport. In fact, I think people would have to work past it to get to the "people mover". Have you heard of it? Perhaps the buses could be upgraded to electric to cutdown on emissions.

Alternately, we already have trolley tracks that almost border the airport. Why not have some sort of tram connecting a trolley station with the airport? Have a tram connection at Old Town Station and Coaster and Surfliner passengers as well as trolley riders would be served.

The "people mover" sounds like yet another colossal waste of money idea.

The people mover seems like an idea from "The Simpsons" monorail episode. It should not be built. No wonder the Sandag CEO is leaving. He should take his ridiculous idea with him.

Jane Bailey

Matt Stewart

Support for Automated People Mover External Inbox x



Matt Stewart   
to me ▾

9:43 AM (1 hour ago) ☆ ↶ ⋮

Hello,

I am writing in support of an Automated People Mover connecting downtown with the airport. When I fly out of SAN I take the 992 bus. It is slow because it gets stuck in traffic, especially on Harbor Dr and Broadway. It would be great to have a grade separated automated people mover which would greatly increase the speed of getting between downtown and the airport! The 992 also only runs at 15 minute frequencies, which results in a lot of extra waiting. The automated people mover could have greater frequencies. More people would choose transit, resulting in less traffic downtown.

San Diego is one of the only big cities in the country with no direct rail access to the airport, and there is no better time than the present to change that.

Best regards,  
Matt Stewart

Leif Gensert

Support for Automated People Mover External Inbox x



Leif Gensert   
to me ▾

Tue, Oct 17, 10:14 PM (13 hours ago) ☆ ↶ ⋮

Dear Community Planning Council,

My name is Leif Gensert and I am a board member of RideSD. We advocate for better public transport in and around San Diego.

As a citizen of San Diego and born European I visit my family back in Germany a couple of times a year. I am also an avid traveler and take a lot of flights per year. I am thankful that San Diego provides multiple direct flights to Europe. I was very pleased with the news that British Airways chose to [double the frequency of the London Heathrow flight](#).

Even though the airport is so centrally located, it still takes a good while to get there, especially when taking public transport.

Just having heard SANDAG's presentation at Quaryard about the automated people mover convinced me, this is what we need to better connect the airport to downtown and to the surrounding area. Frequencies of 2 minutes would be an absolute dream to solve the current chaos that is happening around the arrivals and departures.

It would also be a great introduction into the city for guests visiting San Diego with the beautiful views along the marina and the skylines of downtown.

Please consider the automated people mover over a potential trolley extension.

Sincerely  
Leif Gensert

Nina Truong

Subject: Support for Automated People Mover External Inbox x



Nina Truong   
to me ▾

Tue, Oct 17, 9:02 PM (14 hours ago) ☆ ↶ ⋮

Dear Downtown Community Planning Council,

San Diego needs to have a high-frequency transit connection to the airport. That's why I support the [South Route Aerial Option](#) automated people mover (APM).

Consider all the ways the South Route APM is superior to the Trolley airport branch concept:

1. The South Route APM would come up to every [2 minutes](#) vs. every [15 minutes](#) for the Trolley. Riders value frequency even more than speed, because they perceive one minute of waiting as being equivalent to at least [2 minutes](#) of in-vehicle time. Frequency is especially crucial for time-sensitive airport travelers.
2. SANDAG projects the South Leg APM to attract [19,000](#) riders daily vs. [14,000](#) for the Trolley.
3. The APM would be driverless, thus freeing up train drivers who could then be deployed to maximize frequency on the Mid-Coast and Green Line Trolleys--critical to supporting transit-oriented megaprojects in University City and Mission Valley.
4. Unlike Trolley vehicles, APM vehicles have fully level boarding and wide aisles to accommodate wheelchairs and passengers with luggage.
5. While building an airport Trolley branch would result in [suspension/reduction](#) of Amtrak, Coaster, and Trolley service, APM construction would not, as it would be physically separate from the Trolley.

The APM could easily be extended beyond the airport to serve Sports Arena and NAVWAR. The same Mitsubishi Crystal Mover technology used at Tampa and Miami's airports are used on to serve dense, urban neighborhoods outside the airport on Tokyo's 9.1-mile [Yurikamome](#) Line and on light rail transit (LRT) systems in [Singapore](#) and [Macau](#).

Sincerely,

Nina Truong

Clancy Smith

Support for Automated People Mover External Inbox x



Clancy Smith   
to me ▾

Tue, Oct 17, 11:58 AM (23 hours ago) ☆ ↶ ⋮

Hi there,

I am a Recruiter in the biotech industry that has been living and working in San Diego for the last 10 years.

I wanted to send you an email in support of the Automated People Mover project. This will be a godsend for anyone using the airport in San Diego. This will benefit locals, business professionals, and tourists alike and will provide a much-needed alternative to driving. This APM will de-congest Harbor Dr and will be win for all San Diegans.

I think we should take it a step further. I would be in support of creating a "tourist line" that would take the APM from PB, MB, Seaworld/OB, Liberty Station, Airport, Santa Fe Station, Balboa Park/Zoo, and North Park.

We desperately need more public transit in San Diego and we should think big and long term and create these solutions to build a better city for tomorrow.

Thank you for your time and have a great day!

Clancy Smith  




## Ryan Baham

### Support for Automated People Movers External Inbox x



Ryan Baham

Tue, Oct 17, 11:06 AM (1 day ago) ☆ ↶ ⋮

to me, clerkoftheboard, customerservicecenter, planning, Councilmember, MayorToddGloria ▾

Hello,

I'm a construction software consultant and do a good deal of flying out of San Diego to consult on large capital and infrastructure projects. I also have lots of friends and family from across the country visit pretty frequently. And I'm a cyclist and frequently ride up Harbor Drive to get out to the coast, so I fight the airport traffic all the time - intimately, vulnerably. As a flyer, getting out of the airport is always terrible. I've literally walked home to East Village 2 times after long work trips. Another time was with my girlfriend because our Uber the 3 miles back home was going to cost us \$50 before tip and taxes AND take 15+ minutes to get to us, so we crossed the 11 (ELEVEN!) hellish lanes of Harbor Drive, 2 of which are yield (meaning they don't yield), and walked down near the Solar Turbines facility with our cross-country luggage and got one for \$8.00. One of my visiting friends did the same when he couldn't get an Uber and we weren't home yet to come get him. The times that I've been able to get taxis and Ubers haven't always been great either. Often times the drivers are great and pleasant, but sometimes you're made aware that you're placing your life into the hands of an insane person with no regard for your life, their life, or that of anyone outside the vehicle - speeding, failing to yield, running stop signs and lights... We always joke that the 3 miles to/from the airport are the most dangerous for any trip.

It would be amazing to have an automated people mover for me, my friends, my family, and all of the tourists and business folks to get into and out of our town without needing to rely on costly, erratic drivers and cars zooming through stop-and-go traffic. More car lanes aren't going to help this - they'll add to the chaos and danger of our town. We need to fully bypass cars and high-speed lanes with a different mode of transportation and seamlessly connect it to the other non-car modes. People should rent cars for trips into the mountains and outer neighborhoods, not for trips to downtown and its immediate neighborhoods. We have to build the long-term infrastructure to make it easier to get around without gridlocking our city's streets and clogging it with parked cars. Thanks!

Sincerely,

Ryan Baham, MPA, PPCM

<https://www.linkedin.com/in/ryan-baham-mpa-ppcm-a05a6716>

## Alex Graff

### Support for Automated People Mover External Inbox x



Alex Graff

Tue, Oct 17, 8:09 PM (15 hours ago) ☆ ↶ ⋮

to me ▾

Hello, my name is Alex Graff. I am a resident of Hillcrest, but I would be a regular and excited user of a rail connection to San Diego Airport. I am writing to express support for SANDAG's Automated People Mover (APM) proposal. As I've shared before, the APM is hardly different from a traditional Trolley. The differences are that it requires no drivers (so it's more robust against driver shortages) and it can achieve **2 minute headways** vs the Trolley's typical 15 minutes.

I recently took a trip to Denver, which has an inter-terminal APM similar to the proposed APM. After a long, delayed flight, I walked up the station to see the train leaving and dreaded the 15+ minute wait for the next train. It was late and I just wanted to get to my destination. Much to my surprise, it was barely a minute before the next train came. It didn't even feel like a wait!

This type of effortless, no-thinking-required system is tantamount for a transit option that serves the airport. A typical airport trip is already filled with so much waiting: in security lines, at the gate, and on the taxiway. I know I'd certainly despise a system which forces me to wait a significant amount of time at a train station as well. And the last thing a traveler wants is to have to check timetables for an unfamiliar transit system in an unfamiliar city to be sure they make their flight on time. Two minute headways will feel like nothing. Fifteen minute headways could be the difference between missing and making a flight.

Not only that, but connecting the Trolley to the existing tracks will be *expensive* and *slow*. The Trolley tracks sit East of the heavy/freight tracks and would need to cross over in order to reach the airport. How much time and money are we going to waste building an overpass and shutting freight/Amtrak/Coaster down in order to build it? Is there even room in the crowded Downtown/Little Italy area for such an overpass?

An APM is the clear choice to serve an airport in terms of traveler convenience.

Thank you,

Alex

## Matt Gertz

Support for Automated People Mover External Inbox x



**Matt Gertz** [redacted]  
to me ▾

11:53 AM (2 minutes ago) ☆ ↶ ⋮

Dear Downtown Community Planning Council,

With airport annual passenger count to skyrocket over 40 million by 2043, it is imperative to select the highest frequency transit concept to provide a one-seat ride between Downtown and the Airport. That's why I support the [South Route Aerial Option](#) automated people mover (APM).

Consider all the ways the South Route APM is superior to the Trolley airport branch concept:

1. The South Route APM would come up to every [2 minutes](#) vs. every [15 minutes](#) for the Trolley. Riders value frequency even more than speed, because they perceive one minute of waiting as being equivalent to at least [2 minutes](#) of in-vehicle time. Frequency is especially crucial for time-sensitive airport travelers.
2. SANDAG projects the South Leg APM to attract [19,000](#) riders daily vs. [14,000](#) for the Trolley.
3. The APM would be driverless, thus freeing up train drivers who could then be deployed to maximize frequency on the Mid-Coast and Green Line Trolleys—critical to supporting transit-oriented megaprojects in University City and Mission Valley.
4. Unlike Trolley vehicles, APM vehicles have fully level boarding and wide aisles to accommodate wheelchairs and passengers with luggage.
5. While building an airport Trolley branch would result in [suspension/reduction](#) of Amtrak, Coaster, and Trolley service, APM construction would not, as it would be physically separate from the Trolley.

The APM could easily be extended beyond the airport to serve Sports Arena and NAVWAR. The same Mitsubishi Crystal Mover technology used at Tampa and Miami's airports are used on to serve dense, urban neighborhoods outside the airport on Tokyo's 9.1-mile [Yurikamome](#) Line and on light rail transit (LRT) systems in [Singapore](#) and [Macau](#).

Sincerely,

Matt Gertz

## Chris Parkes

PUBLIC COMMENT External Inbox x



**Chris Parkes** [redacted]  
to me ▾

3:23 PM (41 minutes ago) ☆ ↶ ⋮

Hi All,

In having recently moved to Downtown SD, we're getting up to speed on the proposed APM project on Pacific Highway. I'd like to voice my concern with a project of this type:

- Existing infrastructure (aka the trolley & tracks in between Pac Highway & Kettner) should be optimized before new construction on Pac Highway is even remotely considered
- Open space & view corridors already committed to by the City & other major real estate developers should be respected
- Waterfront Park impact hasn't been analyzed in the least
- The \$ amount spent for the ROI is completely upside down, and I'd demand the billions of \$ proposed be reallocated to other more pressing City issues
- It's roughly 2-3 miles from SD City Center to the airport with NUMEROUS, low-cost options that exist already – bus, rideshare, walk and existing infrastructure that could be improved/extended if a train option is desired.

The people will be vocal on this issue.

Best,

**Chris Parkes**  
Director, San Diego

## Jason Vance

APM External Inbox x



Jason Vance <jason.vance3@icloud.com>  
to me ▾

4:03 PM (3 minutes ago) ☆ ↶ ⋮

I am a member of D3. I would like to express my support for the APM. From my experience riding them in other cities, this is definitely the superior option. If people get service every 5 minutes they will be more likely to take the train. Those speedy frequencies are just not possible with the new trolley line sharing tracks with the blue and green lines.

The APM is the way a world class city would design the airport connector. And we must rise to the occasion and make this major advancement. Once completed, the next phase would be obvious, extend the people mover to Point Loma and Midway.

Thank you,  
Jason Vance

## Chloé Lauer (San Diego County Bike Coalition)

Dear Downtown Community Planning Council,

With the San Diego airport's annual passenger count to skyrocket over 40 million by 2043, it is imperative to select the highest frequency transit concept to provide a one-seat ride between Downtown and the Airport. That's why I support the [South Route Aerial Option](#) automated people mover (APM).

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Sincerely,

Chloé Lauer  
Executive Director, San Diego County Bicycle Coalition

## Joe Hogan

Joe Hogan [redacted] to me

Oct 18, 2023, 4:16 PM ☆ ↶ ⋮

To the SANDAG's Automated People Mover (APM) stakeholders,

I'm an owner at 1431 Pacific Hwy in Little Italy, located directly on Pacific Hwy where the APM Program is planned.

Our community has recently learned of the desire to build a new additional rail on the Pacific Hwy road to connect the Airport with the downtown convention center, which will now block us in on both sides with railroads and introduces significant concrete structures on Waterfront Park. We unequivocally disagree with this plan for the following reasons and need your support to kill this project for the following reasons:

- We already have a railway that runs between Pacific Hwy and Kettner Blvd at the Ash St. intersection. This is an area that is already unregulated with train noise that violates city ordinance. Doubling the amount of rail noise, brake dust, and foot traffic in this area is NOT suitable for a residential area.
- This stretch of Pacific Hwy is comprised primarily of **residential homes**, not businesses or commercial buildings. Unlike the comparable SANDAG program at UTC mall, this is NOT a commercial area.
- I have a series of recordings that demonstrate the noise and brake dust pollution that are inflicted in this residential area by having the existing train run through this area. Knowingly doubling this pollution is irresponsible and unethical.
- Although this plan may benefit visitors to San Diego, it does **not** benefit the home owners who live here and pay taxes by introducing a large cement structure on our largest park downtown (Waterfront Park.)
- There are other suitable forms of transport from the airport to convention center given this is only a 2.7 mile commute. We will not see an uptick in tourism to San Diego from a 2.7 mile railway project. But you can damage the progress downtown San Diego has made over the last 2 decades by overengineering it's noise and dust pollution footprint.
- Little Italy has replaced Gaslamp at the city center of San Diego. SANDAG risks greatly damaging this by putting a concrete noise machine a block away from an existing railway.
- This project is planned directly over the Waterfront Park playground which welcomes thousands of children every week to enjoy. Introducing more noise and brake dust pollution is irresponsible and potentially dangerous.

—  
Thanks,

Joe Hogan, MBA PMP

## Maria Carrera

maria [redacted] to me

To The Chair,

I would like to voice my objection to the proposed Elevated People Mover. I consider that it would be a blight on our downtown:

- obstructing the view to the bay
- devaluing the homes of San Diegans who live downtown
- dividing San Diego homeowners on Pacific Highway from the tourists in the hotels
- uglifying the view of San Diego's downtown from the Bay
- duplicating stops that the trolley already makes.

I ask that in-depth consideration be given to the Trolley Option and the Bus Option. These options

- are kind to the existing environment
- are cheaper
- are not ugly
- make a lot more sense

Thanks,

Maria Carrera, homeowner

## Barbara Dewitt

Barbara Dewitt [redacted]  
to me ▾

Wed, Oct 18, 5:05 PM ☆ ↶ ⋮

Please do not put this monstrosity on our beautiful harbor. All public transportation has to be subsidized in perpetuity. Big cities of 5 million need this. Not our little city. People want to get to the airport not visit downtown on the way to the airport. Please make a direct trolley spur to the airport.

## Jane Lacovara

Jane Lacovara [redacted]  
to me ▾

Thu, Oct 19, 6:12 AM ☆ ↶ ⋮

Good Morning,  
Common sense and good use of tax payers (both federal and local tax payers) money would prioritize merely adding an extension from the existing trolley lines at Midtown to have a dog leg down to the airport. To build a whole new people mover system from downtown or from the Santa Fe train station is a ridiculous waste of time and money. Thank you for reading my comment.  
J.

## Paul Ceci

Paul Ceci [redacted]  
to me ▾

Sun, Oct 22, 11:34 AM ☆ ↶ ⋮

Manny Rodriguez, Chair  
Down Town Planning San Diego

*I am OPPOSED to SANDAG's Automated People Mover to downtown from the airport. My condo front room/bedroom windows and balcony at 1431 Pacific Hwy, San Diego would be 60 and 50 feet, respectively from the Automated People Mover, resulting in an invasion of privacy.*

*STUDY better options to extend the Trolley.*

1. Downtown, the people mover duplicates the tracks and the stations we already have.
2. *The huge concrete structure will devastate the way downtown looks and functions*
3. *SANDAG calculates that the people mover is more costly on a per rider basis than the trolley.*
4. *A Stand-up People Mover is the wrong vehicle to expand service for longer rides to Liberty Station and the Sports Arena*

*SANDAG was supposed to use the month of September to make presentations to the various agencies. They did make a presentation to the Airport Authority Board on September 7, but the September 14 MTS presentation was canceled and at this point there are no presentations scheduled with anyone.*


*On October 18, I was informed that Ryan Kohut, SANDAG Transportation Planner for the Automated People Mover from Downtown to the Airport would be presenting and discussing this project on the same day, October 18, 5:30 p.m. (City Hall, 12<sup>th</sup> floor). Because of the lack of timely notice of the meeting I was unable to attend.*

*Accordingly, this email expresses my concerns.*

Regards,

Paul M Ceci

## Cathy Sun

Cathy Sun   
to me ▾

Oct 26, 2023, 10:48 AM (12 days ago) ☆ ↶ ⋮

Manny Rodriguez, Chair  
Down Town Planning San Diego

*I am OPPOSED to SANDAG's Automated People Mover to downtown from the airport. My condo front room/bedroom windows and balcony at 1431 Pacific Hwy, San Diego would be 60 and 50 feet, respectively from the Automated People Mover, resulting in an invasion of privacy.*

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*Accordingly, this email expresses my concerns.*

Regards,

Hsiang-Hua Sun

## Juniper & Ivy Outdoor Dining

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Neighborhood Use Permit (Process 2) for a 1,290-square-foot outdoor dining area at the existing restaurant known as Juniper and Ivy on the 8,830-square-foot site located at 2228 Kettner Boulevard between West Juniper and West Ivy Street in the Little Italy neighborhood of the Downtown Community Plan area (Council District 3)

Site Development Plans:

[https://apps.sandiego.gov/directories/development-services/docs/Site%20Development%20Plans%20PRJ-1089181%20\(4\).pdf](https://apps.sandiego.gov/directories/development-services/docs/Site%20Development%20Plans%20PRJ-1089181%20(4).pdf)

Photo Survey:

[https://apps.sandiego.gov/directories/development-services/docs/Photographic%20Survey%20PRJ-1089181%20230328161045%20\(2\).pdf](https://apps.sandiego.gov/directories/development-services/docs/Photographic%20Survey%20PRJ-1089181%20230328161045%20(2).pdf)



## Radian Tentative Map Extension

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Neighborhood Use Permit (Process 2) for an extension of time to the Tentative Map No. 2365584 (PTS-649856), originally approved on September 10, 2020 for a 22-story, 253-foot mixed-use project at the Radian development (formerly known as “9G Tower”), located on the single, approximately 25,000 square-foot parcel at 659 Ninth Avenue in the East Village neighborhood of the Downtown Community Plan area (Council District 3).

Site Development Plans:

[https://apps.sandiego.gov/directories/development-services/docs/Tentative%20Map%20\(Approved\)%20PRJ-1103087%20\(6\).pdf](https://apps.sandiego.gov/directories/development-services/docs/Tentative%20Map%20(Approved)%20PRJ-1103087%20(6).pdf)

Original Development Approval:

[https://apps.sandiego.gov/directories/development-services/docs/Development%20Approval%20-%20Prior%20PRJ-1103087%20\(4\).pdf](https://apps.sandiego.gov/directories/development-services/docs/Development%20Approval%20-%20Prior%20PRJ-1103087%20(4).pdf)





## Market Street Gas Station Expansion & Drive Through

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(PRJ-1102575) - DOWNTOWN (Process 4) Planned Development Permit to allow deviations from the development regulations and a Neighborhood Use Permit to allow an 820 square-foot expansion of a previously conforming structure for a gas station, convenience market, and drive-thru on the 19,034 square-foot site located at 1606 Market Street in the East Village neighborhood of the Downtown Community Plan area (Council District 3).

Link to Site Development Plans:

<https://apps.sandiego.gov/directories/development-services/docs/Site%20Development%20Plans%20PRJ-1102575.pdf>



PERSPECTIVE from 16th & MARKET B



PERSPECTIVE from 17th & MARKET C