CITIZENS' TASK FORCE ON CHARGERS ISSUES
FACILITIES & REDEVELOPMENT COMMITTEE
FACTS & FINDINGS

Following is a summary of the Facilities and Redevelopment Committee's facts and findings. All information has been included in one of seven categories, including: Stadium Tour/Facility; Users/Uses/Tenants; Environmental Constraints; Development; Transportation; Community Concerns/Needs; and Other Sites.

STADIUM TOUR/FACILITY

- Facility Construction - The planning, design and construction of NFL stadiums can be a protracted affair. The stadium for the New England Patriots started in 1981—the new facility opened in 2001. In Baltimore, the planning process started in 1986; completion of the Baltimore Ravens' stadium occurred in 2001.
- Facility Size - The size of new generation NFL stadiums is 1.6 - 1.8 million square feet; Qualcomm stadium contains only 1.1 million square feet. The additional area in other stadiums is attributable to back-of-house and support services (e.g., kitchen, food services/points-of-sale, locker rooms, public restrooms, circulation space, etc.).
- Seating Angles –
    - The architectural cross-section (in particular, the slope of the seating in the upper deck areas) of the new generation of NFL stadiums is nearly identical to the cross-section of Qualcomm Stadium. In some new NFL facilities, the upper level seating area is at, or beyond, the height of the light ring at Qualcomm Stadium.
    - At the Plaza/Field level of Qualcomm Stadium the slope of the seating area is too shallow for good visibility of the playing field. In order to resolve this dilemma, HOK and NBBJ recommended that the slope should be steeper which would necessitate raising the playing field by three to four feet.
    - As an additional benefit, a steeper slope at the Plaza/Field area would provide a wider concourse at Plaza level.
- Seating Capacity –
    - The realignment of Plaza/Field level seating, as stated above, would reduce the total seating capacity of Qualcomm Stadium. The number could be in the range of 2,000 to 4,000 fewer seats.
    - The new generation of NFL stadiums has 65,000 - 68,000 seats. The minimum count to host a Super Bowl is 70,000 seats.
- Multi-Use Facility – Qualcomm Stadium was designed as a multi-use facility, which is now considered to be obsolete and takes away from the quality of the fans' experience.
- Obstructed views –
    - The first eight rows of the Field Level are obstructed view seats and sold at a discounted price. (Neither the Super Bowl nor the Holiday Bowl sell these seats for their events).
    - All sections of the scoreboard are not visible from the 50-yard line on the Club level.
- Back of the house – The back of the house areas, including food and beverage preparation areas, public restrooms, media areas, locker rooms circulation space, and maintenance and storage areas, are not adequate to support the number of seats in the stadium. The stadium was originally constructed to accommodate 52,000 seats and has been expanded to handle a minimum of 70,000.

The design work in 1997 omitted upgrades to the basic infrastructure that would have expanded the back of the house proportionately, given the 35% increase in the stadium's seating.

- The stadium does not have the space to accommodate kitchen facilities to adequately provide for 70,000 people.
- There are no premium level kitchens on the Club level.
- Maintenance crews operate out of storage containers located on the old practice field approximately ¼ mile away.
- The locker rooms are small. A visiting team must split up and use two locker rooms to accommodate all players. (The NFL has been most vocal regarding locker room concerns.)
- Game day offices, press boxes and other stadium support spaces are deficient.
- The changing character of professional football requires equipment like therapy whirlpools and other apparatus to be available at the stadium.

- Suites –
  - The current suites are not comparable in size or placement to those of newer facilities.
  - The suite level is not exclusive (i.e., set aside or accessible only to suite users) and companies pay premium prices for an exclusive experience.
  - Existing suites are adequate, but not luxurious.
  - A beam in the suites does not allow viewing from lounge area.
  - The configuration of suites could be changed to increase the number of suites at the stadium. Of the 113 total suites, 109 are available for the Chargers to sell and only 59% of these were sold during the 2001 football season.
- Concourses –
  - Concourse areas are narrow and congested which restricts and inhibits the sale of food and beverages, and circulation.
  - Club level seating is inadequate. There is no open flow to restrooms and the level is awkward as a result of the need to accommodate support services, amenities and facilities.
- Foundation –
  - Stadium additions are supported by large spread footings, compared to the original construction which was built on concrete piers sunk 65 feet into the ground, these additions are susceptible to liquefaction.
  - Differential settlement of 4-5 inches between sections 42 and 43 is an issue
- Maintenance – The stadium is an old facility. Maintenance is a serious problem and the highest priority for repairs is safety hazards. Estimates for deferred maintenance range from $10 to $50 million.
  - Cracks in concrete walkways around the stadium are an issue - $20,000/yr
  - Areas of raised concrete which are tripping hazards
  - Rebar is exposed in some areas
  - Parking lot needs to be resurfaced
  - Rusted light fixtures
  - Rust on temporary/movable seating
  - Stress cracks in section 26, expansion joints sections 24-28
  - Rubber tile is bubbling up
  - The sewer and water pipes are 35 years old, made of cast iron
  - There is an ongoing list of deferred maintenance – approximately $3 million to repair
  - Portable Field level seats need to be refurbished
  - The escalators need to be overhauled - $125,000

- The sound system, which utilizes a main speaker cluster, has resulted in noise complaints from the community. The preferred systems have speakers distributed around the stadium and retain sounds within the stadium. - $2-3 million
- Water and rust-stained and chipped concrete - $200,000
- Drainage – Many areas of the stadium hold water, which will not drain properly. Fans, including those in Club seats, must be relocated to other seats when it rains. It has also caused degradation of the concrete.

USERS/USES/TENANTS

- There are approximately 110 events held inside the stadium annually, including the Chargers and Padres games. Excluding these two teams, other events inside the stadium generated $1,648,552 in revenue to the City in 2002, and the 200 parking lot events held generated $490,790 in revenue to the City in 2002.
  - Other inside events include:
    - San Diego State University Aztecs ($243,668)
    - Holiday Bowl ($322,408)
    - Gold Coast Classic ($25,046)
    - Monster truck shows ($266,493)
    - Supercross events ($348,291)
    - CIF football games ($56,333)
    - Religious events ($11,025)
    - Concerts ($230,684)
    - Soccer matches ($141,260)
  - Parking lot events include:
    - RV sales ($66,063)
    - Used and new car sales ($184,159)
    - Low rider shows ($17,000)
    - Horseless Carriage Events ($47,162)
    - Auto Races ($100,643)
    - Auto Swaps ($32,028)
    - Miscellaneous parking lot events ($43,735)
- The SDSU Aztecs use Qualcomm Stadium as their home stadium for football.
  - Without Qualcomm or a replacement stadium, San Diego State University would not have an adequate facility to meet Division I-A criteria, which requires a home stadium that seats a minimum of 30,000.
  - Without Division I-A football, San Diego State University cannot be a member of the Mountain West Conference or even the old Western Athletic Conference.
  - Without a stadium San Diego State might well drop football altogether, which would mean the elimination of 100 male athletes and 85 athletic scholarships. The cascading effect of dropping the sport could mean eliminating an equal number of women's scholarships and participants, and the abolition of five to six women's sports programs.
  - Without the revenue generated by football through ticket sales, donations, corporate sales and television monies, San Diego State would become a much smaller intercollegiate athletic program that would leave the community without a Division I-A college presence.
- The SDSU Aztecs view the following as positive aspects of Qualcomm stadium:
  - Scoreboard and replay system
  - Playing surface

    - Parking and traffic
    - Trolley availability
- The following are viewed as drawbacks by the SDSU Aztecs:
    - Size – the stadium is too large; 45,000 seats would be ideal for the Aztecs
    - Lack of personalization to SDSU including logos, signage, permanent locker rooms, and box office prominence
    - Limited use of suites – only have access to 6 that they use for their purposes
- If a new stadium were planned, SDSU would recommend a shared NFL/College facility such as that in Pittsburgh
- The Pacific Life Holiday Bowl uses Qualcomm for its annual post-season bowl game, which has generated over $290 million in economic impact to San Diego since its inaugural game in 1978. In recent years, the economic impact on the local economy has been in excess of $20 million annually.
- Holiday Bowl organizers' view of Qualcomm Stadium:
    - The stadium size is positive as the games average 95% sellouts and a smaller facility would impact contracts with sponsors, conferences and television.
    - Obstructed view seating in the first rows is the major drawback to Qualcomm.
- The Gold Coast Classic has used Qualcomm for its annual bowl game for the last seven years. They have no complaints about the stadium and do not use the suites.
    - Positives attributes are the jumbo-tron and the press box.

ENVIRONMENTAL CONSTRAINTS

- In 1992, the Regional Water Quality Control Board issued a clean-up and abatement order to begin the clean-up of contaminates that have been discharged into the groundwater from the Mission Valley Terminal tank farm facility.
    - Current plans call for the cleanup of off-site contamination (that underlying Qualcomm Stadium) by 2015
    - The groundwater under the stadium and 50% of the area under the parking lot is contaminated **(see attachment 1)**
    - Any future development will need to be coordinated the Regional Water Quality Control Board's efforts to clean up the area
    - The clean-up expense is the responsibility of the dischargers
    - The major impact to any redevelopment is that the contamination could add more cost and complexity to a project
- Lowering of the field would require addressing the water issue
- The City's Water Utilities Department is interested in the clean-up because the groundwater reservoir could be used for potable water needs through appropriate mitigation. There are uses of the site that would be incompatible with future groundwater usage.
- There are no known earthquake faults in Mission Valley – the closest is Rose Canyon
- The stadium may need to be brought up to current earthquake standards if remodeled
- The View, Press and Loge levels were built on piles, and Plaza and Field levels on grade.
    - The main seismic concern is liquefaction on the Field and Plaza levels since the sections sit on dirt and water. In a major earthquake, these sections may become unstable. To alleviate this problem, a new stadium would have to be built on bedrock. (see foundation section, on page 2)
- The stadium consists of 7 separate structures, allowing it to move during an earthquake.

- The Federal Clean Water Act and State Fish and Game requirements/standards would need to be addressed for any development on the site.
- The stadium footprint is in the floodplain fringe and the area within 300 feet of the river is in the floodway. **(see attachment 2)**
    - Building is permitted within the floodplain fringe, but there are some restrictions
    - Building in the floodway would require a permit from the federal government and the City. There are far greater restrictions to building in the floodway
    - A hydrology study will determine what can be built on the property and what mitigation would be required.

DEVELOPMENT

- Stadium Facility Remodel:
    - A remodel would be state-of-the-art, but the facility would still not be optimum
    - The cost of a remodel until a program for a remodel is developed in detail.
- The Chargers are interested in the potential of a new stadium; they are not interested in being responsible for the development of any ancillary facilities associated with a new stadium.
- The Chargers organization is receptive to the idea of alternative project delivery methods, including a Construction Manager/Architectural-Engineering Competition.
- The City General Fund and City Water Utilities Department share approximately equally in ownership of land **(see attachment 3)**
    - A swap of land with the Water Department would be necessary to develop the site
    - Part of the stadium parking lot is collateral for bonded indebtedness.
- A new fire station and urban park are slated for development on the property across Friars Road
- Mission Valley: Issues to Consider
    - Flood control for 100-year flood
    - Public uses – parks, schools, river trail
    - Riparian river restoration
    - Enhanced access to trolley
    - High-quality urban design
    - Maximized integration of uses
- It is anticipated that by 2020, San Diego will have 349,000 new residents. The City of Villages plan projects to 2020 and the objective is higher density while preserving the environment, and providing adequate public transportation and a sense of community.
    - Mission Valley is considered a Sub-regional village
        - Major employment, commercial districts, with adjacent multi-family residential uses, served by major transportation systems
    - The stadium site is identified as a potential Urban Village Center
    - Mission Valley currently has a deficit of public facilities and creating a village at the stadium site would help reduce this deficit
- The stadium site could be a valuable parcel with or without a stadium. The site possesses many attributes, including:
        - A trolley station
        - The San Diego River
        - Close proximity to Interstates I-8, I-15 and I-805, as well as highway 163.
        - The site is centrally located to downtown, Mission Bay, Old Town, and San Diego State University.

- The San Diego River, through the San Diego River Foundation, has received its Charter Conservancy from the State of California.
- The San Diego River is an integral part of the Multiple Species Conservation Program (MSCP).
- The current (future) facility will be under utilized once the Padres depart for their new facilities downtown as the Chargers, Aztecs and Holiday Bowl will generate not more than 18 events per year unless new events are brought in. Currently, an RFP is being issued to solicit new events.
- Development Funding issues:
    - A fully developed project would take six to ten years to implement/realize.
    - The site is not designated as a redevelopment area (must be partially blighted property for this designated)
    - The site could be considered for an Infrastructure Financing District (IFD)
    - A development project on the stadium site could be a public/private partnership
    - Part of the parking lot is encumbered as collateral for the bonds

TRANSPORTATION

- According to MTDB, regardless of type of the development on the stadium site, the capacity of the trolley will be capable of handling the ridership
    - When the east line connection opens, it will benefit the stadium
        - The ridership for the east line of the trolley is significantly under-utilized.
- The trolley is utilized frequently for various stadium events, indicated by ridership to recent events:
    - The Super Bowl usage in 2003 was 23,000 (33.4%) riders
    - The trolley carried an average of 10,000 (17.9%) of Chargers game attendees to the games in 2002
    - The Holiday Bowl usage was 11,625 (19.8%) riders in 2002
    - The Super Cross usage was approximately 6,500 (9.5%) riders in January 2002
    - Monster truck even usage was approximately 3,000 (6.1%) riders in February 2002
    - Concert, such as the Rolling Stones, usage averages 15,000 riders
    - Aztec game usage averages 1,000-2,000 riders
- Traffic congestion already occurs in the vicinity of the site, additional development of the site would require that traffic mitigation be implemented **(see attachment 4)**
    - The usage of Friars Road averages 32,000-34,000 cars per day. The capacity is 55,000 cars.
    - Friars Road to Allied Gardens has 50,000 cars per day and is considered to be between D level (stop and go) and E (almost stopped) level of service
    - Friars/I15 is the most congested portion and is at Level F (stopped, parking lot) in the evening without stadium events
    - Stadium usage on a day without any events is 900 trips per day
        - New development would require a community plan update, including an Environmental Impact Report (EIR) for planning commission and City Council approval
- There is significantly less parking than currently available at Qualcomm Stadiums at many new stadiums

COMMUNITY CONCERNS/NEEDS

- The Serra Mesa Community, which is comprised of several neighborhoods including Birdland, Cabrillo Heights and Mission Valley, and 24,000 residents, has concerns during large events at the stadium site. Part of these concerns will be addressed when the Padres move to the new ballpark, particularly as related to noise from evening fireworks. Concerns/recommendations from the Serra Mesa Community are as follows:
    - Sidewalks are needed in Mission Village from Ronda Road to the Friars Road ramp to enhance the stadium entryway
        - People are walking down unsafe areas to reach the stadium
    - Parking during events in the neighborhoods is a concern
    - Better care and maintenance of pathways to the stadium on the north side of Friars Road at the ramp from Friars Westbound to Mission Village, and on Mission Village itself
    - The trashcans are currently unsightly, therefore discouraging proper disposal of litter – well-maintained trash receptacles are needed
    - Minimize the land use intensity to maintain the character of Serra Mesa.
        - The development in South Kearny Mesa and Mission Valley adversely impact the Serra Mesa community. There are concerns about such impacts to the character of village life in Serra Mesa.
        - Want the existing businesses in Serra Mesa to continue to thrive.
    - Transportation service needs to be improved
        - Bus service from Mission Village does not stop at the stadium trolley station on event days or non-event days.
        - Additional parking for the trolley stops is needed
        - Promotion of biking to stadium events as an alternative and installation of additional bike racks at the trolley stations is necessary
    - Reconsider the use of the site across Friars from the stadium as a public park rather than a fire station due to lack of parks in Mission Valley.
- The Mission Valley community plan is currently in the process of being updated. The Mission Valley Community group shared their ideas for development of the site:
    - The site should be developed within 5-12 years and coordinated with the stadium regarding traffic impact
    - Traffic – evaluate the impacts any future development would have on traffic including during events and as part of the daily operations of any future project.
        - Developers (not the community) should pay for any traffic mitigation required.
        - Ensure construction of Mission City Parkway Bridge to allow traffic, bike and pedestrian flow over the river
    - 50 acres of park are needed in the area. A community park could be integrated into the river restoration efforts.
    - Any future project should improve the river environment
    - Increased public access – any development should include public access through the project and along the river, and tie into other community pathways
    - Parking – the amount of parking should not be reduced, consideration should be given to agreements with office/retail developments in the area for leasing of parking spaces for event days.
        - Shuttle connections to off-site parking, increase pedestrian access by pedestrian bridges over river to connect remote parking to other developments, consider structured parking, and integrated parking rather than a sea of parking

- Use of public art and landscaping with color to enhance the development should be integrated into any development
- Consider indirect and other stadium uses before construction, i.e. where tailgating, races, RV sales, etc. will be held
- Consider the following land uses in redevelopment of site:
    - Mixed use
    - Amphitheater
    - Residential
    - Eating establishment, with outdoor eating areas
    - Senior housing
    - Child care facility
    - Public places - Designed as a walkable development
    - Hotels

OTHER SITES

Downtown

Over 20,000 people live and 75,000 work in the downtown area. The goal of CCDC is to have 75,000 residents and 150,000 jobs downtown. Statistics from the Metropolitan Transit Development Board indicate that between 20% and 25% of people traveling within downtown use public transit. Infrastructure is in place to support a mixed-use urban village concept, though stadiums have high demand requirements for limited periods that may require additional services. Parking is plentiful on the weekends (57,000 spaces within 1.5 miles) but is strained during working hours and for special events. Placement of the stadium next to the ballpark would result in an entertainment complex that would have a benefit of shared use parking and services.

Certain significant environmental and aesthetic limitations exist for a combination of large stadium structures clustered together with the small residential neighborhoods of Barrio Logan and Golden Hills.

- Location: East Village community, east of new baseball stadium
- Size**:** 25 usable acres.
- Value: $75/sq ft with improvements, $80-100 million/25 acre site
- Leaseholds/Owner Occupants: bus storage facility
- Environmental Constraints: none known, already planned redevelopment, environmental contamination could be an issue
- Height Restrictions: none known
- Transportation: Highway access, trolley services, planned transit
- Parking: 57,000 parking spaces dispersed throughout downtown, tailgate parking lot for ballpark could provide tailgate parking for Chargers fans. Acceptable parking is located within a 20 to 30 minute walk from the baseball stadium. Trolley stops are expected to lessen parking requirements.
- Infrastructure: Downtown has infrastructure for business, commercial, and residential uses with a redevelopment plan to encompass any additional needs. Stadium use imposes special burdens on services at peak times and may require additional services.
- Special Considerations:
    - Bus storage facility -The bus storage facility services greater San Diego with buses dispersing throughout the community. It has been suggested that this facility could be

better located at the Sanders site off Highway 52 which has access to all major highways and where no additional services are needed other than bus storage.
    - Shared Use - the Padres Ballpark redevelopment program has been approved and may provide similar services to those needed for a football stadium. The ballpark redevelopment also includes tailgate parking, which might be shared by the two facilities. The location of a football stadium near the ballpark would create an entertainment complex.
    - Redevelopment Site - tax implications, financing opportunities

Sports Arena site

The Midway/Sports Arena site properties are predominantly a redevelopment area with a few leaseholds outside the redevelopment area (Stonewood Garden Apartments, Orchard II, and ST Associates). The City of San Diego issued a Request for Qualifications (RFQ) for this area in 2002 to create a community-oriented center with mixed use residential, commercial, and entertainment uses with a transit component. The City is currently in the selection phase for a developer/development proposal and then will begin a planning phase for the site. The area is 95 acres, 71 acres of which are privately owned. There is a $112 million assessed value for the property, which does not include relocation costs. The leaseholds continue through 2036. There is a capped landfill on the site. A Bay to River canal or greenbelt area is proposed which would bisect the site in the middle from north to south. There are traffic issues including narrow, one-way streets and limited freeway access.

- Location: adjacent to North Bay Redevelopment area, south of Interstate 8, west of Interstate 5
- Size: 95 usable acres - Sports Arena 35 acres; 71 acres privately owned
- Value: City property plus the cost of acquiring privately held property with an assessed value of $112 million, not including relocation costs.
- Leaseholds/Owner Occupants: 14 leaseholds that expire in 2004 through 2036
- Environmental Constraints: capped landfill
- Height restrictions: 30 feet
- Transportation: Interstate 5 and Interstate 8 access with limited internal street access including narrow, one-way streets
- Parking: Sports Arena stall parking
- Infrastructure: older infrastructure (water, sewer, access) with redevelopment plan to address those issues
- Special Considerations:
    - Bay to river project - may include canal or greenbelt connection that will bisect the 95-acre site.
    - Redevelopment Site - predominantly a redevelopment area with a few leaseholds outside the redevelopment area (Stonewood Garden Apartments, Orchard II, and ST Associates), tax implications, financing opportunities

Sander/Highway 52 site

The Sander/Highway 52 site includes 42.79 acres of City-owned land located in the Kearny Mesa community south of Highway 52. There is a capped landfill on 12.5 acres. The site has sensitive plant species, sensitive wildlife, and vernal pools. Seven native plant communities account for 39.5 acres of the site. The remaining 4.9 acres are disturbed vegetation and developed land. Impacts to the plant species

would require mitigation. Impacts to wetlands would require both federal and state permits. There are height restrictions of 75 feet. The site has an appraised value between $4.5-6 million.

- Location: Kearny Mesa community, south of Highway 52, west of Highway 163, U.S. Marines Corps Air Station Miramar is north of the site
- Size: 42.79 usable acres - Capped landfill on 12.5 acres; Seven native plant communities on 39.5 acres; Disturbed vegetation and developed land on 4.9 acres
- Value: appraised value between $4.5-6 million, relocation costs not included
- Leaseholds/Owner Occupants: vacant
- Environmental constraints: There are numerous environmental issues including native plant communities, sensitive wildlife, vernal pools, and wetlands. The environmental review process would be time consuming with high mitigation requirements or denied opportunity for development that would interfere with native habitat. Stadium uses would be inconsistent and incompatible with sensitive wildlife preservation needs. Mitigation measures would be comprehensive. Special permitting process may be costly and time consuming.
- Height Restrictions: 75 feet
- Transportation: Highway 52 is centrally located with access to I-805, I-15, and Highway 163.
- Parking: no established parking
- Infrastructure: none in place to service a stadium use

Otay Mesa/Brown Field

The Otay Mesa /Brown Field Airport community area in southern San Diego is a combination of new residences, new industrial structures, and thousands of acres of vacant land available at competitive lease/purchase rates. Major corporations such as Honeywell and Casio operate their marketing and research centers in eastern Otay Mesa. Additional companies are locating on the Otay mesa. Two major entertainment venues already exist near Otay Mesa: Coors Amphitheatre and Knott's Soak City USA. A new stadium could be of benefit to the developing and established communities in southern San Diego and would make the benefits in various areas of the City more uniform. In addition, the availability of large tracts of land would allow for significant attendant uses, including parks and public facilities in conjunction with a stadium, adding beneficial uses in support of the community.

While located in southern San Diego, Otay Mesa is central to the larger San Diego – Baja California region and could provide a unique setting for a new Chargers stadium. It would serve San Diego and encourage fan participation across the international border. The San Diego-Tijuana region has more than two million inhabitants. San Diego, and its communities such as Otay Mesa, has a growing, culturally diverse population. About 750,000 Hispanics live in San Diego County according to the 2000 Census, comprising 22 percent of the county's population. The National Football League announced in July 2002 that it had chosen Luminas Americas, a New York based Hispanic marketing firm to help expand the league's outreach to Hispanic fans.

- Location: On top of Otay Mesa, east of I-805, west of proposed Interstate 125, several miles north of the international border
- Size: No specific site has been identified, but Brown Field airport and adjacent areas hold plentiful flat vacant lands, including City of San Diego airport property in excess of 1100 acres.
- Value: A range of property values exist on the Otay Mesa. A specific dollar amount has not been attached to any potential site, but land is priced from $5.75 to $8.50 per square foot and is currently far less expensive to purchase and lease than in many other communities in San Diego

where land values range from $14 to $40 per square foot. By comparison, Mission Valley land prices range from $22 to $26 per square foot.

- Leaseholds/Owner Occupants: Modern planned community residential areas are situated on the western portion of Otay Mesa, Brown Field airport occupies portions of the mid-mesa area, and modern manufacturing facilities dominate the eastern end of Otay Mesa.
- Environmental Constraints: Vernal pools and non-native grasslands. Large tracts of land without specific constraints exist in and around the airport area.
- Height Restrictions: Zoning and easements may limit height in certain areas. Height limits exist in the residential areas, but no zoning for height exists on the Brown Field airport property.
- Transportation: Highway access is provided by I-5, I-805 and State Route 905 which connects I-805 to the Otay Mesa Port of Entry at the U.S.-Mexico border. Highway 905 will be expanded in the next few years, as will State Route (SR) 125 on eastern Otay Mesa. SR-125, which is currently under construction, will connect the Otay Mesa Port of Entry with SR-54. Trolley service from downtown San Diego to locations near Otay Mesa already exists, but service to the top of the Otay Mesa is now in the planning stages. MTDB is planning two transit lines up to the Otay Mesa port of entry, one easterly aligned with I-905 and Otay Mesa Road, and the other extending south from East Chula Vista.
- Parking: Substantial acreage is available for parking. No zoning requirements related to parking exist on the City's airport property.
- Infrastructure: Substantial vacant land exists with expanding services. A new 48-inch sewer line and a reciprocal line of equal size are in progress and a preferred route will be selected near the 905 alignment; the trunk sewer line is scheduled for completion in 3 to 4 years. Water supplies are perceived to be adequate. A Facilities Benefit Area (FBA) exists on Otay Mesa and Development Impact fees could be required for any construction. The City as a participant might alter this requirement to expedite development of a stadium project.
- Special Considerations:
    - Hispanic Population - the NFL has demonstrated a commitment to encourage Hispanic fan participation.
    - Season Ticket Holders - of the approximately 33,700 Chargers season ticket holders, approximately 42% live within the San Diego City limits. Some fans may object to a stadium in Otay Mesa due to additional driving time, but this has not adversely affected the other entertainment venues in the immediate area.
    - Aesthetics/View - the Otay Mesa location could provide opportunity for a stadium with spectacular expansive ocean, city and area views from 500-600 foot elevations.
    - Redevelopment site opportunities- Otay Mesa Enterprise Zones exist which might provide additional economic incentives, including the ability to provide for infrastructure.

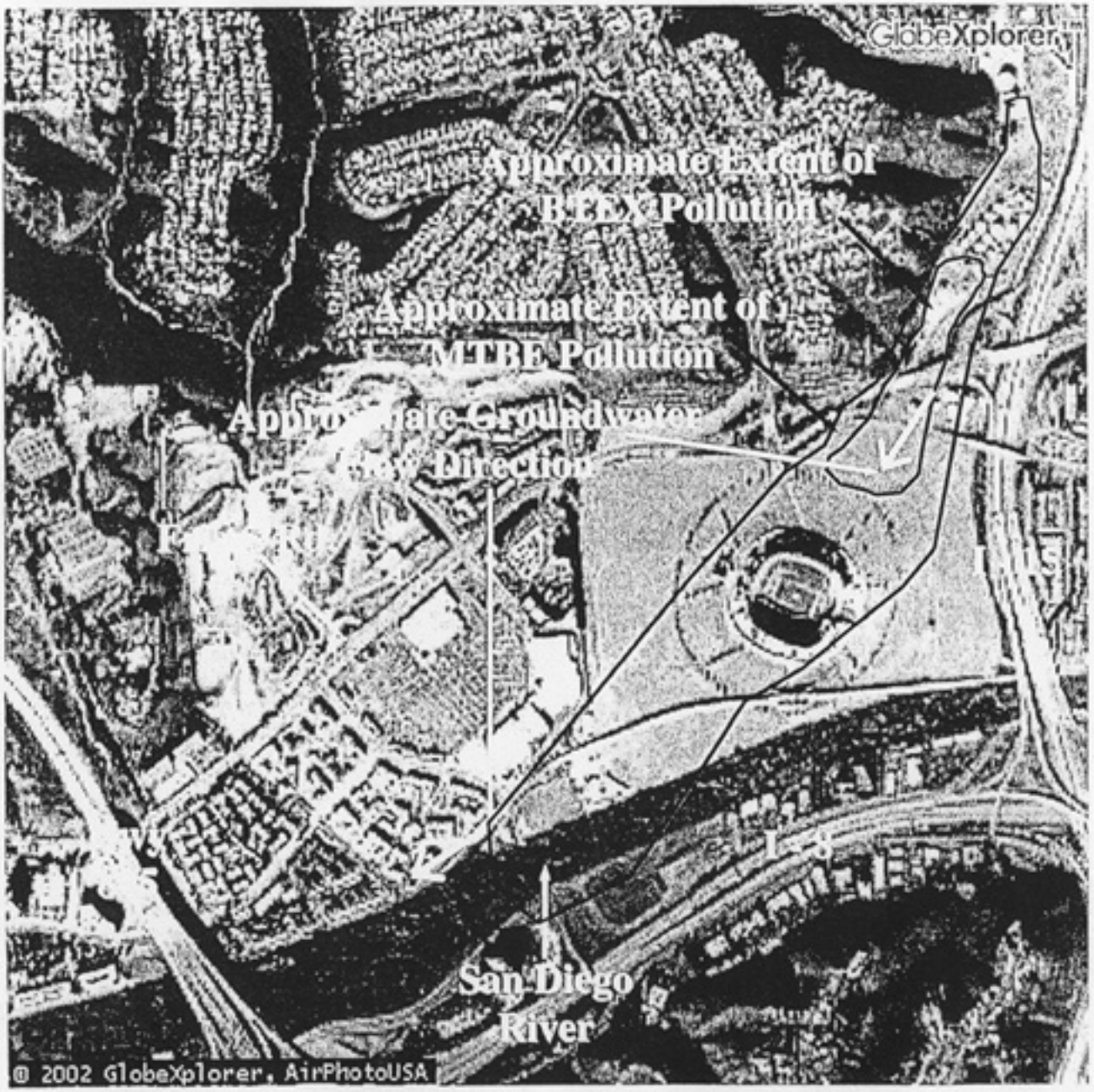
<u>Sites in San Diego County Outside City Limits</u> - Vista, San Marcos, Carlsbad

Sites outside the City limits were not fully considered but perhaps are worth considering if the City finds the Qualcomm Stadium site and other sites within the City of San Diego unsuitable or undesirable. San Diego County in eastern Otay Mesa, the Cities of Chula Vista, Vista, San Marcos, and Carlsbad may have land which is vacant and relatively inexpensive. These sites might eliminate many of the costs associated with an alternative site, particularly relocation costs and costs associated with delay due to environmental process review and any required mitigation measures. Further, certain of these sites would be closer to season ticket holder residences as only a portion of current season ticket holders reside in the City of San Diego. No particular site has been considered and no discussion of constraints on these sites has been presented.

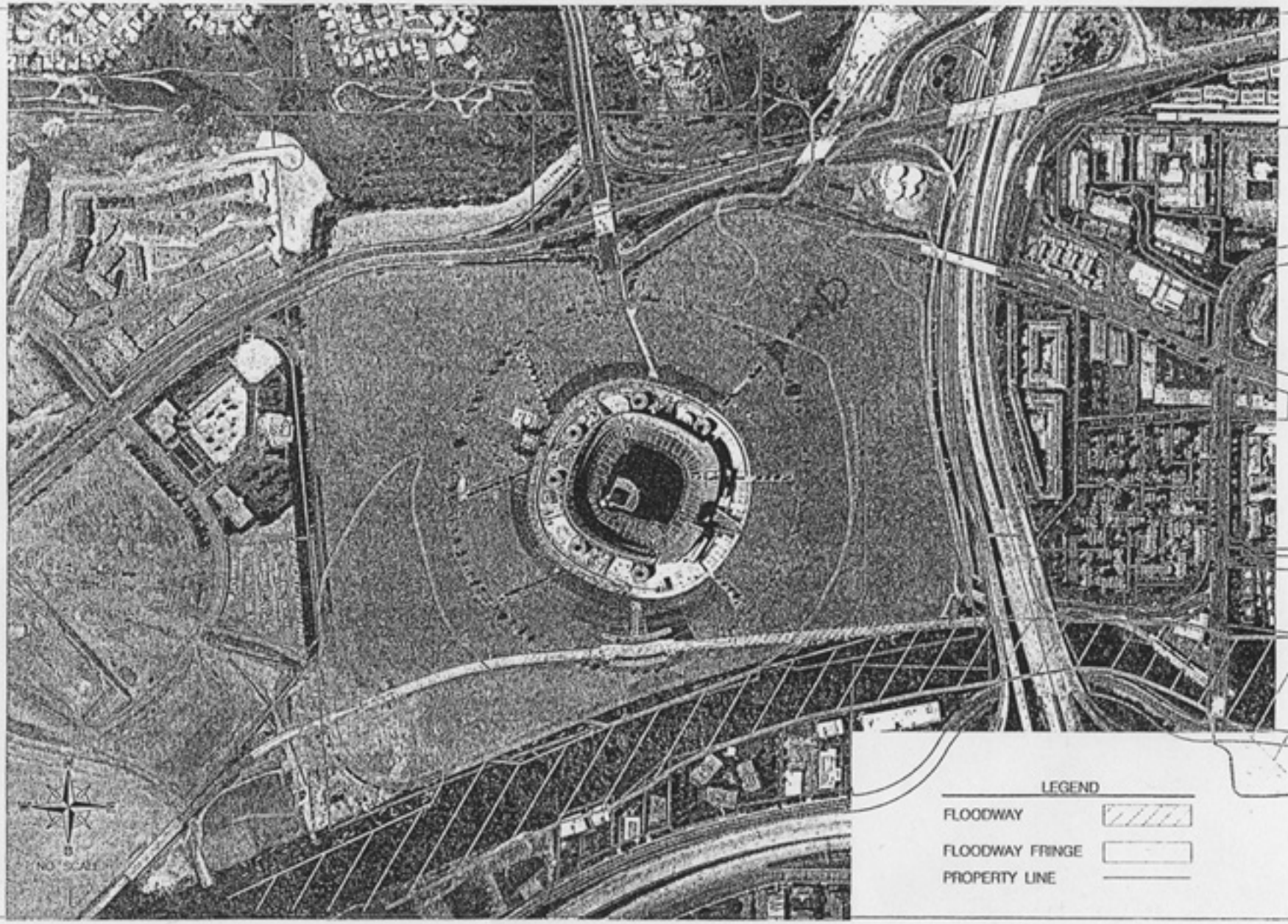
Attachments:

1. Map showing gas plume
2. Floodplain map
3. Map showing Qualcomm site property ownership
4. Traffic circulation information

Mission Valley Terminal Aerial Photo



Attachment 1



Attachment 2

Stadium area properties shp
M
N
W
Roads
Allsites shp

Attachment 3

N

1:11360

Vicinity Map

SanGIS
We Know San Diego County

R.E. Assets/sat
Plot Date: 06/03/02

STADIUM PROPERTY
See map numbers

1. Owner: General Fund
Acreage: 81.55
Acquired in 1998 from Stadium Authority
(Previously acquired in 1960's by City for Stadium use, transferred to Stadium Authority, then transferred to County, and then transferred back to Stadium Authority. City leased from Stadium Authority until bonds were paid off, then it was quitclaimed back to City.
Current Designation: Spectator Facility

2. Owner: Water
Acreage: 117 acres, of which approximately 80 acres are in use for Stadium area. Acquired in 1904 for "Mission Valley Pumping"
Current Designation: Spectator Facility

Per Steve Shushan at Stadium, Water was paid $15,000 a year until old bonds were retired in 1996.

3. Owner: Water
Acreage: 3.87 acres.
Acquired in 1905 for water reservoir
Current Designation: Lease

* Leased to:
University Ford
Use: New Car Storage
Term: 5/1/01 - 4/30/04
Revenue: FY01 - $ 15,000
FY02 - $115,000 YTD

4. Owner: Water
Acreage: 15.36 acres
Acquired in 1905 for water reservoir
Current Designation: Floodway (?)

5. Owner: Water
Acreage: 1.75 acres
Acquired in 1915 for water reservoir Current
Designation: Floodway (?)

* Leased to:
US Fish & Wildlife
Use: Wetlands Habitat
Term: Effective 8/3/81 - Month to Month - Restricts use of property
(Also covers other properties in area)
Revenue: none

6&7. Owner: MWWD
Acreage: 14.32
Acquired in 1904 for Mission Valley Pumping
Transferred to MWWD in 1995 (for approx. $7 million)
Current Designation: Water Reclamation Plant

* Leased to:
YMCA
Use: Skateboard Park Term:
Revenue: FY02 YTD: $1,203.62
FY01: $2,936.28

8. Owner: MWWD
Acreage: 0.683
Acquired in 1978 by Water
Transferred to MWWD in 1995 (same as 6 & 7)
Current Designation: Water Reclamation Plant

9. Owner: General Fund
Acreage: 3.493
Acquired in 1967
Current Designation: Flood Channel

10. Owner: General Fund
Acreage: 0.902
Acquired in 1966
Current Designation: Flood Channel

11&12.
Owner: General Fund
Acreage: 2.6
Acquired in 1966 for Stadium
Current Designation: Drainage Channel

13. Owner: General City
Acreage: 2 acres
Acquired in 1999 for library
Current Designation: Library

14. Owner: General City
Acreage: 13.82
Acquired in 1966 for Stadium
Current Designation: Hold for Future, Stadium Adjunct

15. Owner: General City
Acreage: 2.74
Acquired in 1969 for streets, slopes, etc.
Current Designation: Hold for Future Use

Site Statistics (from Stadium web page):

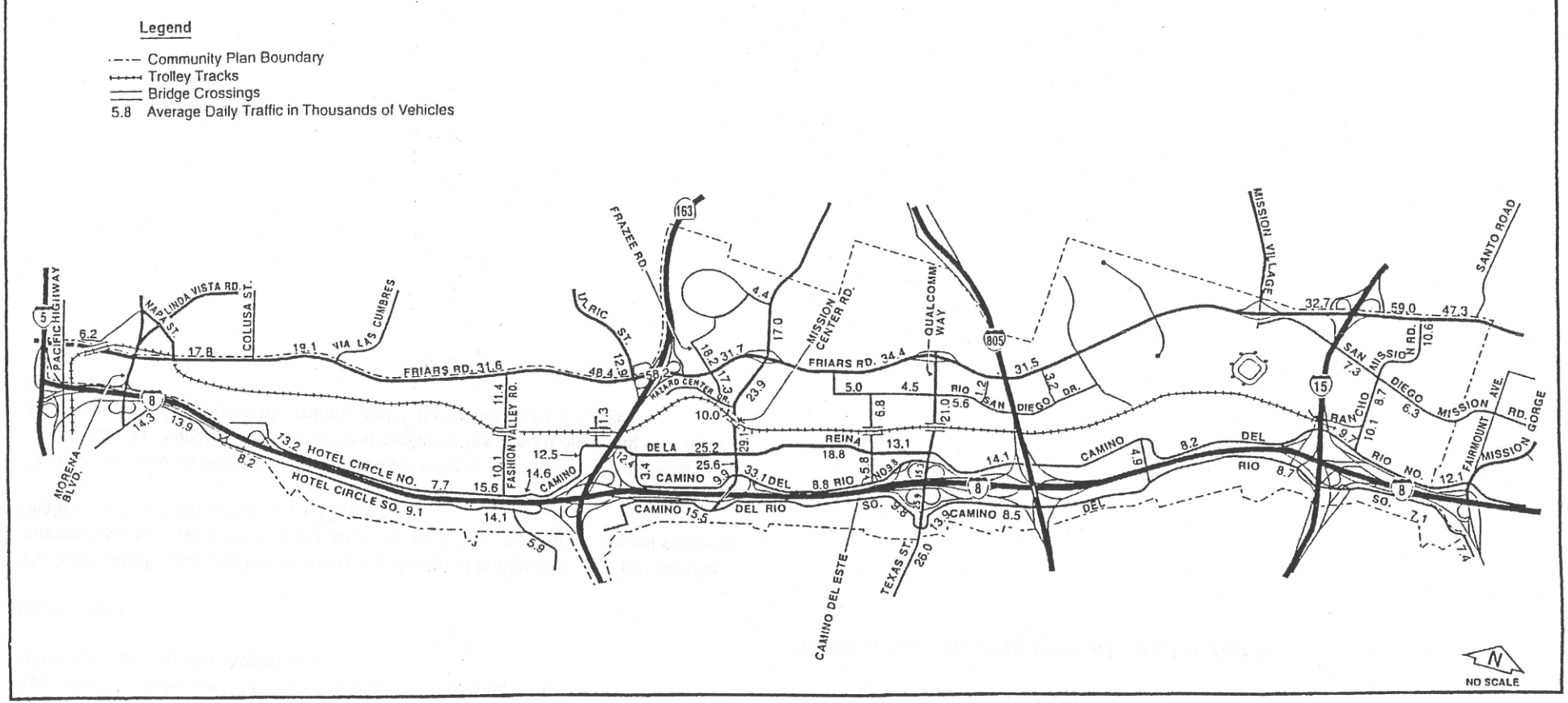
Site Area	166 acres
Parking Lot	122 acres
Stadium	15 acres
Streets	15 acres
Drainage	4 acres
Landscape Areas, Slope Areas:	10 acres
Practice Field	4.3 acres
Stadium Field	3.4 acres (natural grass)
Sod Farm:	0.5 acre

DRAFT

Mission Valley Circulation Study
Volume I
Existing Conditions Report

Prepared by
City of San Diego
Transportation Planning Section

April 2001



Mission Valley Circulation Study
Existing Conditions Report
City of San Diego • Planning Department
Transportation Planning Section

Average Daily Traffic Volumes

Figure 3

4/21/00 JAA
MV2mvEX.cond /
as condbase

Street Segments

For urbanized areas in the city, including Mission Valley, street segments operating at level of service E or F are considered to be congested.

Table I includes the level of service criteria for street segments. A listing of street segments perceived to experience congestion based on City standards, are shown in Table 2.

Figure 7 depicts street segments where existing traffic volumes exceed the carrying capacity of their classifications beyond level of service D (i.e., LOS E and F).

Appendix A is Traffic Volume History for streets in Mission Valley. The hourly breakdown of daily traffic is illustrated in Appendix B.

Appendix C includes the P.M. Peak Volumes. The summary of freeway ramp volumes are presented in Appendix D.

Intersections

The locations of signalized intersections are identified in Figure 4. The intersection lane configurations with the mid-day and P.M. peak hour turning movement volumes (highest peak periods) are shown in Figure 5.

Capacity and level of service were analyzed for twenty-four intersections. Level of service (LOS) is a qualitative measure that describes the overall operating efficiency and conditions relative to traffic volume and delay experienced at a given intersection.

The LOS is ranked from A (free flow) with little or no delay to F (forced flow) with severe overall delay experienced by motorists. The intersection evaluation criteria is described in detail in Appendix E. This appendix also includes the intersection level of service calculations. A listing of Approved Transportaion Improvements Projects appears in Appendix F. Figure 6 shows the locations of the study area intersections. Shown in Table 3 are the mid-day and P.M. peak hour LOS and average vehicle delay for the intersections.

Our analysis indicated that five intersections experience high levels of congestion (level of service E or F). These intersections are:

Friars Road at the northbound State Route 163 on-ramp
Friars Road at Frazee Road
Friars Road at the southbound Interstate 15 on-/off-ramps
Qualcomm Way at Camino De La Reina/Camino Del Rio North
Camino Del Rio South at Texas Street.

The above intersections are shown in Figure 7 on page 16.

TABLE 2

CONGESTED STREET SEGMENTS

STREET	SEGMENT	LOS
Camino de la Reina	Avenida del Rio - Camino de la Siesta	F
	Avenida del Rio - Hotel Circle North	F
Camino del Rio North	Camino Del Arroyo - Mission Center Road	F
	Mission City Parkway - Qualcomm Way	E
	West of Ward Road	E
Camino del Rio South	West of Fairmount Avenue	E
	Sheidler Way -1-15	E
	West of 1-805	E
	East of Texas Street	F
Frazee Road	North of Friars Road	F
	South of Friars Road	F
Friars Road	Rancho Mission Road - Santo Road	E
	Rancho Mission Road - I-15	F
	West of Uric Street	F
	SR 163 overcrossing - Frazee Road	F
Hotel Circle North	West of Camino de La Reina	E
	Fashion Valley - 1-8 ramps	E
	100' east of Taylor Street bridge	F
Hotel Circle South	East of 1-8 ramps	F
	West of I-8 ramps	F
San Diego Mission Road	1000' west of Rancho Mission Road	E
Taylor Street	Morena Boulevard - Presidio Drive	E
	East of Presidio Drive	F

TABLE 3

INTERSECTION LEVEL OF SERVICE

No.[1]	Intersection	Mid Day Peak Hour		P.M. Peak Hour	
		LOS	Delay (Sec./Veh.)	LOS	Delay (Sec./Veh.)
I	Camino de la Reina/Avenida del Rio	B	7.1	B	8.6
2	Camino do la Reina/Mission Center Road	D	32.7	D	29.1
3	Camino de la Reina/Camino del Este	C	17.5	B	14.1
4	Camino de la Reina/Qualcomrn Way	C	24.1	E	48.1
5	Camino del Rio N./Mission Center Road	C	24.5	D	31.3
6	Camino del Rio N./I-8 Westbound Ramps	C	20.3	C	19.4
7	Camino del Rio N./Camino del Este	B	10.0	B	8.9
8	Camino del Rio N./Qualcomm Way	C	20.5	C	19.7
9	Camino del Rio N./Mission City Parkway	B	6.5	B	5.7
10	Camino del Rio S./Auto Circle/Mission Center Road	C	24.7	D	37.5
I I	Camino del Rio S./Texas Street	D	34.2.	E	40.3
12	Friars Road/Napa Street	B	6.9	B	7.8
13	Friars Road/Fashion Valley Road	B	13.2	D	26.9
14	Friars Road/Nordstroms Driveway	B	13.7	B	12.7
15	Friars Road/Robinsons Driveway	B	12.2	C	24.5
16	Friars Road/Ulric Street/SR-163 Southbound Ramps	C	18.3	D	28.0
17	Friars Road/SR-163 Northbound On Ramp	B	14.7	E	54.1[2]
18	Friars Road/Frazee Road	F	66.0[2]	F	75.3[2]
19	Friars Road/1-15 Southbound Ramps	B	10. 1	F	67.0[2]
20	Friars Road/I- l5 Northbound On Ramp	B	5.4	B	5.6
21	Friars Road/Rancho Mission Road	B	7.9	D	27.3
22	Mission Center Road/Hazard Center Dirve	C	22.0	C	25.0
23	Mission Center Road/I-8 Eastbound Ramps	C	23.5	D	35.1
24	Qualcomm Way/Rio San Diego Drive	B	14-4	C	15.1

1. See Figure 6
2. Based on values from *Signal 94* software