

**NO LEGAL WAY TO  
APPROVE THE 627  
GENTER PROJECT**

# MISREPRESENTATIONS

- The project manager misrepresented that “the issues had all been resolved”. The issues being parking and occupancy. THESE ISSUES HAVE NOT BEEN RESOLVED.
- A member of a local La Jolla Planning group said about this project “I BELIEVE THE INFORMATION PRESENTED TO US WAS OFTEN INCORRECT OR MISLEADING.”

8/13/2025 12:23	Community Member	Village of La Jolla	8/14/2025	1	In Support of Appeal	As a community member and member of one of the local planning groups I am just offering my personal opinion (and withholding name). This project has never sat well with me and I believe the information provided to us was often incorrect or misleading. Who isn't in favor for places for children? La Jolla definitely cares about youth as evidenced by our excellent schools!! This project however isn't good news for the vast majority of the neighbors. It's not that it isn't important for children to have a place of their own it's just not a school or childcare that helps people who work here and need an accredited facility. Parking and noise issues were present before the church grew and unfortunately planning groups like mine dropped the ball.
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# KEY ISSUES

The Hearing Officer did not review the documents sufficiently to understand the current operation is not in compliance and adding more users would still not be compliant. The operation was never in compliance;

USERS NOW NEAR 1100 PERSONS--  
where 300 is the limit.

Time Barred: the date the application (for project) was “deemed complete” was prior to the Assembly Bill eliminating parking was approved, passed or signed into law.

It is not in a TPA based on the revised transportation definitions the state established. The state standard/s supersedes local interpretation. The Planning Commission should NOT be comfortable with defying HCD guidelines

The application date for this project precedes both the Assembly Bill effective date AND the revision of what constitutes a major transit stop and is therefore not applicable to this project.

# **AB2097 APPLICATION WILL HAVE A MONUMENTAL IMPACT ON SAN DIEGO**

This project should be DENIED as AB2097 as applying it to this project is a misapplication of the law and if allowed, will have a monumental impact over how the untested AB2097 is applied to projects within San Diego as a whole. This project will set a PRECEDENT and have LASTING IMPACT on LA JOLLA and SAN DIEGO in general.













# Assembly Bill 2097

- 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.

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 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 one mile in La Jolla.
- Of the three types of Major transit stops in California, only one is possible in La Jolla. This 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 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.

California Department of Housing and Community Development (HCD) has issued two Technical Advisories. addressing the addition of a Rapid or Express bus to an existing local bus like the proposed MTS230 to our existing MTS30

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

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.

**La Jolla does not have  
a major transit stop.**

**In the absence of a Major Transit Stop, AB2097 cannot be implemented in La Jolla and more directly can NOT be applied to this project.**

**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.**