

## **CHAPTER 3.0**

### **PROJECT DESCRIPTION**

The City of San Diego is proposing to replace the existing 48-year-old Qualcomm Stadium with a new multiuse sports, entertainment, and recreational stadium (Project). The Project is a Capital Improvement Program (CIP) project that would require a Conditional Use Permit (CUP) and a Site Development Permit (SDP) to construct a new multi-purpose sports stadium with a permanent seating capacity of up to 68,000 seats, expanding to approximately 72,000 seats for special events, and capable of hosting NFL football games, other professional and amateur sports, entertainment, cultural and commercial events. The Project also includes demolition of the existing Qualcomm Stadium after the new stadium is constructed. The existing 166-acre Qualcomm Stadium site, located at 9449 Friars Road, is bounded by Friars Road to the north, I-15 to the east, the San Diego River to the south, and by office and commercial buildings to the west (see Figure 2-1 and Figure 2-2). The Project site is the entire 166-acre Qualcomm Stadium property with the construction of a new stadium on an approximately 17 acres in the northeast corner of the property. The Project is not proposing any new construction or construction staging within the River Influence Area of the San Diego River Park Master Plan nor any sale of any portion of the 166-acre site. The new stadium placement is shown on an aerial photograph in Figure 3-1.

It is anticipated that the new stadium would be leased or subleased through a stadium operating entity to several end-users such as the NFL San Diego Chargers (“Chargers”), for playing home games during the NFL pre-season, regular season, and post-season, and other professional, collegiate, and amateur sports, entertainment, cultural, and commercial events, including soccer games, National Collegiate Athletic Association (NCAA) football games, and other major events. The new stadium and surrounding parking would also be used for events similar to what currently occurs at Qualcomm Stadium; however, with the new stadium overall on-site activity is anticipated to increase due to an improvement in facilities. Refer to Section 3.1.4 for additional information on current and future stadium use.

### **3.1 PROJECT CHARACTERISTICS**

#### **3.1.1 New Stadium**

The new stadium would cover an area of approximately 750,000 square feet (approximately 17 acres) with an approximate floor area of 1,750,000 square feet (see Figure 3-2, Conceptual Site Plan). It is anticipated to be a steel-structured stadium that would meet all state and local seismic

standards. For design flexibility, the new stadium would have a maximum height of 250 feet above the ground surface including any lighting and architectural features on top of the structure (see Figure 3-3, Cross-section). The new stadium would be four levels and include a fixed partial roof covering a portion of the seating area. Table 3-1 shows a comparison of key features between the existing Qualcomm Stadium and the proposed new stadium.

**Table 3-1  
Comparison of Qualcomm Stadium to the Proposed Stadium Reconstruction**

<b>Stadium Features</b>	<b>Qualcomm Stadium</b>	<b>New Stadium<sup>1</sup></b>	<b>Net Change</b>
Site Size	166 acres	166 acres	--
Stadium Footprint	15 acres	17 acres	+ 2 acres
Square Footage	1,351,200	1,750,000	+ 398,800
Parking Spaces <sup>2</sup>	18,870 spaces	16,500 spaces	- 2,370 spaces
Stadium Height Including Lighting	120 feet	180 - 250 feet	+ 60 - 130 feet
Normal Capacity Seating	70,560 seats	68,000 seats	- 2,560 seats
Special Event Capacity Seating	71,500 seats	72,000 seats	+500 seats
General	61,088 seats	57,000 seats	- 4,088 seats
Suites	1,872 seats	3,000 seats	+ 1,128 seats
Boxes	7,600 seats	8,000 seats	+ 400 seats

<sup>1</sup> In final design development, actual stadium seating and features may vary.

<sup>2</sup> Future implementation of the River Park Master Plan would result in the loss of additional parking bringing the total to approximately 13,860 spaces.

## **Project Design**

The concept for the Project is to demolish the existing stadium and develop a new partial fixed roof open air multipurpose sports stadium capable of hosting professional and amateur sports, entertainment, cultural, and commercial events at a modern and vibrant sports and entertainment center for the City of San Diego, the people within the San Diego region, and the tenants/users.

The new stadium would be located in the northeast corner of the site. The orientation axis of the playing field would mirror the current orientation of Qualcomm Stadium. This locates the end zones in the northwest and southeast sides of the stadium, and minimizes sunlight from interfering with the play of the game or blinding players. This location allows the stadium maximum visibility from interstate traffic on I-15 and I-8. A landmark for the City, the new stadium would always be visible for approaching users as they arrive whether by the MTS light rail line, cars, and taxis, limousines, or MTS buses.

The exterior elevations would include focused, directed, and shielded architectural accent lighting dependent on final design development. The exterior materials would be of steel, concrete, stucco, and other durable finishes that are also fire resistant and fire rated, designed to create a uniquely San Diego identity and architectural statement as well as to protect the stadium structure and users.





Stadium Reconstruction EIR

Figure 3-1  
Reconstructed Stadium Location



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**LEGEND**

- Project Site
- San Diego River
- SDRPMP River Influence Area
- Existing Elevated Trolley Station and Tracks

400 200 0 400 Feet

Scale: 1 = 4,800; 1 inch = 400 feet

Source: Esri World Topographic Map; FEMA, National Hydrography Dataset (NHD).

**CONCEPTUAL SITE PLAN**

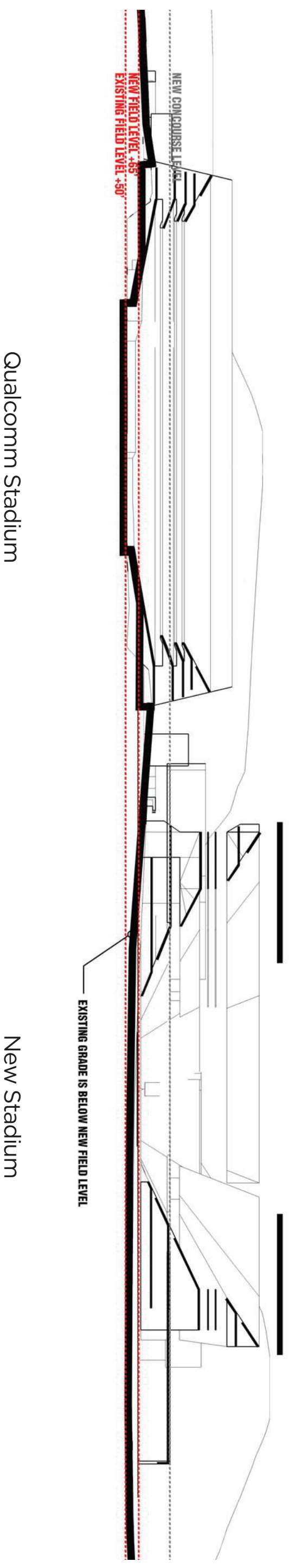
Stadium Reconstruction EIR

Figure 3-2  
New Stadium Site Plan



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LONGITUDINAL SITE SECTION - COMPARISON WITH CURRENT STADIUM



Source: Populus 2015



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The overall design would meet or exceed current uniform codes designed to achieve a Leadership in Energy and Environmental Design (LEED) Gold rating (see “Sustainable Design,” page 3-12). The design would also meet or exceed current state and local seismic standards. Additionally, the design would consider building user safety, security, and functionality.

### **Parking Lot**

This stadium location opens the south, west, and northwest portions of the site to reorient surface parking in a more efficient manner than currently exists, including other site improvements to facilitate user modal shift away from low occupancy vehicles. It is anticipated that, due to the slightly larger footprint of the new stadium, a limited quantity of the existing stalls would be lost. The entire parking lot (outside of the River Influence Area) would be restriped and reoriented away from the stadium to create a more efficient layout with multiple parking zones. Access by the general public to the area on the northeast side of the stadium would be limited during major events.

The parking lot would be designed to improve access in and out of the site. The on-site collector roads would be connected to preferred and general parking zones and to create safe passage ways to the stadium for the users to avoid interacting with inbound or outbound traffic flow. A separate pedestrian access would be provided for MTS Trolley users.

A number of reserved parking stalls would be provided for cars and buses. Service and security vehicles and TV broadcasting/satellite trucks would have dedicated spaces located as not to interfere with the normal game day in and out traffic flow. Larger individual stalls would be provided to accommodate tailgaters with their shade tent structures and located to avoid visual interference with the natural flow of inbound and outbound traffic patterns.

The stadium would incorporate design features to enhance and improve attendees’ approach with pedestrian linkages integrated with a layered security strategy. Nearest to the building would be the ticket gates and entries, with the most secured layer being not less than 100 feet from any stadium structure. Farther out from this point at 200 to 300 feet would be the security screening point with user queuing area beyond that. This layered perimeter approach to the stadium entrances would be in a plaza setting with landscaping accents.

The reconstructed site, after completion of the new stadium and demolition of Qualcomm Stadium, would include the reconstruction and reorientation of parking lot outside of the River Influence area. The new parking areas would include replacement or renovation of existing light standards to include energy-efficient lights and fixtures. These areas would include both impervious areas and new landscaping and retention basins to meet water quality requirements,

which could serve a dual purpose as additional recreation areas for event attendees and the public. The existing parking would be reslurried and striped as appropriate.

### **Construction and Demolition**

Construction preparation would begin along with some equipment mobilization toward the latter part of the 2016 NFL season. Once the season ends, full construction would begin. Construction would continue through the 2017 and 2018 NFL seasons. Construction activities would not occur on game days.

The Project contractor would be utilizing newer equipment to reduce air and noise impacts. Tier 4 construction equipment would be required to improve short-term construction air impacts as well as reduce greenhouse gas emissions. This equipment would also be fitted with mufflers to reduce construction noise impacts.

The initial construction stages would include designating a construction area and beginning removal of the existing parking lot northeast of Qualcomm Stadium. The new stadium field elevation would be similar to that of Qualcomm Stadium's field. To avoid drainage and terrain issues, approximately 490,000 cubic yards of fill material would be imported to elevate the new stadium site so that field level would be approximately 65 to 70 feet AMSL. A retaining wall from 12 to 20 feet tall (depending on final design development) would be required along the northeast Project site boundary to hold the imported fill.

Utility conduit and duct banks would be installed prior to the soil import. Once the fill has been installed and compacted, installation of the new stadium would begin, which would include deep foundations. This phase would last approximately 5 months. Construction of the new stadium structure would then begin including the seating areas, roof, fixtures, and exterior.

The main stadium structure would be supported on deep foundations, which would likely be required to meet structural requirements for settlement and lateral deflection of the foundations due to the subsurface conditions at the site and specifically the presence of potentially liquefiable soil. The selection of the most appropriate deep foundation system would be made during the design phase. Both driven steel piles (original construction in the 1960s) and drilled shafts (1997 expansion) were used to support Qualcomm Stadium, and both foundation types are feasible for support of the new structure. Drilled shafts can support large vertical and lateral loads. Driven piles, steel piles, precast concrete piles, and cast-in-steel shell piles could also support large axial and lateral loads, although lateral load resistance is diminished. Other pile types, such as auger cast piles and displacement auger cast piles, would also be considered during the final design



phase. Dewatering of excavations for foundations is anticipated with the potential for managing the discharge due to potential contaminants.

Depending on the magnitude of potential settlement and the sensitivity of the structure, lightly loaded improvements would be supported on shallow foundations; stiffening elements would be incorporated into the design as required to limit the effects of settlement to levels acceptable to the Project structural engineer and in conformance with the California Building Code and San Diego Municipal Code regulations. Design level geotechnical studies would be performed to confirm subsurface conditions and support the design and construction of the Project.

Ground improvement would be used independently to support lightly loaded elements of the Project or would be used in combination with deep foundations to support more heavily loaded elements of the Project. Various methods of ground improvement would be utilized to mitigate liquefaction potential such as stone columns.

Construction/demolition haul routes would be established, and a construction/demolition traffic management plan would be implemented. The haul routes would be from I-15 to Friars Road and into the main stadium entrance. Approximately 24,500 truck trips would be required to import the soil from available project sites within the San Diego area. Construction/demolition hours of operation would be from 7:00 a.m. to 7:00 p.m. on weekdays and some weekends. Construction/demolition traffic would avoid peak hours in the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 to 6:00 p.m.).

### **Seating**

The new stadium would have a permanent seating capacity of up to 68,000 seats in four tiers of seating and would be designed to expand to approximately 72,000 seats for special events. The regular seating configuration would include general seating for 57,000, and premium seating for 11,000 composed of 8,000 box, club and very important person (VIP) seats, as well as 3,000 suite seats in approximately 180 suites of varying sizes. There would be 340 of the seats designated for disabled and companion seating.

### **Stadium Lighting**

The new stadium would include lighting consisting of stadium event lighting and exterior stadium lighting (i.e., building perimeter lighting and parking lot lighting), as well as interior emergency lighting. The event lighting would include outdoor metal light emitting diode (LED) or similar energy-efficient luminaire floodlights with internal reflector systems to control spill light and glare. The lighting would be a minimum of 1,500 watts per fixture and the fixtures

would be mounted within the partial roof of the new stadium; mainly along and on both sidelines of the playing field and would not extend above the new stadium structure. The foot-candle level provided would be consistent with high definition (HD) broadcast levels. Lighting levels in the stands would gradually taper off from the maximum light intensity levels on the playing field. Emergency lighting would provide approximately 2 foot-candles average illumination for emergency exit from the seating area and from the playing field.

Upgraded and new exterior lighting at the new stadium would be designed to illuminate pedestrian paths and parking areas around the stadium. Existing parking lot lighting would be upgraded to more energy-efficient light standards.

### **Sustainable Design**

LEED is a U.S. Green Building Council certification program that recognizes best-in-class building strategies and practices. The new stadium would include energy efficiency, water conservation, low-impact development, and other green-building practices, which would be incorporated into the final design to achieve a minimum LEED Gold rating. Energy conservation measures would also include the use of solar photovoltaic energy. When coupled with a parking shade canopy, the photovoltaic system provides shade while generating electricity.

The Project would also be developed to be Net Zero total energy increase as compared to Qualcomm Stadium. To help achieve this, solar energy generation would provide a minimum of 100 kilowatts. This could include solar panels on the new stadium or solar shade canopies in the parking lot. The solar shade canopies would cover, at a minimum, 220 parking spaces on an acre or cover as much as 5 acres depending on final design. The canopies would face southeast, south, and/or southwest with approximately 8.5 feet of clearance at the lowest point and angled toward the south at about a 7-degree angle to shed moisture and debris as it accumulates on top of the solar modules. Under the solar shade canopies, approximately 32 spots would be dedicated for car charging stations that would accommodate two parked vehicles at a time. The northwestern quadrant of the parking lot area would be a suitable location for these panels. Actual placement would be determined in final design development, with sensitivity to nesting birds in adjacent riparian areas.

Other energy-saving measures include the use of LED lighting inside and outside the stadium and for the scoreboard and field signs. A comprehensive energy control system would be included utilizing motion sensors and photocells to avoid over lighting. Other anticipated energy-saving features would likely include the building orientation, use of low-flow plumbing fixtures, use of high-efficiency electrical fixtures, an integrated recycling program, the recycling of materials from the demolition of the existing site, and other features. There would also be



reclaimed water infrastructure installed in the Project design to support future service should it become available.

### Stadium Facilities

A breakdown of the proposed stadium facilities is shown in Table 3-2. Spectator facilities would be the largest overall stadium use and would include seating, suites, club areas, public restrooms, guest services, and a Hall of Fame Museum. Internal stadium circulation would include concourses, ramps, elevators, and escalators. An area at grade would include a plaza space adjacent to the main stadium entrance(s) that would allow pre-game entertainment and sponsor activity zones.

**Table 3-2  
Stadium Uses and Estimated Size**

Stadium Uses	Square Footage
Spectator Facilities	715,000
Circulation (concourses, ramps, elevators, escalators)	540,000
Stadium Operations	160,000
Food Services and Merchandise Facilities	120,000
Teams Locker Facilities	80,000
Media Facilities	35,000
Administrative and Meeting Facilities	100,000
<b>Total</b>	<b>1,750,000</b>

Source: City of San Diego and Populous Design 2015.

Stadium operations would include employee areas; office/conference room; shops; engineering; janitorial; grounds keeping; security; event operations; dock and staging operations; storage; and mechanical, electrical, and plumbing facilities. Food services and merchandise facilities would include concession offices, concession stands, concession commissary and storage, kitchens and pantries, restrooms, premium club, and other dining facilities. Team locker facilities would include locker facilities for the home team, visiting team, medical and training facilities, auxiliary locker rooms, officials and crew facilities, cheerleaders' locker rooms, and performer dressing accommodations. Media facilities would include press box, booths, writing areas, TV areas, interview rooms within the stadium, and TV truck crew staging areas outside the new stadium. Administrative facilities include NFL and stadium offices along with ticketing, security, and support services.

Of the uses shown in Table 3-2, there would be event center space of 206,000 gross square feet, which could host non-game day meetings. This area would be contained within the 1,750,000 square feet and the breakdown of this space is anticipated to be as follows:

- 112,000-square-foot lounge area for club seats
- 6,000-square-foot lounge area for loge box
- 50,000 to 80,000-square-foot meeting space
- 8,000-square-foot restaurant

The new stadium would include cooling towers, which would be located on opposite ends of the stadium. It is anticipated that two towers with three cells that each have 750 tons of cooling capacity would be mounted at grade in a service yard area. The two cooling towers would serve as a source of heat rejection for the air conditioning system, and would be operated as needed during stadium events. Backup emergency generators would also be included.

### **Utilities**

The Project would include utility improvements as described below.

#### Water

The existing water system is fed from a 16-inch City of San Diego public water main. The water main is located in Friars Road west of the Project site. It enters the Project site in the northeastern area of the site and continues southerly near the eastern site boundary. The water main continues south and exits at the southeast corner of the Project site. Qualcomm Stadium receives water from the portion of this water main running north-south in the eastern portion of the Project site. A 12-inch line comes off this main and runs westerly to the existing Qualcomm Stadium. It then ties into a 10-inch water main that loops around the existing Stadium. Multiple services are fed off the 10-inch water main loop ranging in size from 2-inch to 8-inch connections. Six 6-inch water lines feed off the loop to serve the existing Stadium. It is anticipated that the new stadium would utilize a similar piping layout and design and the water lines serving Qualcomm Stadium would be taken out of service once the new stadium is in service. Replacement of the onsite water distribution system would occur due to the materials and age of the infrastructure. To provide adequate water pressure to the upper levels of the new stadium, two 20,000-gallon water tanks with booster pumps would be constructed adjacent to the new stadium. A 48-inch water main traverses the site along the northern and eastern boundaries. While a portion of this pipeline may need to be relocated to accommodate the new stadium, this water transmission main would serve fire flow demands through 16-inch stub outs and installation of a new 16-inch looped pipeline system. This would upgrade the water system to meet potable and fire flow standards.



### Wastewater

The existing wastewater system exits Qualcomm Stadium at seven locations through 8-inch and 6-inch pipes. These pipes all feed into an 18-inch pipeline on the western side of the existing Stadium, where it meets with an existing 8-inch sewer main that comes on to the Project site property on the north side. The 18-inch pipe continues to another 18-inch pipe south along the western side to an 84-inch trunk sewer running easterly near the southern boundary of the Project site. A similar piping layout would be utilized for the wastewater exiting the new stadium. It is anticipated that a similar number of 8-inch pipes would exit the new stadium and connect to the existing 18-inch line. A new on-site extension (approximately 500 feet within the Stadium parking lot) of the 18-inch line to the new stadium would be required.

### Electrical

The existing electrical service for the Qualcomm Stadium is fed from two 12-kilovolt electrical services. The primary or preferred service comes onto the Project site from the north and the alternate or back-up service comes onto the Project site from the southwest. It is anticipated that these two services would be adequate to serve the new stadium. The on-site power distribution facilities from these two services would need to be relocated or extended (approximately 500 feet within the Stadium parking lot) on-site to serve the new stadium. There are existing electrical facilities owned by MTS that serve the MTS Trolley Qualcomm Stadium station. These facilities would remain in place unaffected by the Project.

### Natural Gas

The existing natural gas service to Qualcomm Stadium is fed from one 2-inch high-pressure gas line that is fed from a 3-inch high-pressure gas line located in Friars Road. This line enters Qualcomm Stadium on the western side. It is anticipated that this service would be adequate to serve the new stadium. The on-site natural gas distribution from this service would need to be relocated or extended on-site (approximately 500 feet within the Stadium parking lot) to serve the new stadium.

### Communications

The existing communications systems for Qualcomm Stadium include telephone facilities owned by AT&T and fiber optic facilities owned by AT&T and Cox Communications. AT&T fiber optic facilities enter from Friars Road/Mission Village Drive in the north and enter Qualcomm Stadium on the west side. AT&T also has telephone facilities that cross on the east side of the Stadium site from north to south and enter the Stadium from the east side. Cox Communications also has fiber optic facilities that enter Qualcomm Stadium from the eastern side of the Project

site. It is anticipated that these services would be adequate to serve the new stadium. The on-site communications facilities would need to be relocated or extended on-site (approximately 500 feet within the Stadium parking lot) to serve the new stadium.

### Storm Drain and Stormwater

The existing Qualcomm Stadium site drains into three separate on-site storm drain systems. One system drains the western half of the parking lot, one system drains the eastern half of the parking lot, and one system drains the internal footprint of Qualcomm Stadium. Each system outfalls into the San Diego River near the southern boundary of the Project site. It is anticipated that the new stadium would utilize these three storm drain systems and the design would maintain approximately the same amount of tributary flow to each system through grading and drainage design.

Per state and local regulations, the site design would be required to capture the rainfall volume associated with the 85th percentile storm (approximately 0.55 inch of rainfall across the entire site). This volume (or a portion thereof) would be retained on-site and not discharged, which includes the first flush runoff that is typically associated with the highest pollutant load. To ensure adequate on-site retention, the inner stadium footprint (the outside perimeter pedestrian areas and parking lots) would incorporate a variety of self-retaining areas (e.g., cisterns, porous paving, bioretention planters/tree pits, interspersed parking island landscapes, site edge treatments, etc.), which would serve to reduce the existing impervious nature of the site.

Harvest and reuse best management practices (BMPs) would be incorporated into the Project design to capture, treat, and store stormwater runoff for later use, thereby contributing to the overall reduction in stormwater discharge volume and its associated pollutants to the San Diego River. The reduction in stormwater runoff would increase the time of concentration at the point of discharge in the San Diego River (i.e., provide a longer delay in discharge relative to existing conditions). Reuse options for stored stormwater include:

- toilet and urinal flushing
- landscape and field irrigation (if natural turf)
- evaporative cooling
- dilution water for recycled water systems
- industrial processes
- stadium, seat, and/or vehicle washing
- other nonpotable uses

Subsurface stormwater storage systems would need to be designed to withstand the effects of rising groundwater during flooding conditions. Biofiltration would be a second (and complementary) option to stormwater reuse if the amount of stormwater runoff required to be retained is too great for the Project site's water harvesting needs. These systems would need to be designed and maintained knowing that they would be inundated by the San Diego River flood waters during the 100-year storm event, as well as on-site ponding in smaller storm events. They would also require self-containment (i.e., impenetrable liners beneath planting/filtration media) to avoid infiltration or hydraulic contact with underlying contaminated groundwater associated with the historic plume from the KMEP MVT directly northeast of the Project.

### **3.1.2 Stadium Parking, Access Improvements, and Access**

Stadium parking, access improvements, and access would be enhanced with the Project. There would be changes in parking during construction and demolition, and post-construction operations and access or other traffic improvements would be as follows.

#### **Parking**

After construction of the new stadium and demolition of Qualcomm Stadium, the former stadium area would be reconstructed and the parking on the entire Project site (except the parking area within the San Diego River Influence Area) would be reoriented and restriped for optimum efficiency. The current Stadium parking layout is inefficient and lacks a directed parking plan for vehicles other than recreational vehicles and buses, leading to additional deficiencies. These overall deficiencies prevent capacity (18,870 spaces) parking. The parking areas would include new or renovated lighting to include energy-efficient lights and fixtures. The parking lot would include new landscaping, impervious areas, and retention basins to meet water quality requirements. The existing paving would be removed, a drainage system would be installed, and the area would be contour graded to match the new stadium elevation. No stadium improvements, construction, or laydown areas are proposed within the Influence Area of the San Diego River Park Master Plan.

Table 3-3 shows the number of spaces that would be provided on-site through construction, demolition, and new stadium operation. Of the 16,500 spaces for the new stadium, there would be 160 accessible spaces.



**Table 3-3  
Stadium Parking Summary**

<b>Stadium Parking</b>	<b>Currently</b>	<b>During New Stadium Construction</b>	<b>During Qualcomm Stadium Demolition</b>	<b>New Stadium Operation</b>
Total Spaces	18,870	14,530	13,500	16,500 <sup>1</sup>

<sup>1</sup> Future implementation of the River Park Master Plan would result in the loss of additional parking bringing the total to approximately 13,860 spaces.

Source: Data compiled by AECOM in 2015

For NFL events, season ticket holders would be assigned a specific parking lot for the duration of the season. Parking passes and specific directions to assigned lots would be distributed with tickets to allow vehicles to arrive at their assigned parking lots as quickly and efficiently as possible and minimize traffic congestion in the stadium area. Employees arriving in private automobiles would be restricted to specific parking lots.

A parking management plan for off-site parking/shuttles, both during construction and ongoing operations, would be prepared. Charter and shuttle buses would be parked in a specified location of the stadium parking lot. There is sufficient space for bus parking on-site. These buses would remain at this location for the duration of the events. All the charter and shuttle buses would enter and exit their designated parking area via Qualcomm Way and Rancho Mission Road. Between 100 and 150 buses, shuttles, and limousines would be accommodated at the new stadium. Priority parking would be provided for low emission vehicles, carpools, vanpools, buses, bikes, and motorcycles and would be Americans with Disabilities Act (ADA) accessible.

Parking usage at non-NFL events varies from slightly over 1,000 vehicles for parking lot events and high school football games to nearly 13,000 vehicles for monster truck and Supercross events (see Table 3-4 in Section 3.1.4). For smaller events, ingress and egress are typically confined to the main entrance, but for larger events all gates are opened. MTS Trolley and buses are also available.

### **Access Improvements**

Access improvements would be installed at the entrances to the site and the intersection of Friars Road and Mission Village Drive extending into the main stadium entrance (known as Coryell Way). These improvements would include:

- Improved radii at turning movements
- Curb and gutter
- Paving and striping

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## **Stadium Access**

### Vehicular Access

Access to the new stadium would remain the same as the current Qualcomm Stadium via vehicles (private vehicles, recreational vehicles, and chartered and shuttle buses), and the MTS Trolley and bus systems.

The Project site is located near four major freeways. I-15 is adjacent to the Project site to the east, I-8 is approximately 0.25 mile to the south, I-805 is less than 1 mile to the west, and SR 163 is located approximately 2.4 miles farther west of the Project site. From these freeways, eastbound and westbound vehicles would continue to access the new stadium through the Main Gate at Mission Village Drive via Friars Road, or traveling eastbound through the Marquee Gate from Friars Road. An additional westbound gated access exists via San Diego Mission Road at the northeast corner of the Project site. Two eastbound driveway access points also exist via Friars Road at the northwest corner of the Project site but are not proposed as routine access points.

Bus access would continue to be provided at the southeast corner of the Project site via a gate at Rancho Mission Road.

### Transit Opportunities

#### *MTS Trolley*

The MTS Trolley Green Line provides service to the existing trolley station in the Qualcomm Stadium parking lot (Figure 3-1, New Stadium Site). The Green Line extends from 12th Street and Imperial Avenue in downtown San Diego through Old Town through Mission Valley, then passes the existing Qualcomm Stadium and ends in the City of Santee. The Green Line connects to the Blue Line and Orange Line at 12th Street and Imperial Avenue. The Blue Line extends south to San Ysidro and the Orange Line extends east to the City of El Cajon.

#### *Bus*

MTS Bus Route 14 travels near the Project site. The closest bus stop is located at Rancho Mission Road and San Diego Mission Road approximately a 0.5-mile walk from Gate 1. Bus Route 14 connects to Grantville Trolley Station, SDSU Transit Center, and 70th Street Trolley Station and other MTS bus routes.

### *Charter Bus and Shuttle Service*

Private charter bus companies provide direct round-trip service from San Diego County, Orange County, and Riverside County locations. Express charter bus services also offer roundtrip bus transportation to all Chargers pre-season and regular season home games, including Monday and Thursday night games. Private shuttles would continue to offer service to the new stadium. A typical charter bus has approximately 55 seats and round trip fares range from \$20 to \$35.

It is expected that express charter bus services would continue to offer roundtrip bus transportation to all NFL pre-season and regular season home games, including Monday and Thursday night games. It is also anticipated that private shuttles would continue to offer service to the new stadium. Some of the pickup and drop off locations anticipated to continue to exist include:

- Governor Drive and I-805 Park & Ride
- Clairemont Mesa Boulevard and Complex Drive
- Mira Mesa Boulevard and I-15 Park & Ride
- Sports Authority, Chula Vista
- Vons, La Mesa
- Carmel Valley Park & Ride, Del Mar
- Sheraton San Diego Hotel and Marina
- Oceanside
- Carlsbad
- Encinitas
- Escondido
- Temecula

### Bikes and Pedestrian Access

The existing bike lane along the eastern boundary of the Project site would be reconstructed in place once the new stadium and parking lot in that area are completed. The Project site would accommodate bike and pedestrian circulation on-site including ADA accessible paths in compliance with the San Diego Municipal Code. Secure bike parking would be provided. In addition, a combination of bike lockers, bike parking, and bike corrals would be provided in the main plaza around the stadium.



### **3.1.3 Qualcomm Stadium Demolition**

Once the new stadium is constructed and ready for use, demolition would then begin on the existing Qualcomm Stadium. Demolition is expected to last approximately 12 to 14 months. Events, including NFL games would continue to occur in the new stadium during Qualcomm Stadium demolition. Demolition activities would be scheduled to not interfere with events in the new stadium.

The initial demolition steps would be abatement of the Qualcomm Stadium for asbestos-containing materials, lead-based paint, and other hazardous materials. Once the structure is abated appropriately, it would be prepared for implosion. Demolition of Qualcomm Stadium would be initiated by implosion using explosives in one coordinated event. Implosion methods are very effective for bringing down tall structures that would be difficult to demolish with typical construction equipment, or are too expensive to demolish from the top downward. An implosion also reduces the length of time neighboring areas are subject to the noise from a long duration of conventional demolition. Implosion methods use highly specialized explosives to undermine the supports of a structure so it collapses either within its own footprint or in a predetermined path. The implosion process is especially suited for high-rise buildings and special structures (e.g., stadiums, cooling towers, smokestacks, boilers, steel mill furnaces) (CEC 2014). Project-specific demolition methods and explosives for the demolition of Qualcomm Stadium would be determined in a demolition plan prepared prior to obtaining a demolition permit from the City of San Diego. Dust mitigation and monitoring would be a part of the demolition plan. Noise levels for the implosion of concrete structures have ranged from 120 to 135 dB at the source, which last only a brief period of time (typically less than 8 seconds). Human safety standoff distance of approximately 1,000 feet would be enforced during the implosion (AECOM 2015).

After the implosion, the materials would be sorted for reuse, recycling, and lastly landfill disposal. Seventy-five percent of construction and demolition debris would be required to be diverted from landfills. The demolition debris would be removed from the site; it is expected that approximately 920,000 cubic yards of material would need to be hauled from the site to Miramar Landfill for clean soil, Otay Landfill for soil exceeding gasoline and diesel contamination, or Soil Safe in Adelanto for contaminated soil. Approximately 48,100 truck trips would be required to haul the debris away.

### **3.1.4 Stadium Operations and Use**

The new stadium box office would be located on the ground level of the stadium. The box office is expected to be open year-round from 9:00 a.m. to 5:00 p.m. Monday through Saturday and for 3 hours prior to kick-off on Sunday home game days during football season.

The new stadium would be designed specifically for use by an NFL team. The new stadium, however, is expected to be used for other non-NFL events that are similar to the type of events that have occurred at Qualcomm Stadium. Table 3-4 includes a list of event types that have occurred at Qualcomm Stadium over the past 5 years. These types of events would also be anticipated to occur at the new stadium.

**Table 3-4  
Summary of Events at Qualcomm Stadium and Anticipated Events at the New Stadium**

Event	Qualcomm Event Days <sup>1</sup>	Qualcomm Event Attendance <sup>1</sup>	Qualcomm Event Parking <sup>1</sup>	Projected New Stadium Event Days <sup>2</sup>	Projected New Stadium Attendance <sup>2</sup>	Projected New Stadium On-site Parking Usage <sup>2</sup>
<b>STADIUM EVENTS</b>						
<b>NFL Football</b>						
NFL Pre- & Regular Season	10 home games	65,000	14,589	10 home games	68,000	14,000
NFL Post-Season	0	–	–	2 games	72,000	12,000
Super Bowl	0	–	–	1 game per 5 yrs	72,000	10,000 <sup>3</sup>
<b>Collegiate Football</b>						
San Diego State University	6 games	30,000	5,474	6 games	30,000	10,000
Poinsettia Bowl	1 game	30,000	6,837	1 game	40,000	10,000
Holiday Bowl	1 game	50,000	9,894	1 game	60,000	10,000 <sup>3</sup>
Mountain West Championship	–	–	–	1 game	37,000	12,000
<b>Other Events</b>						
High School Football	3 games	4,000	1,100	3 games	18,000	5,250
Soccer Games	2	20,000–50,000	2,650	5	60,000	12,000
Concerts	0 <sup>4</sup>	–	–	2	60,000	12,500
Monster Trucks	1	50,000	12,474	1	60,000	12,500
Supercross	1	50,000	12,782	1	65,000	14,000
<b>MISCELLANEOUS EVENTS</b>						
Large Events	4	15,001-20,000	-	10	15,001-20,000	
Medium Events	4	5,001-15,000	-	52	5,001-15,000	
Small Events	30	501–5,000	–	55	501–5,000	
Minor Events	170	Less than 500		195	Less than 500	

<sup>1</sup> Recent event averages.

<sup>2</sup> These projections are estimates of maximum events, attendance, and parking for the first 5 years of new stadium operation.

<sup>3</sup> Large portions of parking area are inaccessible for parking due to event tents, media zones, and increased bus/shuttle parking.

<sup>4</sup> The recent One Direction concert was the first in the past 12 years and does not present statistical significance for characterizing the base line. This concert had 13,456 cars enter the site with a disproportionately high level of drop-offs/pick-ups due to the crowd pre-teen/teen demographic.

### **NFL Football Games**

The NFL season generally occurs between August and January and consists of 24 total game days, with each team participating in a minimum of 20 games (with 10 of those games played on the team's home field). Training camp typically opens off-site in late July.

NFL football events would occur on weekends with occasional Monday and/or Thursday evening games. Weekend games would occur on either Saturday (typically only during pre-season and post-season) or Sunday (all season) with start times of around 1:00 p.m. or 5:30 p.m. Weekday games typically have a start time of 5:30 p.m. A Super Bowl event would only occur on Sunday with pre-game activities typically starting 6 to 8 hours prior to kick-off and kick-off typically occurring at 3:00 p.m.

In addition to the pre-season and regular season NFL games, there is also the possibility that up to two post-season play-off games could occur in the new stadium. The new stadium would also have the potential to host a Super Bowl game. The Super Bowl would likely only occur approximately once every 5 to 10 years.

Many attendees participate in tailgating activities prior to the start of each game. Many ticket holders arrive more than 2 hours prior to the start of each game. It is assumed that the times of arrival for attendees would continue to remain consistent with the operation of the new stadium. Tailgating activities would be restricted to attendees parking in designated areas of the parking lots.

### **Collegiate Football Games**

The San Diego State University (SDSU) Aztecs have used Qualcomm Stadium as their home stadium for football since 1967. To meet National Collegiate Athletic Association (NCAA) Division I-A requirements, SDSU is required to use a football stadium with a minimum of 30,000 seats. SDSU plays six home games per season, which runs from August through November. Games are played on Saturdays; SDSU averaged approximately 32,300 attendees per game in 2014 (SDSU 2015). These events are anticipated to continue to occur in the new stadium.

The Holiday Bowl and the Poinsettia Bowl also use Qualcomm Stadium annually. Each bowl game occurs once per year in mid- to late-December. The attendance at the 2014 Holiday Bowl was approximately 55,789 (San Diego Union Tribune 2014a), and the attendance at the Poinsettia Bowl was approximately 23,500 (San Diego Union Tribune 2014b). These events are anticipated to continue to occur in the new stadium.



## Other Events

The remaining events are characterized as smaller stadium-type events and non-stadium events. Smaller stadium events include the California Interscholastic Federation (CIF) championship high school football games. Three championship games were played at Qualcomm Stadium in 2013. Other stadium uses include soccer games, concerts, Monster Jam (the monster truck competition), and Supercross.

Non-stadium events would include functions within the on-site conference facilities and parking lot events such as car sales, recreational vehicle sales, law enforcement training, legal racing, fun runs, and cultural festivals.

## 3.2 PROJECT SCHEDULE

The proposed sequence of construction, operation, and demolition is shown in Table 3-5. The new stadium would be constructed while the NFL and Aztecs continue to play in Qualcomm Stadium. The timeline for construction would begin in late 2016 with construction equipment mobilization and preparation, and would end with the demolition, cleanup, and parking lot reconstruction in the fall of 2020. The goal would be to have the new stadium ready for the NFL and collegiate 2019 football seasons.

**Table 3-5  
Stadium Reconstruction and Qualcomm Stadium Demolition**

Activity	Approximate Duration (calendar days)	Approximate Start Date	Approximate Finish Date
Construction Mobilization	40 days	Dec 2016	Jan 2017
New Stadium Construction	960 days	Jan 2017	Aug 2019
Qualcomm Demolition and Parking Lot Reconstruction	400 days	Sep 2019	Oct 2020
NFL 2017 Season	166 days	Aug 2017	Jan 2018
NFL 2018 Season	165 days	Aug 2018	Jan 2019
NFL 2019 Season	164 days	Aug 2019	Jan 2020
NFL 2020 Season	169 days	Aug 2020	Jan 2021

Source: Data compiled by AECOM in 2015

## 3.3 PROJECT OBJECTIVES

The primary Project objectives are to:

- Develop a sustainable LEED Gold sports, entertainment, and recreational stadium that is capable of hosting NFL and NCAA football games, as well as special events, including

the NFL Super Bowl, that is comparable to other recently constructed modern NFL stadiums.

- Replace the existing Qualcomm Stadium with a new stadium to minimize the City's existing long-term maintenance and operational obligations.
- Develop a new stadium on a site currently under contiguous City ownership with nearby access to multiple freeways, and adjacent to existing public transit and transit stations, existing utilities, and enhanced remote parking facilities to encourage mobility and modal shift. Construct a fully operational stadium prior to the opening of the 2019 NFL football season and without displacing current NFL football games to another facility during construction.

### **3.4 INTENDED USES OF THE EIR**

Pursuant to CEQA Guidelines Section 15124(d) Project Description, the description of a project shall contain a statement briefly describing the intended uses of the EIR.

#### **3.4.1 Agencies Expected to Use the EIR**

The following agencies are anticipated to consider this EIR in their approval processes:

- City of San Diego
- County of San Diego
- California Air Resources Board

#### **3.4.2 List of Permits and Other Approvals Required**

The following are the anticipated permits and approvals required to implement the Project:

##### Permits

- CUP for Stadium Use.
- SDP for development in the MVPDO, development on a premise with Environmentally Sensitive Lands (ESL), and development on a site with Historical Resources.

### Other Approvals

- Approval of the CIP project, financing, construction, operation and maintenance.
- Easement modifications for the amendment to existing easements for relocation of utilities.

### **3.4.3 List of Related Environmental Review and Consultation Actions**

The following are additional actions by other agencies related to the Stadium Reconstruction Project:

- Federal Aviation Administration Review
- California Regional Water Quality Control Board
- San Diego County funding actions and City-County agreements
- Assembly Bill 900. The application is for a streamlined judicial review under the Jobs and Economic Improvement Through Environmental Leadership Act
- San Diego County Air Pollution Control District Permits
- Various easement modifications