

AB2097 IS MISAPPLIED WITH THE PROJECT PROPOSED AT 627 GENTER STREET IN THE HEARING OFFICER'S REPORT NO. PC-25-030. The Planning Commission should GRANT APPEAL and must reverse the Hearing Officer decision to approve the Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239, because the findings required to approve the project cannot be affirmed.

AB2097 should NOT be applied to the project proposed at 627 Genter Street. This project is inapplicable to AB2097 as it does not satisfy the requirements proscribed by the law and the City's application of this assembly bill to this project is an incorrect application of the law.

KEY SUMMARY:

- AB2097 relies on proximity to a major transit stop to be implemented. This measurement is 1/2 mile in La Jolla.
- Of the three types of Major transit stops in California, only one is possible in La Jolla. This one option is the intersection of two bus lines that operate with a frequency of 20 minutes or less during peak commute times.
- If an area (like La Jolla) is only serviced by one line that meets the frequency, but a second qualifying and intersecting line is in the 2035/50 Regional Transit Plan then AB2097 may be applied.
- La Jolla is currently serviced by one qualifying line.
- A second line is in the 2035/50 RTP, **but it is considered a non-qualifying collinear route and therefore does not meet the criteria as an intersecting line per the California Department of Housing and Community Development.**
- A bus stop that is serviced by both of these lines is **NOT** considered a Major Transit Stop. Only the frequency can be combined with that specific stop. An additional (3rd) intersecting and qualifying line must be operational or included in the 2035/50 RTP in order for a stop (that is serviced by all three lines) to be considered a Major Transit Stop. **In the absence of this third qualifying line, AB2097 may not be applied. La Jolla does NOT have this third qualifying line in operation or in the 2035/50 RTP.**
- Development Services, Planning, Hearing Officers, Planning Commission, City Council and SANDAG do not have the authority to override the California Department of Housing and Community Development's definitions of what constitutes a Major Transit Stop.
- AB2097 **CANNOT** be implemented legally in La Jolla.

There are several additional reasons why this project should not be offered parking exemptions as proscribed by AB2097. These are detailed more specifically below:

A. No Major Transit Stop –this project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect.

As explained above, there is no "major transit stop" servicing La Jolla, where this proposed project is located. For this reason alone, AB2097 parking exemptions should not be applied to the proposed project.

La Jolla has never had a major transit stop, does not currently have a major transit stop and according to the 2025/35 RTP, will not provide transit assets that will meet the definition in the future plan.

THE PAST

The only time in recent history that La Jolla had more than one bus line was in 2022 when the MTS140 was added to the existing MTS30. The MTS140 did not qualify as a 2nd major bus line as it never met the frequency requirements in peak commute times nor was it within a ½ mile to the project.

THE PRESENT

Currently La Jolla is serviced only by the MTS30 bus line. This is a single line that does not intersect with any other bus line in La Jolla.

THE FUTURE

Contained in the future 2025/35 plan there is a proposed MTS230 Rapid bus. Please refer to the California Department of Housing and Community Development Technical Advisory where it addresses the addition of a Rapid or Express bus to an existing local bus like the proposed MTS230 and the existing MTS30. It clearly says:

For purposes of applying AB2097, “collinear line families” (i.e., bus routes that share the same route, such as local and rapid lines) are combined and considered as one service route for service frequency. A line family that creates a loop (e.g., clockwise and counterclockwise service) is also considered one route for service frequency, even if each direction has a unique route number. Line families are intended to function as one bus route, where transit riders typically board the first bus available whether it is a local or rapid/express line, or whether the route loops. Only the intersections where the buses stop with a frequency interval of 20 minutes or less during morning and afternoon peak periods may qualify as major transit stops. Note: to qualify as an intersection of two or more major bus routes, a collinear line family must intersect with another qualifying major bus route that is not part of the line family.

Given the absence of another qualifying major bus route that is not part of this line family, La Jolla will not have a Major Transit Stop in the future.

Without a Major Transit Stop, AB2097 cannot be implemented in La Jolla and more directly can NOT be applied to this project. For all these reasons, the project's reliance upon the stated Major Transit Stop in HO-25-022 is incorrect. In fact, this project does not meet the specifications and requirements needed for AB2097 to apply.

B. Time Barred—HO-25-022 incorrectly states AB2097's effective date; this project predates the law's applicability.

The Hearing Officer's Report incorrect states, “Assembly Bill No. 2097, Chapter 459 of the Government Code, which became effective September 22, 2022,” this is NOT the effective date. It was signed into law on that date, but the effective date was January 1, 2023. There is a difference in the law's applicability between the date the law was signed and its effective date.

This project's application completion date for this project is March/April of 2022 according to the City of San Diego DSD and Applicant. AB2097 was not even signed in law until 9/2022 with an effective date 1/1/2023. **Therefore, the completion date predates the effective date of the bill and should not be applied to this project.**

It is understood that no “pipeline provision” has been adopted whereby it would allow or prohibit projects having submitted applications before the effective date of the ordinance to be subject to the rules in effect after the effective date of the ordinance. Given the absence of and adopted provision to this effect, the regular course of action with respect to effective date procedure is necessarily followed. Meaning, the effective date is just that—the date by which the law takes effect. Any project with a project completion date post-the effective date is subject to the rules of the ordinance; contrarily, any projects with a

completion date before the effective date of the ordinance do not. This project is incorrectly being allowed to receive the benefit of AB2097.

This project is reliant upon its March/April 2022 application completion date to receive the benefits of a decommissioned bus line (which never met frequency requirements) that was on the books but has been discontinued and is no longer. It was discontinued as of December 2022 according to the City's emails with the applicant. The project was able to rely upon the bus stop based on the application completion date before the December 2022 bus stop removal date. However, if the applicant wants the benefit of being even potentially reviewed under AB2097 (although as is noted above, this project is inapplicable to it) it must do so within its proper regulatory framework and after the effective date.

The applicant should withdraw the project application and resubmit it to make it timely for the project to receive a review under the AB2097 regulation after its effective date. Should the applicant rightfully have to withdraw and resubmit with the appropriate timing to use the AB2097 benefits, it will no longer be able to use the bus stop that it rightfully should not be able to use, as it is no longer real and never met the frequency requirements. The project should not be able to pick and choose dates and gain benefits utilizing both sides of the law.

AB2097 has a clear effective date. When laws pass for citizens during elections and have effective dates guided by the law, we don't get to pick and choose the dates that would be most beneficial to us for it to become effective. There is a clear effective date and this project's application completion date pre-exists the effective date and there is no applicability in the State Bill that says retroactive application is due.

The project should not be able to utilize different dates to gain additional benefits. This project is not allowed to take advantage of both using the March/April 2022 application completion date *AND* a post-1/1/2023 effective date. It is one or the other.

C. Improper Purpose—this project is seeking to take the benefit of a pro-housing bill for a NON-housing project.

Much like the largely reviled “Turquoise Tower” or “Vela” project in Pacific Beach, this project is contorting pro-housing policies (here AB2097) in order to receive the parking exemption benefit afforded to conforming projects.

Much like City Councilperson La Cava and Mayor Gloria stated in their joint letter dated October 8 opposing this (Vela) project, “we must not allow pro-housing policies to be usurped for purposes that do not meet a public benefit or respond to the state’s housing affordability crisis.” Assembly Bill 2097 is a state law which went into effect on January 1, 2023, that prohibits or limits parking requirements for developments within a one-half mile of a major transit stop or high-quality transit corridor. It is clear and indisputable that the purpose of AB2097 is to encourage housing projects. **This project is NOT a housing project and does NOT reduce greenhouse gas emissions (on the contrary) and therefore does NOT serve the purpose of this bill.**

Prominent San Diego and California politicians agree that we must “ensure the spirit of the law is not used inappropriately,” like Sen. Catherine Blakespear pointedly said in her letter opposing the “Vela” project. She notes that she and others are “fully aligned in their concern about the unreasonable project that was proposed under the guise” of an affordable housing law. Similarly, here, the applicant looks to take advantage of parking exemptions afforded to other housing projects under the AB2097 law—of which it is notably not.

Significantly, State Senator Toni Atkins discussed her opposition to the “Vela” project because “it represents an extreme misuse of the State Density Bonus law.” This project is a similar “extreme misuse” of AB2097, another State affordable housing law. Sen. Atkins goes on to state that development “should not be pursued by twisting public benefit housing laws to provide incentives for predominantly non-housing developments that primarily serve commercial interests.” And yet this is exactly what the 627 Genter expansion purports to do.

Applicant representatives boast that this project expansion plan raise occupancy levels for the church to more than 1000 persons. It is well documented within public records about congregant and staff demographics that:

- 53% live within 5 miles of the LJCF zip code of 92037, which is up to 14 miles –each way--driving distance from the proposed project.
- 36% live between 5 miles and 35 miles from the LJCF zip code, which is up to 51miles –each way-- driving.
- 11% live beyond the aforementioned distances from the LJCF zip code.

The applicant's leadership concedes that the current parking situation is untenable. The project is slated to be built on the only two off-street parking spots on the property. These spots have been illegally covered up since 2020 forcing the applicant to park their large commercial bus illegally on the street or on private property. No off-street parking is proposed for this project even though the existing use of the other buildings requires it. The applicant has bought two 6-passenger neighborhood electric vehicles (NEV) to patrol the neighborhood streets looking for congregants¹. This unregulated NEV shuttle does NOT prevent or stop attendees from cruising the surrounding streets and neighborhood many times around looking for parking on already impacted city streets. These circling drivers increase greenhouse gas emissions significantly because of the continuous stop-and-go driving in search of parking spots. So then how does the increase in occupancy encouraged by this expansion project help reduce greenhouse gas emissions with no parking minimums being required? This expansion project increases the allowable amount of people accessing the property. It would be misleading to say that the expansion project would bring zero or few increased trips to the property, when church representatives have admittedly described its congregant growth as a central focus of this project. Plainly, this expansion project is likely to bring more drivers circling the neighborhood blocks searching for parking turnover which means more greenhouse gas emissions—not less as is the intended purpose of this ordinance.

Furthermore, the California Government Code allows a city to impose or enforce minimum automobile parking requirements on a project that otherwise may fall under the AB2097 ordinance when it is true that by not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on existing residential or commercial parking. (See, CA Government Code Section 65863.2).

D. Event Centers are Excluded from AB2097— HO-25-022 incorrectly dismisses parking requirements for event center employees and this project more generally.

Whether AB2097 can even apply to a project and allow a public agency to not require minimum parking requirements for a development depends on the proposed land use or whether there is a commercial parking agreement in place, if needed. Relevant here, AB2097 prohibition on minimum parking requirements does NOT apply to developments that include event centers.

AB2097 does not define “event center”. California Health and Safety Code Section 40717.8 defines the term to mean:

“a community center, activity center, auditorium, convention center, stadium, coliseum, arena, sports facility, racetrack, pavilion, amphitheater, theme park, amusement park, fairgrounds, or other building, collection of buildings, or facility which is used exclusively or primarily for the holding of

¹ It should be noted that the applicant's NEV vehicles park illegally without a permit in the courtyards of the church campus. When needed they are driven down the sidewalk or there is a makeshift ramp to get it over the curb. They often drive on the sidewalk.

sporting events, athletic contests, contests of skill, exhibitions, conventions, meetings, spectacles, concerts, or shows, or for providing public amusement or entertainment.”

The applicant and church administration cannot deny the use of what they call this “education building” to exclude meetings, events, performances, and receptions. Nor are they or any future leadership beholden to abide by any such statement or agreement. Why else build a roof top 3rd-story deck with a large sliding glass wall system allowing for a large flowing event space 30+ feet above the street, if not to house these events? In fact, church administration repeatedly boasts the need for this development as a community center and has clearly labeled all the rooms in the latest construction drawings as “Meeting Rooms”. These labels reflect a change from the first submittal that showed youth age groups on the various floors and a “Play Area” on the roof. Yet the roof deck stays only with changed labels. And as a telling aside, despite declarations that this expansion space is needed “for the children,” the plans still include a clear safety hazard—a roof deck 30+ feet above the ground. It seems contradictory if safety for children is the expansion intended purpose, why would a roof deck be a necessary element? This falls squarely within the “event center” description for use. This intended use can be corroborated by a history of tax records that clearly show a mix of secular and non-secular events-for-hire held at this campus.

Further, Government Code section 65863.2(d) provides that an event center must provide parking for employees and other workers, as provided by local ordinance. Despite claiming to the contrary, the organization does NOT have any agreement or authorization to use the SDUSD staff or any other district parking lots for their offsite parking. The church has no separate parking agreement with any offsite parking lots and does not have legitimate and legal parking of its own for the 627 Genter property site. Therefore, how will employees or workers at this event space park should this development ultimately be built according to the current iteration of plans before the City of San Diego DSD? This is a notable exception and is relevant to this project. An event center is not subject to all the parking reductions allowed in this bill and must provide automobile parking required by local ordinance for employees and other workers.

HO-25-022 does not provide a source for the statement “The SDMC does not require parking specifically for employees for a Religious Assembly use.” This statement means to say that unless the SDMC specifically sets forth every type of use and its correlative employee parking requirement then the SDMC is to be read not to require any employee parking. If this were the correct interpretation, it would mean that for example, if the SDMC does not specifically state that a big box retail establishment requires parking for its employees, we are to construe that to mean that such a project needs NO employee parking? There is no specific language in the SDMC, laying out the need for employee parking for a nightclub or a sports complex or a water park—but despite that we KNOW that there will be employees working at those establishments. Are we to believe that when the development permits were issued for those types of developments, they too were *not* required to have any employee parking? That seems like an incorrect interpretation of the absence of a very specific provision. Where in the SDMC does it lay out every use possible and all the specific employee parking needs for every type of project?

The flawed interpretation above leads to the equally flawed conclusion that “[t]herefore, the local ordinance does not preclude the use of AB 2097 for the proposed project.” This is an incorrect application of an equally flawed premise. This conclusory statement has no basis in fact. There is no source or support for this statement at all.

This project is not entitled to the AB2097 prohibition on minimum parking requirements because its project site is **ineligible as an event center**.

CONCLUSION:

At the very least, one of the reviewing bodies for the City of San Diego—the DSD, City Council or the City Attorney’s Office—should request technical assistance from an outside third-party expert to determine whether the application of AB2097 to this project is allowable and advisable in this residential neighborhood whereby the project receives the parking exemptions it seeks. If not for the AB2097 application, the increase in occupancy would require the expansion project to include parking spaces.

The current site has ZERO parking, no ADA, no EV, no off-street parking. As an aside, it can be proven with two decades of photographic evidence that the site did in fact have two parking spots which it used for administrative staff parking regularly. However, applicant now wishes to utilize that same space as part of the expansion building and understands that it is against General Parking Regulations code section 142.0510² to reduce existing parking, so applicant has deceptively told DSD those spots were never maintained as parking—the City has accepted applicant's misrepresentation.

Importantly AB2097 does not change the requirements for ADA parking spaces, meaning any parking spaces provided must still comply with ADA accessibility standards. The law does not alter the existing regulations regarding the number or design of accessible parking spaces needed for a development. But because the applicant is claiming AB2097 parking exemptions, it gets to maintain the expansion and occupancy increases but is not required to add ANY parking spaces to the neighboring community—not to accommodate electric vehicles or persons needing accessibly parking—NONE.

This project does not meet the specifications and requirements needed for AB2097 to apply. This expansion is like the issues raised by the “Vela” development in that both projects are extorting holes in new laws to get away with projects that would not otherwise be allowable in our neighborhoods. The expanded and new use of having a rooftop event center within our very residential neighborhood is inconsistent with the AB2097 state housing law, the intent and goals of this bill, and RM-1 zoning restrictions.

In conclusion, AB2097 CANNOT be implemented legally in La Jolla.

Without a Major Transit Stop, AB2097 cannot be applied to this project. And because of this alone, the Planning Commission must reverse the approval of the Conditional Use Permit No. 3241543, and Coastal Development Permit No. 3310239, because the findings required to approve the project cannot be affirmed.

Respectfully,

By and on behalf of interested parties made up of neighbors surrounding the project location

² Code Section 142.0510(c): Existing Parking Not to be Reduced. Notwithstanding any other provisions of the Land Development Code, existing off-street parking facilities that were provided and maintained on the same premises before parking was required and which serve a use now requiring off-street parking spaces shall not be reduced in number, dimension, or any other manner below the requirements of this division. Applicant's contention that because it did not pull permits to legally build those two parking spots, all while utilizing and maintaining them as such, now serves to help them not now be subject to this regulation. The principle of public policy is this: ex Dolo malo non oritur action “no action arises from deceit.”



Ocean Beach California 92107

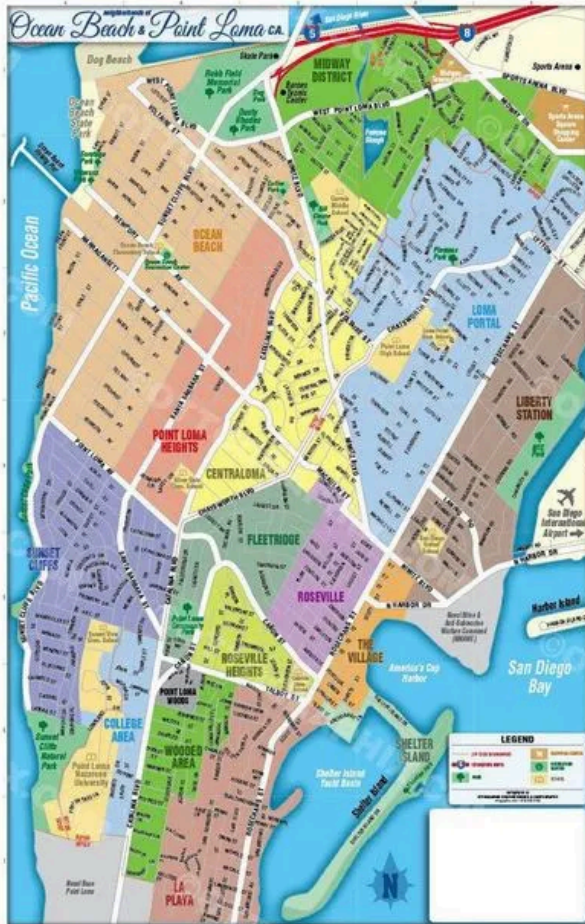
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CULTURE, ENVIRONMENT, OCEAN BEACH

SANDAG's Transit Plan Misses the Mark for Ocean Beach and Point Loma

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When fantasy maps meet real neighborhoods, communities pay the price.

By Mandy Havlik

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Over the past few months, as I’ve participated in community meetings about Bonus ADUs and high-density housing programs, I’ve repeatedly heard a common concern from residents across Ocean Beach, Point Loma, Pacific Beach, and beyond: the Sustainable Development Area (SDA) and Transit Priority Area (TPA) maps are wrong, wildly overreaching, and far too ambitious for what actually exists on the ground.

Whether it was long-time homeowners, small business owners, or renters worried about parking and infrastructure, the message was the same: our neighborhoods are being redefined by maps that seem more imaginary than informed.

As a proud resident of our coastal community, I fully support the need for a robust regional transit system, one that connects San Diegans efficiently, equitably, and sustainably. But SANDAG’s latest regional transit plan, and its accompanying map designating so-called “major transit stops,” raises serious concerns not just locally, but citywide.

Neighborhoods like Mission Beach, Ocean Beach, Point Loma, Pacific Beach, and La Jolla are directly affected by these designations. The plan identifies areas along Cable Street, Rosecrans Street, Mission Boulevard, La Jolla Boulevard, and potentially even Torrey Pines Road as “major transit stops.”

This classification carries significant planning consequences under state law. Areas within a one-mile radius of these stops are automatically classified as Transit Priority Areas, enabling higher-density housing and streamlined development approvals, whether or not the transit infrastructure actually exists.

In theory, this framework supports smart growth. In practice, these designations are misleading, premature, and potentially harmful to neighborhoods like ours.



Marty Graham on Open Letter to KPBS on Misleading Report About Mayor Gloria’s Bonus ADU Program: “Thank you Ms. Kutch. I have also contacted KPBS several times to point out Andrew Bowen’s one-sided story-telling, which is...”

May 29, 11:27



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May 29, 10:33



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Residents From Across San Diego and Councilmember’s Question

Under AB 2097, local, rapid, and express bus routes that share the same path, known as “colinear line families”, are treated as a single route for calculating service frequency. These combined services count toward meeting the law’s requirement for buses to stop at least every 20 minutes during peak hours. However, to qualify as a major transit stop, the intersection must be served by at least one additional, separate bus route outside the same line family.

A “major transit stop,” by state definition, must offer high-frequency service and actual access to regional mobility. It must intersect with another major bus line, a ferry terminal served by transit, or a station with existing rail or Bus Rapid Transit. Bus Rapid Transit in particular requires dedicated bus lanes to meet these criteria.

But on the ground, there’s a critical flaw: many parts of Cable Street, Rosecrans Street, La Jolla Boulevard, and others simply lack the physical space for Bus Rapid Transit infrastructure. These are narrow, aging corridors that cannot reasonably accommodate dedicated bus lanes without significant and disruptive reconstruction. The implementation of these features would be not only logistically nightmarish, it could directly conflict with existing California Department of Housing and Community Development guidelines, which require that transit-linked development be tied to actual, verifiable service.

Labeling these corridors as major transit hubs without the required infrastructure is not visionary, it’s misleading. It invites overdevelopment based on hypothetical transit, pushing denser housing into areas with no guarantee of the upgrades needed to support it. Residents could soon face more traffic, reduced parking, overcrowded infrastructure, and no meaningful increase in mobility options.



Eric DuVall on History of Ocean Beach Street Names (ho-hmmm?): “Chamberlain Court, that Larry mentioned, was named for Wilson Chamberlain, who bought that property (in 1909) which became Wonderland. And...”

May 29, 10:17



Ralph Teyssier on Paid Parking in Balboa : A Todd Gloria Production: “Great article, Kate. Let’s also not forget the 101 Ash Street debacle. As Jeff McDonald noted in a Union-Tribune article...”

May 29, 08:27

Mayor Gloria's Budget Priorities -- But Where Is Outrage from Ocean Beach?



Cottonwood Sand Mine Goes Before San Diego County Planning Commission on Friday, June 13



Open Letter to KPBS on Misleading Report About Mayor Gloria's Bonus ADU Program



SANDAG’s Transit Plan Misses the Mark for Ocean Beach and Point Loma



Midway Homeless Shelter Caught Up in Dispute Between City and County



Here's the Notice and Instructions of How to Protest San Diego Trash Fee

Another reality that planners seem to have overlooked is that Point Loma, Ocean Beach, and the Midway District are located on a peninsula-effectively a cul-de-sac. This geographic constraint means limited access points, limited transit routing options, and greater vulnerability to congestion. The idea that these neighborhoods could support high-capacity, rapid-transit corridors on narrow roads with only one way in or out is not just unrealistic, it's irresponsible.

One of the most troubling aspects of the plan is how the Sustainable Development Area is defined. Despite aiming to promote walkable, transit-connected communities, the SDA uses a one-mile walking distance from existing or future transit stops to draw its boundaries.

This contradicts decades of research. Federal, state, local, and academic studies consistently show that nearly all people who walk to transit live within a half-mile of a stop. In San Diego County, 92 percent of transit users fall within this range. The one-mile standard isn't just misguided, it's a policy error that defies both evidence and basic planning principles.

As a result, the SDA vastly expands the Transit Priority Area, opening over 5,200 additional acres, including some located far from actual or feasible transit service, to unlimited Accessory Dwelling Units, Complete Communities towers, and other high-density development programs. These tools, intended for strategic infill, are instead being bluntly applied in areas that simply can't support them.

As the watchdog group Neighbors for a Better San Diego aptly put it:

“In San Diego, ‘Sustainable Development’ really means ‘sustaining the development industry.’”



Frank Gormlie on Cottonwood Sand Mine Goes Before San Diego County Planning Commission on Friday, June 13: “In fact, the first development at Civitas had “Quarry” in its name but had trouble selling units.”

May 29, 07:49



Bill on Paid Parking in Balboa : A Todd Gloria Production: “Well, all I can say is you got exactly what you voted for, a career politician who knows zero about...”

May 28, 22:21

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Historic Designation for Rare Point Loma

That’s the heart of the problem. A policy designed to encourage thoughtful, transit-oriented growth has been co-opted into a developer giveaway, disconnected from infrastructure, transit, and reality.

We should not allow vague promises and aspirational maps to dictate the future of our neighborhoods. Transit planning must be rooted in real-world conditions, not modeling assumptions or political convenience. The community deserves honesty, transparency, and genuine engagement.

Instead of labeling streets like Cable, Rosecrans, and La Jolla Boulevard as “major transit stops” before the infrastructure exists, SANDAG should adopt a phased, evidence-based approach. That means aligning designations with actual service levels and available street capacity. It also means prioritizing areas where Bus Rapid Transit can physically work.

In lower-capacity corridors like Ocean Beach and Point Loma, a more realistic strategy would be enhancing standard bus service, improving frequency, and investing in last-mile solutions like protected bike lanes, community shuttles, or micro transit. These are strategies that can actually be implemented within the physical and cultural fabric of our communities without bulldozing through our main streets or eliminating the limited parking that residents and small businesses rely on.

To move forward responsibly, I urge SANDAG to pause the current transit stop designations and initiate a neighborhood-level feasibility review before assigning powerful planning labels. I’ve begun consulting with urban planning professionals and policy advocates who agree that without accurate, feasible transit infrastructure,



sealintheSelkirk
on Of Dogs Lost and Found:
“Brae, you are doing good work. No doubt about it. In these mountains on this county gravel road, and once...”

May 28, 20:58



Geoff Page
on A Short Rant on a Dangerous Condition on the Beach in OB: “I stand by my experiences. It always amazes me that someone like you will speak up, defending by example -...”

May 28, 20:12

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these designations may not only be unjustified, they may also violate state standards.

We need a plan that meets the moment, not just on paper, but on the street. Let’s build a future that’s transit-ready, not just transit-labeled, by planning smarter, engaging deeper, and working together.

Mandy Havlik is a candidate for the District 2 council seat and a resident of Point Loma.

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9 thoughts on “SANDAG’s Transit Plan Misses the Mark for Ocean Beach and Point Loma”




Lynne Miller says:
May 23, 2025 at 1:06 pm

Mandy, what an amazing article!!!!
Well researched, expressed clearly, and packed with new information and remarkably practical and immediate solutions. The punch line is that your are running for District 2 Council seat! You have my vote!




Shannon on Paid Parking in Balboa : A Todd Gloria Production:
“Kate Callen, I applaud your gift to lay Mayor Toad Gloria where he belongs. Lay off some of his fat...”

May 28, 18:40



Shannon on Paid Parking in Balboa : A Todd Gloria Production:
“Good point! He’s a bird that can’t fly anymore and he just keeps flapping his wings in a pathetic effort.”

May 28, 18:32



Shannon on Paid Parking in Balboa : A Todd Gloria Production:
“Bravo”

May 28, 18:29

OB Brightens Gray May Days

2 weeks ago 1 Comment

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The only addition I can make– the negative impacts on our city are happening now, right now, all over the city. This is not ‘only’ a future problem, it is a problem now, in the present moment. The only answer is to replace the mayor and council members because they are making the decisions that support Big Corporations and Big Builders. the PROBLEM is time, by the time enough voters ‘get’ the remaking of our city, the destruction of single family homes, and the walls of towering concrete next door to their cottage, it will be too late!!!! Who thinks the towers, apartment style ADUs, the high density tiny apartments will be torn down in the future? Who believes that Complete Communities which are based on violating current laws and/or creating new laws that feed the builders’ appetite for consuming our neighborhoods will be stopped in time to save San Diego????

Reply



Shannon Greenlee says:

May 23, 2025 at 6:24 pm

Mandy, I’m so impressed with what you have researched and presented. A few years ago the city cut back on mass transportation to Ocean Beach, Point Loma, and the Peninsula drastically. I remember thinking at the time, citizens of the Peninsula are going to suffer. That was before Complete Communities was on the horizon.

Now, we are seeing an increase in traffic on the main roads like Rosecrans, Sunset Cliff Blvd, and Catalina but Midway Rising still has a long way before realization.

I appreciate the time you put into this plain and simple description of the catastrophic Doomville we are in NOW.

What are we to do if we need to evacuate the Peninsula. We will be reduced to getting some bicycles, sailboats, paddle boards, and hot air



Born and raised here on San Diego County’s Population Has Remained Flat Over Last Decade: “Why are coastal cities losing pop, but inland gaining? Simple. Money. Costs raising in coastal cities faster than inland. More...”

May 28, 17:47



Sand_619 on A Short Rant on a Dangerous Condition on the Beach in OB: “Dear Mr. Page, My son is a caring OB Lifeguard, and while he was off duty this last week due...”

May 28, 16:18

balloons to escape.

Like Lynne, you have my vote!

Reply



Evelyn Viora says:

May 24, 2025 at 8:49 am

Thank you , Mandy, for your thoughtful, informative article regarding the SANDAG Transit Plan. Residents of Ocean Beach, Point Loma realize the folly of designating Cable St and Rosecrans as major transit stops.

And we realize the disastrous aftermath of these designations with regards to development.

Yes, we need a plan that meets the reality “on the street”.

You have my vote, too!

Reply



Mandy Havlik says:

May 28, 2025 at 1:10 pm

Thank you so much for your support, it truly means the world to me. I would love to meet with you and get to know you better.

I’m having my second campaign fundraiser this Saturday, May 31st, from 1–3 PM in Point Loma. It’s going to be an inspiring afternoon filled with community, meaningful conversation, and a shared vision for positive change.

I would be honored to have you there. Your presence would make the day even more special.

Please RSVP here: <https://bit.ly/may-fundraiser25>

With gratitude,
Mandy Havlik



Geoff Page

on

Cottonwood Sand Mine Goes Before San Diego County Planning Commission on Friday, June 13: “Yes, there were quarries where Civitas is now, most of that north side of Friars was part of those quarries....”

May 28, 15:40



Geoff Page

on

SANDAG’s Transit Plan Misses the Mark for Ocean Beach and Point Loma: “That’s some dark humor there, kh, but that seems to be all we have now.”

May 28, 15:28

Recent Posts

mandyhavlik.com

Reply



nostalgic says:

May 24, 2025 at 9:25 am

Suggestion: When you are driving/a passenger on a city street and see a bus, look at the occupancy. Look at the time. Most buses I see are close to empty. Are they running when people need them? When I was in high school, I walked out the door after school and onto a waiting city bus. I took it downtown to my job. This was not San Diego, but it is possible to have buses run when people need them. Just an old idea.

Reply



Chris says:

May 25, 2025 at 9:25 pm

Even if they look empty with just a few people in them, the people who ARE in them obviously need the service. As to you saying “most” bus you see are nearly empty, that’s just not a truthful statement on your part.

Reply



chris schultz says:

May 27, 2025 at 11:45 am

People needing buses are all hours of the day. But when you’re trying to be everything to everybody, there will be sparsely filled buses. There simply needs to be a return to a 1/2 mile real walk at actual transit stops in use. City bus occupancy is a MTS budget item.

Reply

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Medical Research
Funds

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Councilmembers
Can’t Reject Pay
Hikes

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Dominates Non-
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Cottonwood Sand
Mine Goes Before
San Diego County
Planning
Commission on
Friday, June 13

A Short Rant on a
Dangerous
Condition on the
Beach in OB

Residents From
Across San Diego
and
Councilmembers
Question Mayor
Gloria’s Budget
Priorities — But
Where Is Outrage
from Ocean Beach?

Correia Middle
School Students Win
Awards From C-



kh says:

May 28, 2025 at 1:46 pm

I just moved my family of 4 into an ADU and we are living large. Its a spacious 450ft2 home, priced at an affordable \$2,700 per month. We have no parking, but it's fine as I can walk a mile on the imaginary sidewalks to take the imaginary bus to work. Some have complained about the 2 hour commute time each way but clearly they don't enjoy a good novel. I don't need to drive my kids to school either as they take the imaginary school bus. I've recently starting searching for a job within my community, and found a barista job that pays enough to afford to drink their coffee, and if I work 3 shifts, I can even cover rent. I've never experienced any crime in my community for the 6 hours a week I'm home.

Life is good in Gloriaville.

Reply



Geoff Page says:

May 28, 2025 at 3:28 pm

That's some dark humor there, kh, but that seems to be all we have now.

Reply

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the Character I've
Been Missing

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It

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Keep in Touch!



g This Thursday!

