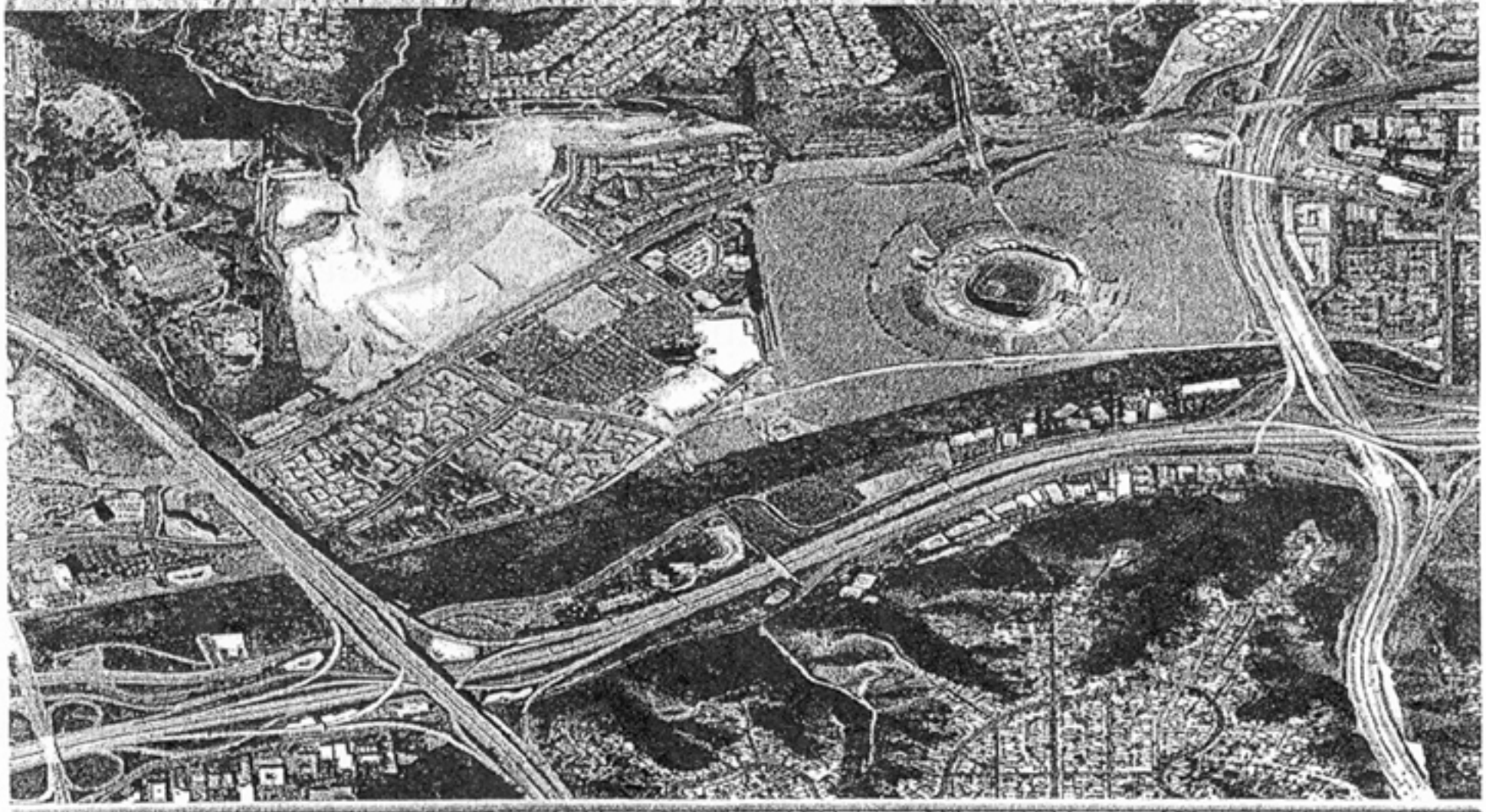
Joint Presentation of the Mission Valley Unified Planning Committee and the Mission Valley Community Council BofD



Appendix J

Joint Presentation of the
Mission Valley Unified Planning Committee
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- Introduction
  - Mission Valley Unified Planning Committee
  - Mission Valley Community Council Board of Directors (B of D)
  - Presentation Preview
- Concerns/Issues Relative to the Presentation by the San Diego Chargers
  - Community Plan/Types of Land Use
  - Traffic
  - Parking
  - Community Park
  - River Environment
  - Increased Public Access
  - Use of Public Art and Landscaping
  - Indirect and Other Stadium Use
- Summary

- Mission Valley Community Plan/Planned District Ordinance (PDO)

Size: 158 acres vs. 166 acres in Chargers' proposal
(*about 7% of Mission Valley*)
One of 3 large areas remaining for development

Land Uses: Commercial-Recreation
Park or other community facilities
(*community is deficient by about 50 acres in park lands*)

Development Intensity per PDO:
Development Intensity District (DID) "L"
45 du/acre/MVR-3 (if residential use proposed)

Traffic Intensity per PDO: 140 - 267 ADT/acre (22,120 - 42,186 based on a site of 158 acres vs. an estimate of 23,300-67,750 resulting from Chargers' proposal)

- Types of Land Uses to Consider in Re-use/ Redevelopment
  - ✓ Mixed Use
  - ✓ Residential (including low cost)
  - ✓ Eating Establishments, with outdoor eating areas
  - ✓ Visitor Serving Uses (hotels?)
  - – Senior Housing
  - – Amphitheater
  - – Childcare Facility
  - – Public Places
  - – Design as a walkable development

- Traffic
  - A thorough and detailed evaluation of the impact of the basic proposal on traffic in all of Mission Valley during planned events and daily operations should be the initial step in the planning process
  - Traffic mitigation required as a result of proposed development should be completed commensurate with development.
  - Construction of the Mission City Parkway Bridge to include vehicle, bicycle and pedestrian lanes should be completed commensurate with the first phase of the development
  - Freeway access directly in to and out of the stadium should be part of the mitigation plan

- Parking
  - The amount of vehicle parking on-site should be XXXXXX
  - The Developer(s) should be required to negotiate arrangements with office owners in the area (both sides of the River and Interstate 8) for high volume events. Nearby and future on-site residential and commercial areas should not be used to accommodate event parking.
  - The Developer(s) should provide shuttle services from the satellite locations for high volume events
  - Parking lots and structures should meet the aesthetic and architectural standards of Mission Valley

- Community Park
  - Any development must include a community park designed and developed in harmony and cooperation with the planning efforts of the San Diego River Coalition
  - The park must meet the requirements of the Mission Valley Community Plan, and the San Diego Parks and Recreation standards
  - The development should include a Nature/Interpretative Center
  - The development should include easy access to the park by vehicles, bicycles, and pedestrians
  - The inclusion of an amphitheater is highly desirable to accommodate small concerts and presentations
  - The park development should include efforts to restore native habitat and wildlife

- River Environment
  - The developer(s) of site should provide financial support to the restoration of the river environment adjacent to the Qualcomm site
  - The design of the development should have as a priority consideration the incorporation of the River
    - Visual
    - Physical
    - Aesthetic
  - Clearly Defined Public Access (Pedestrian Friendly)
    - Public access through the development to the River and Park should be provided by the developer(s)

- Use of Public Art and Landscaping
  - Recommend the incorporation of the art of the Native American and Historical components of the San Diego Area throughout the development
  - Recommend the incorporation of Xeriscape landscaping throughout the development
- Indirect and Other Stadium Uses
  - Recommend serious consideration of where such activities as Tailgating, Racing, etc. would be moved to as a result of the development

- Summary
  - Consistency with the Community Plan and the PDO
    - Density
    - Traffic
    - Parking
    - Park
  - EIR
    - Tank Farm
    - Floodway/Plain
    - River Habitat
  - Cart before the Horse

Joint Presentation of the
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Mission Valley Community Council

"Any redevelopment of the Qualcomm Stadium Site provides a "once in a lifetime" opportunity to capture our historic ties to the San Diego River as a ribbon of life for our community"

- San Diego River Park Foundation

Excerpts from
Mission Valley Community Plan

PUBLIC FACILITIES

San Diego Jack Murphy Stadium:

Although San Diego Jack Murphy Stadium may be categorized as a commercial-recreational use, it Is worthy of separate discussion as a public facility because of its function, uniqueness, size and impact on the Mission Valley.

The stadium was constructed in 1967 on its 158-acre site at a cost of $27,500,000. It currently (1984) has a seating capacity of about 60,000. Parking is available for approximately 17,000 private vehicles and 300 buses. The recent expansion (1984) of the stadium's seating capacity and any future expansion of the seating capacity will require, at the very minimum, an increased emphasis on the use of buses and a de-emphasis on private automobiles in order to reduce problems of traffic congestion and poor air quality. Any expansion or addition of commercial activities other than those related to normal stadium events, must comply with the development Intensity, limitations described in the traffic forecast and the Development Intensity Element of this community plan.

An economic feasibility study is being conducted by The City of San Diego Property Department to determine how City-owned property (the stadium as well as other properties located between Stadium Way and 1-15) might be developed or redeveloped In the future. For purposes of this plan, all publicly owned properties must be retained for the needed community facilities, until It can be shown that these properties are no longer required. In the event there is a surplus of publicly owned land after all of the needed community facilities have been provided,, the findings and recommendations of this study should be considered, provided they comply with the goals of this plan and the development intensity and land uses proposed for this area.

OBJECTIVE

- Provide and maintain a high level of service for the full range of community facilities necessary in an urbanized area.

PROPOSALS

- Provide Improvements In the level of service of community facilities as residential population and development intensity increase In the Valley.

- Maintain existing facilities, or expand as needed, to keep an adequate level of service.

- Provide new school facilities or access to existing facilities as considered necessary by the school district.

DEVELOPMENT GUIDELINES

- Construct anew fire station (No. 2) in Mission Valley, located north of 1-8 and east of I-805 to improve response time to anticipated development in the community. Land acquisition and design are scheduled In the City's capital improvement budget.

- Enlarge existing trunk sewer lines and water lines in the Valley to handle the capacities anticipated with future development.

- Emphasize crime prevention, community relations, and crime-inhibiting design principles in new development in all parts of Mission Valley.

- Before publicly owned land is used for non-public activity, it should be reviewed and determined to be not necessary for public use.

- An agreement should be reached between the San Diego City School District and the developers of residential projects regarding the provision of private funds for school facilities and for access to existing facilities. If considered necessary by the school district, it should be a condition of approval of future subdivision maps. Access could mean the provision of transportation to schools on the part of individual residential development projects.

- Maximize the use of school facilities should be maximized by encouraging use of the recreational facilities, sports fields, libraries and meeting rooms for a variety of activities by the community at large.

WATER RECLAMATION PLANT

An 18-acre site north of Interstate 8 and east of Mission City Parkway is identified for development with a water reclamation plan. The plant is proposed to operate in conjunction with several other regional reclamation facilities to be constructed for the City's Clean Water Program. The facilities will serve to provide secondary treatment of wastewater discharged to the ocean; achieve the maximum amount of water reclamation possible to minimize dependence upon imported water supplies; and accommodate future increases in wastewater flows.

PARKS AND RECREATION

Mission Valley is primarily an urbanized commercial center. As such, there are no public parks currently located within the community. Two resource-based parks border the community and are readily accessible by automobile and bicycle. These are Presidio Park, located In Old San Diego at the western end of the Valley, and Mission Bay Park, also located just west of the Valley. A third resource-based park, Mission Trails Regional Park, is located northeast of the Valley, accessible through Mission Gorge.

The City of San Diego leases out land for two recreational facilities. One is Sefton Little League Field, located at 2605 Hotel Circle Place. The other is the outdoor sports facility abutting the San Diego Jack Murphy Stadium parking lot. The latter facility is used exclusively by the San Diego Chargers football team during football season, but Is made available to other sports organizations during the rest of the year.

The greenbelt formed by the San Diego River corridor provides both visual and physical relief from the existing urban development.

The major concentrations of residential development in the community are located at the western and eastern ends of the Valley. A new YMCA (Young Men's Christian Association) facility was recently completed at the western end of the Valley on Friars Road. This facility (developed on leased City-owned land) provides both-indoor and outdoor recreational opportunities In a park-like setting along the river. A private health club provides indoor recreational facilities at the eastern end of the Valley, on Rancho Mission Road near the river. Another private health club provides similar facilities in the western end of the valley, on Hotel Circle South. The need for active and passive recreational opportunities will increase as residential development increases in the Valley.

The projected residential population indicates a need for active recreational park facilities in addition to what is currently provided by the YMCA, Sefton Little League Field, and the bicycle and pedestrian paths proposed along the river. Each residential project developer In the community shall be responsible for the provision of private recreational facilities (neighborhood parks) In accordance with the standards of the Progress Guide and General Plan for the use of the project residents and their guests. These facilities may include any of an extensive inventory of facilities including tennis courts, pools, jacuzzi, picnic/-barbecue areas, and lawns and landscaped areas. This will permit flexible development of recreational facilities and activity centers in keeping with the needs and interests of various groups in different areas. This concept applies to all residential unit developers within the community planning area to ensure that each resident has adequate recreational facilities. The provision and maintenance of these private ,recreational facilities should be assured through deed restriction on each individual dwelling unit, a Conditions, Covenants, and Restrictions (CC&R) agreement, or other similar means.

Two park like facilities will be provided on City-owned land in Mission Valley. One site will be located in the vicinity of San Diego Jack Murphy Stadium. The other will be located in the western area in the vicinity of the existing YMCA. A pedestrian connection will be available between the two facilities through the open space linkage system to be established along the river corridor.

OBJECTIVE

- Provide adequate park and recreation areas for the use of Mission Valley residents in accordance with the Progress Guide and General Plan for The City of San Diego.

PROPOSALS

- Utilize the San Diego River corridor for passive recreation.
- Coordinate with private recreational facilities and commercial interests so that the private facilities complement and supplement the public recreational system.

- Neighborhood parks should be provided within, and as part of, new residential projects.

- Provide a community park in the vicinity of the San Diego Jack Murphy Stadium. Because of the potential expense of land purchase at this site, it will be necessary to find means of financing the facility with other than the standard park fee program, which in its present form cannot guarantee the minimum funding for such a facility.

- The community park in the vicinity of the stadium should be developed as an active park, oriented to organized sports.

- Provide a neighborhood park in the vicinity of the YMCA development in the western portion of the valley. This park development must comply with requirements of the wetlands management plan. Primary consideration for park development, Including playing fields, should be given to the City property south of the YMCA currently being used by the Presidio Little League.

- Expand the existing sports facility abutting the stadium parking lot.

DEVELOPMENT GUIDELINES

- Combine appropriate passive recreational use of wildlife and/or wetland conservation areas and water resources.

- Develop a continuous pedestrian walkway and bikeway along the river in accordance with the guidelines of the Wetlands Management Plan.

- Develop all park and recreational facilities in accordance with the guidelines included in the Progress Guide and General Plan.

- Provide the necessary neighborhood park facilities through private development.

- Utilize a variety of methods to finance the development of a community park In the vicinity of the San Diego Jack Murphy Stadium. The specific financing method should be established in conjunction with the land use implementation ordinance and public facilities Implementation package* to follow the approval of this plan. Methods to assess as part of this Implementation program include: increase in park fees, incorporation into a valley-wide public facilities assessment district, establishment of a separate park improvements assessment district, Incorporation into a facilities benefit financing program (FBA), financing as a condition of approval of any San Diego Jack Murphy Stadium reuse program; and/or other means found feasible during the implementation studies.

- Utilize a variety of methods to finance the development of a neighborhood park in the western area of the San Diego River floodway In conjunction with YMCA improvements. A joint use facility should be pursued at this site. Such facility would provide additional playground area at the YMCA site. The YMCA should manage and maintain the site as part of a joint use program. Improvements on this facility are minimal and could probably be funded through a combination of existing community park funds, the YMCA, assessment districts, (FBA), and any other method identified during the implement-studies of this plan.

OPEN SPACE LINKAGE SYSTEM

The three previously discussed sub-elements (San Diego River, Hillsides, Park and Recreation) provide important components of the Open Space Element. However, it is equally important that a relationship be established between these sub-elements. This relationship can be established through the open space linkage system which is a summation of the other subelements. In essence, the San Diego River, the hillsides, and the public and private recreational facilities create a physical and visual open space element and the open space linkage system binds them together.

OBJECTIVE

- Link the various sub-elements of the San Diego system into a visually and physically cohesive unit.

Excerpts from
Mission Valley Planned District Ordinance

§103.2105 Development Intensity Overlay District

(a) Purpose

It is the purpose of this overlay district to limit development intensity to the levels allowed under the adopted community plan.

(b) Boundaries

The Development Intensity Overlay District covers the entire Mission Valley community planning area and that portion of the Linda Vista community adjacent to Friars Road (see map, Appendix D). This overlay district is composed of three traffic areas (Area 1, Area 2, and Area 3) and thirteen traffic districts (DIDs A-M).

(c) Development Intensity Determination

(1) Development intensity shall be limited by the number of average daily trips (ADT) generated by the existing and proposed land uses of any development proposal.

(2) Development Intensity Factors (see Table II for Section 103.2105) will be used to calculate the number of ADTs generated by any given land use. In order for trip generation rates listed in Table II for Section 103.2105 to change, they must be amended in this document.

(3) For land uses listed in Table II for Section 103.2105, the development intensity of each project shall be determined, in accordance with the provisions of this planned district during permit review.

(4) For land uses not listed in Table II for Section 103.2105, the document entitled "Definitions of Land Use Categories" shall be the basis for determinations by the City Manager regarding interpretation of the land uses and development intensity of each project. This document is on file in the Transportion and Traffic Engineering Division of the Engineering Department of The City of San Diego.

(d) Development Intensity Thresholds

(1) Threshold 1 - Ministerial Mission Valley Development Permits. Threshold 1 allocations are delineated by Area 1, Area 2, and Area 3 as described below (see map Appendix D). The ADTs assigned to these

three areas represent the per acre traffic levels allowed under the adopted community plan based on the existing Mission Valley street system. Projects which would generate average daily trips below the level established by Threshold 1 shall be processed ministerially under this planned district if the criteria of Section 103.2104(c) are met.

(A) Area 1 - 150 ADT per gross acre for projects in the area lying north of the center line of Interstate 8, and west of the center line of State Route 163 except for any project lying within a "steep hillside" as defined in Land Development Code Section 113.0103. Land acreage within a "steep hillside" shall not be used to calculate the ADT allocation.

(B) Area 2 - 140 ADT per gross acre for projects in the area lying north of the center line of Interstate 8 and east of the center line of State Route 163, except for any project lying within the steep hillsides as stated in Section 103.2105(d)(1)(A).

(C) Area 3 - 200 ADT per gross acre for projects in the area lying south of the cente rline of Interstate 8 except for any project lying within the steep hillsides as stated in Section 103.2105(d)(1)(A).

(2) Threshold 2 - Discretionary Mission Valley Development Permit.

(A) Threshold 2 allocations are delineated by 13 Development Intensity Districts (DID) as set forth on Table I for Section 103.1605 below and shown on Appendix D. Any new project, or addition to an existing project which would cause the entire site to generate traffic in excess of that provided by Threshold 1 but not exceeding the limits established by Threshold 2 shall be processed as a discretionary Mission Valley Development Permit.

(B) LRT Bonus - the "Hearing Officer" may permit increased development over the DID allocation along the light rail transit corridor where the project site design reflects the proximity to an LRT station through placement of pedestrian paths, pedestrian signage, building orientation or other means, and any portion of the proposed structure(s) that would receive the density bonus is located within 1,500 feet of an LRT station.

TABLE I FOR SECTION 103.2105
DEVELOPMENT INTENSITY DISTRICTS

	Trips Per Gross Acre	
District	**Threshold 1**	**Threshold**
A	150*	338*
B	150	263
C	150*	417*
D	200*	380
E	140*	353*
F	140*	140*
G	140	344
H	140	323
I	140	571
J	200*	671*
K	200*	424*
L	140	267
M	140	157

* Excluding acreage within steep hillsides.

(3) Traffic in Excess of Threshold 2 - Mission Valley Development Permit and Community Plan Amendment or Exception

(A) Any new project, or addition to an existing project which would cause the entire site to generate traffic in excess of the traffic allocations established by Threshold 2, shall be processed as a community plan amendment and satisfy the following submittal requirements in addition to those of the Mission Valley Development Permit:

(i) A traffic study shall be prepared identifying the traffic impacts and mitigation required by the project.

(ii) An environmental study shall be prepared in accordance with CEQA.

(B) Exceptions to the allocations established by Threshold 2 may be approved, conditionally approved or denied by a Hearing Officer in accordance with Process Three. The Hearing Officer's decision may be appealed to the Planning Commission in accordance with Land Development Code Section 112.0506. The Hearing Officer may approve an exception on a limited basis, without processing a community plan amendment when all of the following findings can be made:

(i) The increase in traffic generated by the proposed development will not lower, by any increment, the level of service of affected streets and freeways from what was anticipated in the community plan; and

(ii) Accommodation of the traffic generated by the proposed development will not alter the circulation network identified in the adopted Mission Valley Community Plan; and

(iii) An approved light rail transit or other regional or intra-valley public transit system station is identified within 1500 feet of any portion of the proposed structure that would receive the density bonus; and

(iv) All other public facilities can accommodate the increased intensity in land use; and

(v) The increased intensity in land use does not adversely affect access to, views of, or preservation of community plan identified open space areas.

TABLE II FOR SECTION 103.2105
DEVELOPMENT INTENSITY FACTORS

Abbreviations:	
du	**dwelling units**
sq.ft gfa	**square feet of gross floor area**
	Rate/Units
Residential	
Single-family	10 trips per d.u.
Multi-family (under 30 du/ac)	8 trips per d.u.
Multi-family (30 or more du/ac)	6 trips per d.u.
Offices	
Commercial Office (under 100,000 sq. ft. gfa)	20 trips/1000 sq.ft. gfa
Commercial Office (100,000 or more sq. ft. gfa)	16 trips/1000 sq.ft. gfa
Retail	
Neighborhood Shopping Center (under 100,000 sq. ft. gfa)	60 trips/1000 sq.ft. gfa
Community Shopping Center *(100,000 - 225,000 sq. ft. gfa)	49 trips/1000 sq.ft. gfa
Regional Shopping Center	
(over 1,250,000 sq. ft. gfa)	25 trips/1000 sq.ft. gfa
(1,000,000-1,250,000 sq.ft. gfa)	30 trips/1000 sq.ft. gfa
(500,000-1,000,000 sq.ft. gfa)	32 trips/1000 sq.ft. gfa
(225,000-500,000 sq.ft. gfa)	51 trips/1000 sq.ft. gfa
*Freestanding Retail/Strip Commercial	40 trips/1000 sq.ft. gfa

Abbreviations:	
du	**dwelling units**
sq.ft gfa	**square feet of gross floor area**
	Rate/Units
Restaurants	40 trips/1000 sq.ft. gfa
Hotel/Motel	8 trips/room
Automobile Dealer	30 trips/1000 sq.ft. gfa building area
Health Club	45 trips/1000 sq.ft. gfa
Rental Storage	2 trips/1000 sq.ft. gfa
Industry	
Small Industry (under 100,000 sq.ft. gfa)	14 trips/1000 sq.ft. gfa
Large Industry (100,000 or more sq.ft. gfa)	8 trips/1000 sq.ft. gfa
Small Industrial/Business Park (under 100,000 sq.ft. gfa)	18 trips/1000 sq.ft. gfa
Convalescent Hospital	3 trips/bed
Four-year College	2.8 trips/student
High School	1.5 trips/student
Jr. High School	1.0 trips/student
Elementary School	1.4 trips/student

(Amended 4-7-1998 by O-18490 N.S.; effective 1-1-2000.)

(3) Northern Slopes:

(A) Develop near the base of the slope. Building height and setbacks should be designed to create a band of visible open slope areas landscaped according to Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations) between the ridge line and building roofs that mirror the greenbelt effect of the southern hillsides.

(B) Development beyond the base of the hillsides should be low in profile.

(C) Adapt building and parking areas to the terrain. Minimize the visual impact of buildings by terracing them up or down a slope, providing view corridors through them and terracing outdoor deck areas.

(D) Sharp angular land forms should be rounded and smoothed to blend with the natural terrain.

(E) Control runoff from construction sites.

(F) Control erosion by minimizing the area of slope disturbance and coordinating the timing of grading, resurfacing, and landscaping where disturbance does occur.

(G) Revegetate graded slopes in accordance with Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations).

(Amended 4-7-1998 by O-18490 N.S.; effective 1-1-2000.)

§103.2108 Residential Zones (MVR-1, MVR-2, MVR-3, MVR-4, MVR-5)

(a) Purpose

To provide for multiple-family residential development that meets community plan design guidelines at densities consistent with the Development Intensity Overlay District. These regulations are intended to create architectural interest and usable exterior open areas in residential developments.

(b) Permitted Uses

No building or improvement, or portion there of, shall be erected, constructed, converted, established, altered or enlarged, nor shall any premise be used except for one or more of the uses listed for applicable zones in Appendix A. Neighborhood serving commercial uses as shown in Land Development Code Section 131.0522 (CN zones) may occupy up to 25 percent of the ground floor area of residential developments in the MVR-4 and MVR-5 zones.

(c) Density Regulations

Maximum residential density is based on the Mission Valley Development Intensity District trip allocation (see Section 103.2105) and expressed in dwelling units per gross acre (du/ac), exclusive of Hillside Review acreage, as follows:

TABLE I FOR SECTION 103.2108

Zone	**Residentially Designated Land Within Development Intensity District**	**Maximum Density**	**Minimum Lot Area (SF) unit**
MVR-1	F	18 du/ac	2420
MVR-2	M	20 du/ac	2178
MVR-3	L	45 du/ac	968
MVR-4	A/B	56 du/ac	777
MVR-4	G	57 du/ac	764

Preliminary Park Needs Calculations
City of San Diego Parks and Recreation Department

6-3-UL
Stan Frye

PARK NEEDS

MISSION VALLEY
SANDAG FORECAST 10 - YEAR 2020 - POPULATION 26,065

Required Useable Park Acreage

26,065 X 2.8/1000	= 72.98	
SCHOOL CREDIT	= - 0 -	
FSDRIP CREDIT	= 18.25	Per council Direction 25% of required acreage is provided by FSDRIP

Balance Useable Acreage Required = 54.73

Existing Parks/Leases	TOTAL	USEABLE	DEVEL
SEFTON FIELD	5.50	3.50	3.50
Total Useable Acres Existing		3.50	
Total Required Acreage		54.73	
Total Useable Acreage SHORTFALL		51.23	
Potential Parks			
Mission Valley (YMCA)?		10.00	
Fire Station Mini-Park		0.25	
Park Remaining Useable Acreage SHORTFALL		40.98	

LAND ACQUISITION

51.23 acres @ $ 1,000,000/acre	=$ 51,230,000

RECREATION BUILDING

1.043 @ $ 3,000,000	=$ 3,127,800

SWIMMING POOL

0.502 @ S 3,000,000	
CREDIT=$ 1,000,000 (YMCA)?	=$ 1,563,900

DESIGN AND CONSTRUCT

51.23 @ $250,000/acre	=$ 12,807,500
TOTAL COSTS	=$ 68,729,200

Presentation of the Serra Mesa Planning Group to the Task Force on Charger Issues

Land Use Comments Regarding Preliminary Proposal

January 30, 2003

Opening

Good evening Chairman Watson, members of the Task Force. My name is Gary Rotto and I serve as the chair of the Serra Mesa Planning Group. I had the pleasure of addressing the Facilities and Redevelopment Subcommittee, chaired by Vice- Chair Nikki Clay, several months ago and noting some of the concerns that we have as the closest primarily residential community to the Stadium.

We greatly appreciate the invitation from Mr. Watson to testify before the Task Force and share some of our observations based on the preliminary proposal presented by the Chargers. I echo the comments of the Mission Valley Planning Group: your dedication and time spent as volunteers working on this issue are greatly appreciated by all of us.

I must begin by noting that our presentation this evening implies neither support for nor opposition to the proposal to build a new stadium with additional development at this site. We reserve the right to take a formal position at a later time both as a group as well as individuals.

That said, we will focus our presentation on potential impacts in Serra Mesa of this preliminary proposal and raise some questions that we hope will be addressed as this process moves forward.

While Janet Miller and I will be making the presentation this evening, the work of many members of the planning group went into the preparation of our presentation. The other members will be available to assist in answering questions at the conclusion of our presentation. To save time, I will not ask them to stand, but will call upon them for additional comments based upon your questions.

In brief, our community is roughly bounded by Aero Drive on the north, I-15 on the East, SR 163 on the West and Friars Road at the South. So frequently, event attendees may get off 805 at Murray Ridge Road and continue down and around Greyling/Gramercy to Mission Village Drive and into the stadium or from 163 or 15 to Aero, down Ruffin to Mission Village Drive.

Our bottomline concern is that any proposal for additional development at this site must include the real costs for infrastructure improvements and

maintenance. In the current proposal from the Chargers, the importance of Mission Village Drive as primary entry to the Qualcomm Stadium site increases greatly.

Traffic Issues

We believe that any planned development in our area – whether at Qualcomm Stadium or other area developments – must learn from the mistakes at Stonecrest, where traffic flow has sunk the Level F for many times of the day and even on weekends.

Gameday events aggravate the situation and intensive uses at the Stadium site will add to the daily traffic load at this intersection and throughout the area. Imagine these flows continuing through Serra Mesa as people attempt to reach the Stadium site from the North. Serra Mesa streets were never designed for this intensive use, and will deteriorate even more rapidly than now. While Ms. Boekamp presented information on the traffic flows in the area, they were based upon 1999 data. Because of significant development in the area, the flows have changed and we ask that an updated traffic study be conducted. Several additional developments are coming on line which straddle our communities.

One can not get around the fact that extensive, expensive and time consuming changes will have to be made to the existing infrastructure for it to be able to support planned or approved growth.

Parking issues

For any large stadium events, parking in Serra Mesa neighborhood streets at the top of Mission Village Drive continues as a problem. Residents find that sports fans who are unable to find parking at the Stadium will park in every possible space, including around curves and in residents' driveways.

The City says they cannot prohibit anyone from parking on city streets, but those people who park illegally are rarely ticketed or towed. Even with the 18,000 dedicated parking spots currently available at Qualcomm, parking can be inadequate. Taking dedicated spaces away and not increasing access to public transit, in particular, increasing parking access at other trolley

stops, will create parking problems in our community and around transit stops.

Joint-Use of the Qualcomm Site

If fans will be encouraged to park at SDSU when that trolley terminal comes on line, it won't take long for SDSU students to realize that the traffic flow is a two-way street. Many SDSU students will take advantage of the available parking in the mornings at Qualcomm and take the trolley to State—rather than fighting the traffic and searching for an open parking spot in the University parking garages. How will the business owners in the development react to having their designated parking areas filled with student parking before 9:00am? Will students park at the top of Mission Village Drive and walk to the trolley stop? What mitigation will be necessary in the neighborhoods for a potential crush of daytime parking?

I will now ask Janet Miller to discuss environmental concerns, area schools and park & recreation issues.

Schools

Any residential development, including this proposed mixed-use development, will add school age children to the community. Since there is no school planned for the area at this time, the logical assumption is that Qualcomm-area students will attend Serra Mesa schools.

The Serra Mesa schools currently receive students from Spectrum on the north, Stonecrest on the east, and Mission Valley on the south, as well as those from the immediate area. The nearest elementary school to the Qualcomm site is Juarez, with a population of 370 students. This is very close to the top end of the effective size for an elementary school.

There are already students attending Juarez and Taft Middle School who live in the housing near Qualcomm. The transit system does not travel up Mission Village Drive and the school district does not provide bus service. Those students without private transportation are walking up the hill on uneven asphalt pavement and crossing busy intersections at Friars Rd. This creates a dangerous situation for these students, particularly the elementary age children.

Currently, Serra Mesa welcomes students from the new housing areas and can accommodate them. However, we are concerned about any new future development. Our resident student population is increasing and if a substantial increase of housing occurs in Kearny Mesa and Mission Valley, then an influx of students could create an undue burden on the Serra Mesa schools.

Here are a few of the questions that need to be asked regarding the school issue.

- What is the long-term projected student population for Mission Valley and Serra Mesa?
- How will the students from Mission Valley travel to Serra Mesa? Will there be available bus service for them? Will walking paths be established?
- How many students from Mission Valley can the Serra Mesa schools accommodate?
- The City of Villages concept emphasizes walkability. Wouldn't this include a school that students can walk to?
- Can a site be identified for a school in Mission Valley that would be out of the flood plain and meet the state education code?
- Will the fees the school district receives from development in Mission Valley be enough to build a new school if needed and will this money be available for this construction?

Since housing in Mission Valley impacts Serra Mesa schools, we would like to work with the Mission Valley community to assess this school issue and determine what is best for the children who will live in the area. We need to plan today for the future.

Parks and Recreation

Recreation is not just football. Since a recreational center hasn't been incorporated into the residential component of the proposal, many of the new residents will be using the Serra Mesa facilities and, while welcome, they will soon overtax our meager resources.

The closest park to the proposed new residential area is at Juarez Elementary

School up the hill from the stadium. This park contains ballfields, a children's play area, and a hard court area, but because this is a joint use park shared with the school district, it is only available evenings and weekends. The closest tennis court is at Murray Ridge Park, 3 miles away from the stadium area. Neither of these parks have restrooms. The community has no swimming pool.

At present, the recreation facilities in Serra Mesa are struggling to meet the needs of the neighborhood population. The existing Recreation Center building should be extensively upgraded and expanded to relieve the chronic over-use of this center. We are already challenged by other communities outside Serra Mesa using our play fields for soccer and other sports, further limiting the time our parks can be enjoyed by residents of the area. Any additional usage will place undue stress on Serra Mesa's facilities.

Environmental Impacts

As John Muir wrote "When we try to pick anything out by itself, we find it hitched to everything else in the universe".

If the preliminary development proposal is implemented, there will be substantially increased traffic to and from the Qualcomm site. As a result, more traffic is likely to pass through Serra Mesa as well. Since the open space in Serra Mesa has recently been dedicated by the City Council, adding new streets through the area's canyons to reduce congestion is not an option.

The increased traffic produces a double threat of increased air pollution. Not only will there be more cars producing pollution, but more cars create slower traffic which increases the length of time the cars are polluting the air in Serra Mesa. Over flights and fireworks for special events are already a factor, creating noise pollution as well. While the intention of moving the stadium closer to the freeway is to reduce the potential of noise pollution in the proposed Qualcomm site development, the "new" stadium is open at the north end which is directly below our community.

Serra Mesa is home to open space within the City's Multiple Species Conservation Program, notably Ruffin Canyon. Due to development, the canyons of Serra Mesa have been fragmented and disconnected from the San

Diego River, their natural biological corridor. Only the stadium area remains as an open corridor to the river.

Any proposed plan should be designed to protect the biodiversity of the Serra Mesa open space. It is a wonderful natural area in the midst of our urban development. However, without a corridor to keep it healthy, its diversity will decline. In turn, this will negatively affect the River habitat, at a time when the City is working hard to restore it. Any plan should include two things; the allowance for the flood plain of the San Diego River to protect the River Park area, and a natural corridor to connect Serra Mesa's Ruffin Canyon to the River and restore native habitat and wildlife.

The underground pollution resulting from the tank farm, as noted in the Union Tribune and the North County Times yesterday, and the cost to remediate it are other environmental issues yet to be addressed.

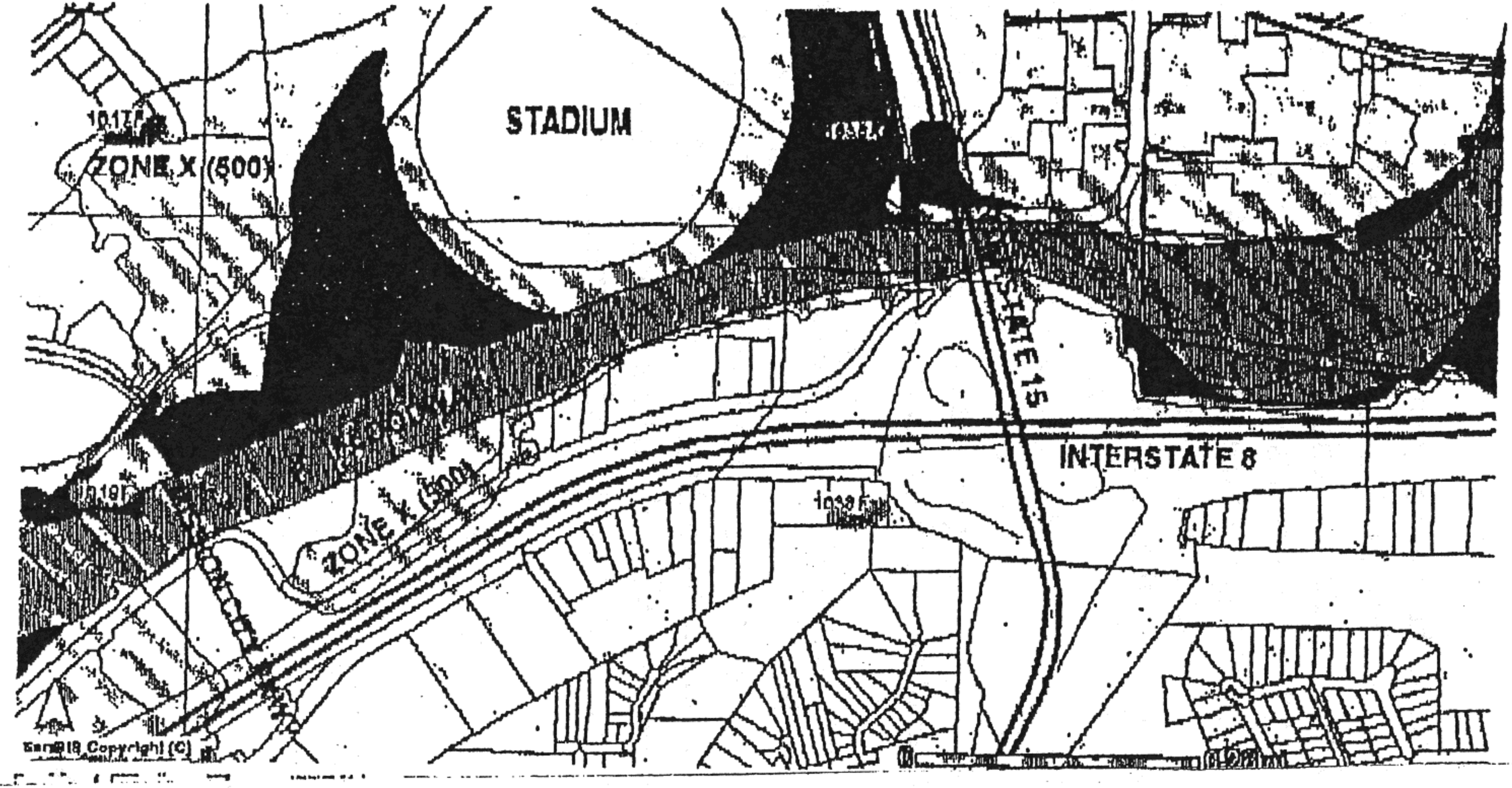
Gary will provide some closing comments on neighborhood economic impacts.

Closing

Before I close, I want to note that there are economic impacts to our community that may not be favorable. We have struggled to maintain neighborhood servicing retail and commercial services in the face of bigger and bigger retail outlets surrounding our community. Neighborhood serving retail is important to the character of our community, and older, as well as integral to fostering walkable communities and providing services not only the elderly and disabled in our neighborhoods but also to all those neighbors who don't wish to navigate the bottlenecks in Mission Valley or Stonecrest. While we lost Henry's Market, we were successful in bringing Sav-on into our community. And we hope that a mixed-use development on the site of the old Mission Village Shopping Center will be successful, but we are still working with the developer on the eventual plan. Depending on the size and type of commercial entity that becomes a part of a proposed mixed-use development at Qualcomm, our neighborhood services could be further eroded.

Clearly, there are current impacts to Serra Mesa and in the new proposal; there are increased impacts as the site is potentially in use more frequently than now. Past experience shows that we can not assume that any of the infrastructure impacts will be addressed through general fund expenditures or by other governmental entities. And impacts do include the cost of enabling the students who will reside in this potential new development to safety reach their schools. The costs for all of these impacts – whether in Mission Valley or in Serra Mesa - must be accounted for in any development proposal. Most will need to be built into a potential financing scheme. For others, we will need the Chargers and any development partners to join us in actively lobbying such entities as the School District, MTDB and SANDAG to implement infrastructure and planning improvements.

The question regarding development at the Qualcomm site must be "what is the right size"? Mr. Chairman, at the end of the last meeting and again during this meeting, you mentioned that the best use of this site might be for a community or regional park. That might very well be the best land use decision. Maybe development at the site is currently at the right size – maybe not. We must all ask, "Is it the right utilization?" Thank you.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