

July 29, 2011

The City Of San Diego  
ATTN: Peter Lynch  
Development Project Manager  
Development Services  
1222 First Avenue, MS 401  
San Diego, CA 92101-4154

RE: Plaza de Panama Project in Balboa Park ("The Park"); Suggestions

In keeping with Mayor Sanders stated agenda of "making San Diego city operations green", and initiatives "to support the formation of a clean tech industry cluster" and "create jobs and grow businesses in key sectors" .....such as tourism, I suggest the following key goals and suggest actions to accomplish those goals :

**NINE KEY GOALS:**

1. Remove private vehicles from The Heart Of The Park.
2. Locate parking lots to the border/perimeter areas of The Park.
3. Establish contracted transportation services to move visitors into and out of The Park.
4. Redevelop the "Plazas" to accommodate people and contracted transport services. ("Plazas" = California Plaza, Plaza de Panama, and Pan American Plaza)
5. Minimize cost of redevelopment and operation of existing and new features.
6. Minimize possibility of project delaying litigation to help ensure work is done by December 2014.
7. Minimize redevelopment impact upon existing park areas and on visitors' ability to enjoy the park during redevelopment.
8. Avoid alteration of Historically Designated features.
9. Maximize "green" environmental friendly impact of all changes.

**OPENING STATEMENT:**

Items listed below are not to be viewed in order of importance or as all-or-nothing suggestions. Each item is presented a la carte, although certain items might influence the possibility or impossibility of other items.

**ACTIONS TO ACHIEVE GOALS:**

**1. A NEW "CENTENNIAL" / "GREEN" ENTRY INTO BALBOA PARK:**

Make the West Entrance into Balboa Park via Cabrillo Bridge for pedestrians, bicycles, non-fossil fuel contracted people transport services and for all emergency vehicles, all of which could drive through the Plazas.

This will make the Cabrillo Bridge Entry into Balboa Park a World Class statement of San Diego's ongoing efforts "to further nurture San Diego's clean technology energy industry", as described on Mayor Sanders website. This will make the entry help fulfill Mayor Sanders stated agenda on his website of "making San Diego city operations green".

Modifications and alterations to accommodate a "Green" entry into The Park will be obviously less costly than building a bypass "Centennial Bridge" and involve no destruction or alteration of existing man made/enhanced/historical or natural features in the park.

This entrance to the Park would be known as "**The Centennial Entrance**", or "**The Green Entrance**", or if someone donates major redevelopment money, "(Your name here) Entrance".

NOTE: See City Of San Diego Memorandum (attachment) July 15, 2011 to City Council regarding "Experimental Closures of Cabrillo Bridge and Plaza de Panama". Many persons surveyed by The Balboa Park Committee have indicated great concern, practically fear, that closing the West entry to The Park to private vehicles will be catastrophic to their financial operations. It should be noted that any study of the number of vehicles that enter into the park via the West can not take into account how many of those entries are for visitors entering to use the park, or how many are merely using the park road as a city surface street to get from Sixth Ave to Park Blvd.

Historically merchants feared their businesses would be ruined if smoking was prohibited in bars and restaurants; which, as we now know, was a baseless fear. Los Angeles businesses feared that a 2 day closure of Interstate 405 would cause great traffic congestion and economic harm; that event taught us that people are adaptable and do listen to public announcements.

EIR: With adequate advance notice, signage and education, residents and visitors alike will adapt to a lengthy trial closure, even a permanent closure, to private vehicles of the West entrance to The Park. A trial closure MUST be done as a major and significant part of the EIR in order for it to be able to adequately evaluate all the alternatives.

THE PARK'S WEB SITE: The Park's web site makes no mention to the public that a West entrance exists. That web site address is: <http://www.balboapark.org/visit/directions>. Below are the directions from the web site. Park Blvd is the only way into the Park that is mentioned.

Southbound from I-5

Take the 10th Avenue Exit off I-5. Turn left on "A" Street and left again on Park Blvd. Follow the signs to Balboa Park.

Northbound from I-5

Take the B Street/Pershing exit off I-5 to Pershing Street. Take Pershing and then left on Florida Dr. Turn left on Zoo Place to Park Blvd. Left on Park Blvd.

Southbound from Hwy 163

Take the Park Blvd. exit off Hwy 163. Turn left on Park Blvd. Follow the signs to Balboa Park.

**CONGESTION:** If you think the 2 lane road over the Cabrillo Bridge and through The Park is congested now, new bypass bridge or not, just wait 5, 10, 15, 20 years. Increased visitation by a growing local population and visitors might make this 2 lane road a nearly always congested thoroughfare through The Park. If the existing Cabrillo Bridge and a future bypass bridge are congested, emergency vehicles would not be able to gain access to The Heart Of The Park.

**PARK BLVD:** Some people claim that eliminating private vehicle traffic through the middle of Balboa Park will create massive congestion on Park Blvd. Of course this is conjecture, not fact. Park Blvd can get congested on a regular basis now, especially on weekends; this can hamper the ability of emergency vehicles to pass through Park Blvd. Once additional parking is created around the perimeter of The Park (as described in detail later on) parallel surface street parking can be eliminated on Park Blvd, and perhaps bike lanes can be added. A lot of traffic congestion is created on Park Blvd. because people are looking for curb parking and/or engaged in parallel parking their vehicle (or attempting to do so).

**The elimination (or near elimination) of private vehicles from The Heart Of The Park will make The Park a park that is OF the People, BY the People, and FOR The PEOPLE.....not vehicles.**

## 2. **CONTRACTED SERVICES TO TRANSPORT VISITORS INTO AND OUT OF THE PARK:**

Contracted services would transport people into the Heart Of The Park. Some examples:

a. PEDICABS: The City would contract with a company (or companies) that would provide specially designed 4 seat pedicabs that are of a style that are similar (and safer) to that of those used in 1915. Pedicab drivers would be paid an hourly minimum wage and might make additional income from tips, and the service would be at no cost to park visitors eliminating the need for tracking cash receipts, although usage would need to be documented. As evidenced in downtown San Diego there is no shortage of young people to operate pedicabs and who are looking for ways to earn some income; jobs would be created. Pedicabs would not be negotiating in a vehicle environment, would be relatively safe and would be fully regulated and controlled. Other transport methods could be used in inclement to access The Park via the “green entrance”.

b. **ONLINE ELECTRIC VEHICLES - or OLEV -**

[http://articles.timesofindia.indiatimes.com/2011-07-20/the-good-earth/29794400\\_1\\_trams-magnetic-fields-battery](http://articles.timesofindia.indiatimes.com/2011-07-20/the-good-earth/29794400_1_trams-magnetic-fields-battery)

### **South Korea goes green with 'recharging on the go' electric trams**

ANI Jul 20, 2011, 07.54pm IST

LONDON: Amusement parks in South Korea are set to become environment-friendly after replacing the diesel-powered carts with hi-tech electric trams, which are powered by strips beneath the road. Called an Online Electric Vehicle - or OLEV - it moves along a blue line under which power strips are buried for recharging, reports the Daily Mail. The OLEV is charged via these non-contact magnetic fields beneath the road's surface. Pick-up equipment then distributes the power either to drive the vehicle or for battery storage. Towing three carriages behind it, the tram was officially unveiled on Tuesday at a launch ceremony. The move follows the successful trialling of a prototype model last year. OLEV needs a battery that is just 20 per cent the size of those fitted in ordinary electrical vehicles. This small size eliminates the need for major recharging.

Photo of OLEV:



More photos (copyrighted) are located at:

<http://www.dailymail.co.uk/sciencetech/article-2016350/Online-Electric-Vehicle-The-environmentally-friendly-electric-tram-powered-strips-beneath-road.html>

One advantage is that tracks do not need to be installed in the road bed, something that might not be permitted on the historic Cabrillo Bridge. Another advantage is that the vehicle can drive away from the recharging cable if needed (for an unknown amount of time).

The vehicle might possibly be made handicap friendly by constructing a ramp and dock that would enable non-wheelchair handicap persons to walk up the ramp, onto the dock, and into the vehicle.

The cost of pedicabs and OLEV's, their operation, maintenance and insurance will need analysis but at face value, in both the short run and long run, should be drastically less costly than the costs associated with building and maintaining a new bypass bridge. In addition the construction of a bypass bridge would be tremendously disruptive to park visitors for one or two years, and might get delayed by litigation or might have an adverse effect upon existing buildings and natural features that currently exist within the park.

Funding for these services is described in item #4 "Parking".

c. DON'T LIKE PEDICABS? HOW ABOUT AN ELECTRIC MINI-CAB? There are many environmentally friendly electric transport vehicles available to choose from:



Hotel/airport style transport vehicle



Cushman electric transport vehicle.

d. VISITOR TRANSPORT PICK UP AND DROP OFF POINTS: FOR PEDICABS / ELECTRIC CARTS - Being independent and versatile, and with vehicle traffic virtually eliminated within the Heart Of The Park, the pedicabs/electric carts can pick up and drop off people in virtually any designated or non-designated area within the park.

3. **PUBLIC PARKING:** Eliminate most private vehicle from The Heart Of The Park. Relocate and add new parking to the perimeter areas of The Park. Special needs parking can still be retained within a few designated areas in The Heart Of The Park.
- a. WEST: Marston Point: Convert all street parallel parking to angled parking. If needed, during weekends and summer season, the OLEV route could be expanded to loop around Marston Point and return to The Prado entrance to the park. (Minor changes in one portion of a one way street would need to be made to accommodate the OLEV's route.) As a side note to Marston Point, it has been my observation that people who work in the nearby areas of the city, or downtown, are using street parking in the Marston Point area to park their private vehicles all day long. It is regular to see a LOT of parked cars and VERY FEW people in the immediate park area. Some type of parking control may be needed in this area so that visitors to The Park have priority access to park their vehicles.
- b. WEST: New Parking: If Marston Point does not provide sufficient parking on the West side, build a new landscaped parking lot (or garage if needed) to accommodate West access visitors. A location where it could be built is at the current area that is known as "Dog Park" which is Southeast of the intersection of Balboa Drive and El Prado. If a ground level parking lot is constructed, Dog Park could be relocated to another area within the park. If a parking garage is constructed Dog Park could be on grassy parkland on top of the garage.

Just West of Dog Park is a small canyon that could be utilized to build a below grade parking garage which would eliminate a lot of excavation costs. Compared to constructing a new parking garage South of the Organ Pavilion, construction of a parking lot or garage at this sight would minimize negative impact to the public's use of the park during construction and improve utilization of this area of the park. Photo of Dog Park area. Note that it takes about 5 to 6 minutes to walk from this area, over the Cabrillo Bridge to The Old Globe Theater and it takes about 6 to 7 minutes to walk from the existing Organ Pavilion parking lot to The Old Globe Theater. If a surface parking lot is built it could be constructed around existing trees:



- c. EAST: President's Way (between Park Blvd and Pan American Plaza): To accommodate additional traffic that will be associated with any expansion of parking spaces in this area, to open up a passageway for emergency vehicles and to provide space for a bicycle lane, all curbside parking on President's Way needs to be eliminated and President's Way needs to be widened to four lanes with a vehicle left turn lane.
- d. EAST: Another possible for a parking garage is Build at the current "Starlight Bowl" or "President's Way" parking lot.



This parking lot lies East of the Starlight Bowl and West of Park Blvd and borders President's Way and is regularly underutilized right now. This area is very noisy because it is below the flight path. The grassy area to the East of the lot pictured is generally used only occasionally for special events. The flight path makes this area a relatively undesirable location for events or general use. This area is on The Park's perimeter and is well suited for expanding the existing parking lot or constructing a parking garage. If a parking garage was constructed there would be no need to construct a below grade parking garage South of the Organ Pavilion. A "Starlight Bowl"/"President's Way" parking garage would also eliminate the need for parking of private vehicles in the Pan American Plaza parking lot and that area could be redeveloped into a people plaza area. Construction of a parking garage in the "Starlight Bowl"/"President's Way" parking area would provide much less disruption and inconvenience on the public's ability to enjoy the park during construction.

Photo of Pan American “plaza where parking needs to be eliminated.



There is an unused area in a ravine that is behind and directly East of the Starlight Bowl. If a portion of a below grade garage was constructed in this depression (see photo below) the excavation costs associated with a below grade, or partially below grade garage would be reduced. Photo of unmaintained canyon/ravine behind Starlight Bowl for below grade parking garage.



e. CENTRAL AND EAST: GOLD GULCH :

This is one of the most interesting and promising opportunities for a new parking garage if one is to be built. There is a 48 space lesser known and underutilized parking lot that is in a canyon that lies between the Organ Pavilion parking lot and Park Blvd. It is not marked on many maps. A sign at the entrance to a winding canyon road identifies this area as Gold Gulch. A winding road provides access to this parking lot. To the South of the parking lot in the canyon are a couple of park maintenance buildings. To the north of the parking lot is the new expansion for the Japanese Friendship Garden.

If a parking garage were built in this canyon, not in the parking space area but in the maintenance area, either replacing the maintenance buildings, or even over the maintenance buildings, very little earth removal would be required and a very large parking multi-story garage could be built; it could even topped with additional park land.

The garage might even be big enough to enable the Organ Pavilion parking lot to be returned to parkland.

With walkways built from the top of the garage to the surrounding areas the garage location would provide park visitors with easy walking access to The Space and Science Center (where there is never enough parking). It's centralized location would provide walking access within minutes to almost all of the museums and attractions that are within The Heart Of The Park.

In addition, constructing a garage in this area would introduce the absolute minimum of impact upon park visitors during its construction and would not take away any parking spaces from the Organ Pavilion parking lot while it was being built.

Vehicle access to and from the garage could be from Park Blvd at the intersection of Stitt Ave, and from Presidents Way.

Photos of Golf Gulch parking area, maintenance area, and open space on next pages:



Above: Park Maintenance Buildings in Gold Gulch. If a multi-story garage were built here it could be built over these buildings to save money, or the maintenance service could be modified to occupy the ground floor of the multi-story garage. Organ Pavilion parking lot is just up the hill on right.



Above: Gold Gulch. View from top of ridge above gulch looking East. Park Blvd is on the other side of the gulch. Organ Pavilion parking lot is behind (to the West)



Above: A view of Gold Gulch and maintenance buildings, looking North from the west edge of the gulch. Park Blvd is to the right (east), Organ Pavilion parking lot is to the left (west), Pan American Road is to the south (behind). The 48 space existing parking lot can be seen (red car). Up the hill from this area to the north is the Space Theater parking lot. New plantings associated with the Japanese Friendship garden (under construction July 2011) border the 48 space parking lot. The Japanese Friendship garden starts at the far edge of the 48 space lot.



Above: A panorama view of Gold Gulch from the east ridge near Park Blvd, looking West towards the Organ Pavilion parking lot. If a multi level garage were built in this gulch it would not require a lot of earth excavation; when built it would be very unobtrusive; it's construction would not remove existing parking spaces or be intrusive to park visitors during construction. Being centrally located, if walkways were built from the top of the garage to the Organ Pavilion parking lot area visitors could walk to all of the museums from Palisade Plaza (as named in the Balboa Park Precise Plan 13 June 1991), International Cottages, Organ Pavilion, and around The Prado. If a walkway were built from the top of it to the North visitors could leave the garage via elevators to the top of the garage and not walk up or down hill and then walk to/through Pepper Grove and then on to the Space Theater and East Prado Museums. Access to the majority of The Park's museums would be within a seven minute walk, quicker than waiting for and then using a tram.



Above: Intersection of Park Blvd and Stitt Ave (aka Inspiraton Point Way). At this intersection a road could be added to the intersection that would go between the World Beat Center and Centro Cultural de la Raza towards Gold Gulch Parking garage. This would help accommodate additional traffic into and out of the park so that Presidents Way was not overloaded, although widening that road might also be needed to be done OR widening of President Way to a four lane road might eliminate the need to add an entry/exit to the Gold Gulch garage here. This street is known as Stitt Way on Google Maps.

The best way to understand the overview is to search for Balboa Park via Google Map or Google Earth. Since photos on Google are copyrighted I can not include any of them here. But using these internet tools you can get a free “birds eye” view of how Gold Gulch will be the PERFECT location for garage parking.

- f. CENTRAL: “Organ Pavilion” parking lot. Construction of a parking garage in the current site of the Organ Pavilion parking lot would temporarily eliminate a great number of regularly used parking spaces for a very long time during construction and adequate alternative parking would not be available and would cause people to park further away than normal and create noise, dust, congestion and disruption in The Heart Of The Park. By building a “Starlight Bowl” garage and/or a Gold Gulch parking lot this eliminates such inconvenience and disruption and opens up new options for the existing Organ Pavilion parking lot, such as possible conversion to parkland, gardens, new museum building(s).

During the time period that this parking lot was not redeveloped a large portion that is nearest to the Organ Pavilion would be designated as a handicap permit area. A grass area for special events would be added so that special events would not have to be staged on the grass area that is East of the Starlight Bowl parking lot, under the noisy jet path.

South of the grassy area, bordering President’s Way would be a tour/school bus drop off/pick up and bus parking area which would keep buses from intruding into the Heart Of The Park.

TRAFFIC NOISE: When events are held at the Organ Pavilion the noise from airplanes is bad enough, but the noise from private vehicles with boom boxes, noisy mufflers, busses, trucks, motorcycles, is extremely disrupting to persons who are performing and attending events. In 5, 10, 15, 20 years, with or without a bypass bridge, continuation of private vehicles passing through The Heart Of The Park and increased traffic flow will only make enjoyment of events at the Organ Pavilion, and generally enjoyment of other areas of the central plazas, increasingly unpleasant and unharmonious with a desirable park experience.

- g. CENTRAL: “Alcazar Garden” parking lot option A: This has been THE cherished parking lot for many people for many years. However vehicle access to this lot is inconsistent with making The Heart Of The Park a pedestrian and plaza area. The current Alcazar parking lot is in a peaceful area of the park surrounded by Palm Canyon, Alcazar Garden, and near to the lovely California Tower and presents itself as a location that is more suitable for people than vehicles. The lot accommodates very few vehicles now and expanded parking lots and/or new garages to the East and West perimeters of the park would more than accommodate this loss of parking – a loss that would occur anyway if the proposed “Centennial Bridge” were to be built. Construction of a bypass bridge and re-routing traffic to the South of the Alcazar Garden would practically destroy the peace and serenity of the Alcazar garden setting and traffic noise would overshadow the California Tower bells when they ring.
- h. CENTRAL: “Alcazar Garden” parking lot option B: Retain the existing parking lot, convert the lot’s exit to accommodate private vehicles entering and exiting and make the lot a handicap / special permit lot. Drivers of authorized private vehicles could get to the lot by driving to the lot via the International Cottages road, past the existing restroom, past the West side of the Organ Pavilion, past the holiday tree, and into the lot. If access to the lot was reserved for Old Globe patrons who are driving handicap permit vehicles, and for major donors to the Old Globe, (for day and/or night performances) and major donors of The Park, this traffic would be of minimum impact to the pedestrian plaza area of The Park.
- i. CENTRAL: Old Globe Way: Behind the Museum of Art and Botanical Garden along Old Globe Way some parking exists. It is a tight space, but with some modifications additional parking for handicap permit vehicles and major donors to The Park, the museums and the Old Globe Theatre could be added to this area. Adding these spaces could help mitigate the removal of spaces near The Alcazar Garden.

- j. VALET: With various transportation services made available to park visitors, valet parking service would not be needed and would be eliminated. Handicap patrons would otherwise be accommodated by contracted transportation alternatives.
- k. PARKING FEE: As an option, charge \$1 per day per vehicle for ALL parking spaces within the park. Utilize the new type of parking fee/ticket machines that are currently being installed in downtown San Diego. No fee for handicap permit vehicles of course. As a further option San Diego City residents could obtain, for a small processing fee, a sticker that could be placed inside the windshield of one vehicle that would enable that vehicle to park in any Balboa Park parking space for free for one year. Checking daily parking permits, annual parking permits, issuing parking citations, and providing security could be a multi-task job for several individuals and their cost would be covered by a portion of the parking fee revenue. With as many vehicles that park at The Park throughout the year, a nominal \$1 fee for all spaces in lots and garages would help to supplement the Park's operating costs and reduce the cost to the City taxpayers which is an overall City goal. Buses should pay more.

Why pay for parking? Parking is free at shopping malls and other "for profit" locations. Parking is restricted or not free on various city streets. Parking is not free at many (most?) college campuses and hospitals whether they are private or public. Parking fees / entrance fees are charged at State and National Parks. While taxpayers expect, and deserve, benefits for taxes paid, fees paid by individuals who use certain facilities is one way cities can reduce operating costs. Balboa Park is an educational, learning, and entertainment center, for local citizens, and for a large number of tourists. Balboa Park is not a "for profit" center like a shopping mall. In a way it is an educational and entertainment "campus". It only makes sense that the days of "free" are becoming a thing of the past. Charging a small nominal daily fee to park will help the city provide better services within The Park. In some instances, such as Marston point, where street parking seems to be occupied by people who are working at nearby and downtown businesses, standard parking meters and fees and time limitations may need to be established. **As stated in a city report, "The Future Of Balboa Park: Funding, Management, and Governance" July 18 2008, " Adopted by The Balboa Park Committee Dec 18 2008 and submitted to the Mayor and City Council, Page 14: "A. The City of San Diego should not act alone in financing and operating Balboa Park."**

- 4. WALKING TIMES AND DISTANCES:
  - a. From a "Dog Park" parking lot or garage at the West "Green" entry to the park to the center courtyard of the Old Globe Theater, it is about a five to seven minute walk which is about one third of a mile.
  - b. From the existing Organ Pavilion parking lot to the center courtyard of the Old Globe Theater it is about a six to eight minute walk which is just a little over one third of a mile.
  - c. From the existing "Starlight Bowl"/"President's Way" parking lot to the entrance of the Organ Pavilion it is a five to six minute walk which is just under a third of a mile.
  - d. Depending upon how often a tram picks up passengers, if the wait was ten minutes or more it is quicker to walk to any of the above mentioned perimeter parking areas and The Heart Of The Park than waiting for a tram.
  - e. People who have walking difficulties would need to utilize the services of one of the contracted transportation options.

5. DELIVERIES:  
If deliveries need to be made to areas that are within The Heart Of The Park, they would need to occur before a designated morning hour so that vehicle traffic within the Plaza areas would be of minimum intrusion in the pedestrian areas.
6. CA STATE HIGHWAY 163: CA State 163 is a California State Scenic Highway. For a highway to be declared scenic, the government with jurisdiction over abutting land must adopt a "scenic corridor protection program" that limits development, outdoor advertising, and earthmoving, and Caltrans must agree that it meets the criteria. Adding a new bridge (eg. The "Centennial Bridge" bypass) within this Scenic Highway corridor would at least require review by Caltrans and perhaps review by the CA State Legislature. CALTRANS is apparently opposed to the construction of the bridge.
7. THE 2015 CENTENNIAL: During the centennial of Balboa Park, and even beyond the centennial, when special events will take place, shuttles can transport visitors from parking garages in downtown that are in the vicinity of PETCO Park. We must utilize existing available resources to their maximum extent possible.

#### **SUMMARY:**

The Balboa Park Central Mesa Precise Plan does not include a bypass bridge and this should not be added to the plan.

My hope is that the Central Mesa Precise Plan will be modified to eliminate private vehicles from the entire Heart Of The Park and build and relocate parking lots and/or garages around the perimeter of Balboa Park, add additional types of green transportation options into the Heart Of The Park and make the Cabrillo Bridge entrance into the park a "green" entrance for people, bicycles, and contracted non-polluting transportation vehicles.

Money not spent on a bypass bridge should instead be spent on redeveloping "The Centennial Plazas": California Plaza, Plaza de Panama and Pan American Plaza, all of which, or each of which, could carry the name or names of the major donors. Centennial Plazas make a much more dramatic statement and legacy than a virtually hidden and very expensive bypass bridge.

The design, construction, and completion of these Plazas, parking lots and garages will undoubtedly need fast track attention if they are to be completed by December 2014. Construction of any additional parking lot(s) and/or garage(s), as funding is available, can continue to be done in border and perimeter areas of the park as ongoing projects that will not conflict with the redevelopment of the Plazas, or with the public's ability to use and enjoy the park during various construction phases. Construction of a bypass bridge and an Organ Pavilion garage competes and conflicts with the public's ability to use and enjoy the park for too long a period of time and only perpetuates retention of noisy smelly vehicles within The Heart Of The Park.

**CLOSING STATEMENT:**

The Mayor called upon San Diegans to conserve water, and they did so. The Mayor and City Council have supported many green urban transport methods such as Cars2Go. The Mayor, the City Council and the leadership of Balboa Park need to call upon the people of San Diego to forgo the long time privilege of driving over Cabrillo Bridge and using the park as a vehicle pass through. Shifting traffic from the Plaza de Panama to a costly bypass bridge will only perpetuate private vehicles of being an intrusion into everyone's ability to enjoy and experience The Heart Of The Park.

The citizens of San Diego need to be called upon to be in favor of adapting to changes that will improve safety and create a much more peaceful environment within the park for everyone to enjoy. This can be done in phases to minimize inconvenience, disruption, and distribute the costs over a period of time.

As the population increases, as traffic increases, it is vital that traffic not be intrusive to The Park Experience.

Let us spend as little money and time as possible and get the greatest return possible on the investment.

**Make Balboa Park a park that is:  
Of The People  
By The People and  
For The PEOPLE  
..... not private vehicles.**

The City Council understood how important it was to remove train horn noise from the downtown San Diego environment and so The Quiet Zone was established and is now under construction. The horn noise from trains was a negative influence on tourism, hotels, and real estate values (thus a negative on tourist dollars, sales taxes and property taxes). Eliminating private vehicles from The Heart Of The Park will be one more giant step forward to further improve safety and tourism for the overall San Diego Experience.

Glenn R. Stokes  
PO BOX 124797  
San Diego, CA 92112-4797  
[Glenn.stokes1@gmail.com](mailto:Glenn.stokes1@gmail.com)

Cc: Mayor Jerry Sanders  
Councilmember Kevin Faulconer (my district)  
Councilmember Todd Gloria (Balboa Park district)  
Stacy LoMedico, Parks and Recreation Director  
The Committee of 100  
Balboa Park Committee  
Editor, The San Diego Union Tribune  
Bruce Coons, Save Our Heritage Organisation

WHOIS Glenn Stokes?

**Status:** Age-64, Male, Married, Retired, no children.

**Education:** Graduate of Cal State University Fullerton – BA Business Management

**Military Service:** US Navy Vietnam Veteran (4 years service)

**Employment:** Retired Executive Vice President SDA Security Systems of San Diego (33 years employed)

**Business:** Owner of Stokes Photographics in San Diego (part time retirement activity)

**Member:** National Stereographic Association, San Diego Stereo Club, Photographic Society of America, AARP, Human Rights Campaign, Anza Borrego Foundation and Institute, Anza Borrego Desert Natural History Association, Cal State Fullerton Alumni Association, Heritage of the Americas Museum

**Property Owner:** Pinnacle Marina Tower condominium; Montesorro Country Club home – Borrego Springs CA

**Recent community participation:** Submitted written documentation to CA PUC and spoke at PUC public meetings against Sunrise Powerlink going through Anza Borrego Desert State Park; Supported Quiet Zone in downtown San Diego.

**Conflict of Interest:** I have no personal involvement or financial interests with any person, organization, or business that may be involved in this project. I submit the above as ideas from me, an individual citizen, and I do not anticipate nor do I seek personal gain in any way, other than to enjoy a park that is as beautiful, clean, peaceful and quiet as possible.