

Qualcomm Segment of the San Diego River Trail

Alternative Alignment Study

Final Report



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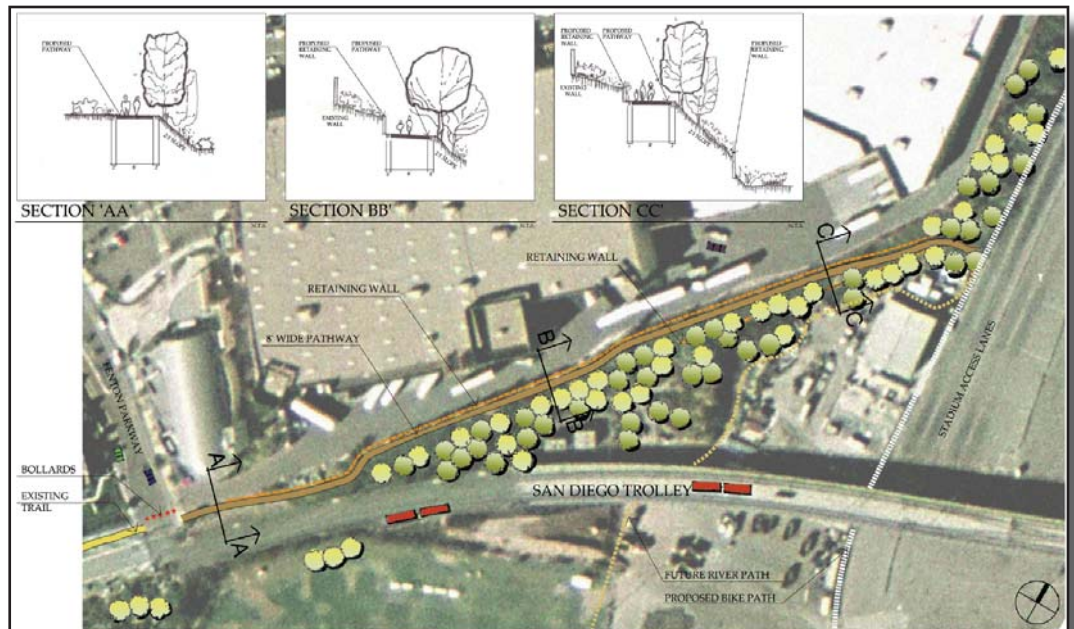
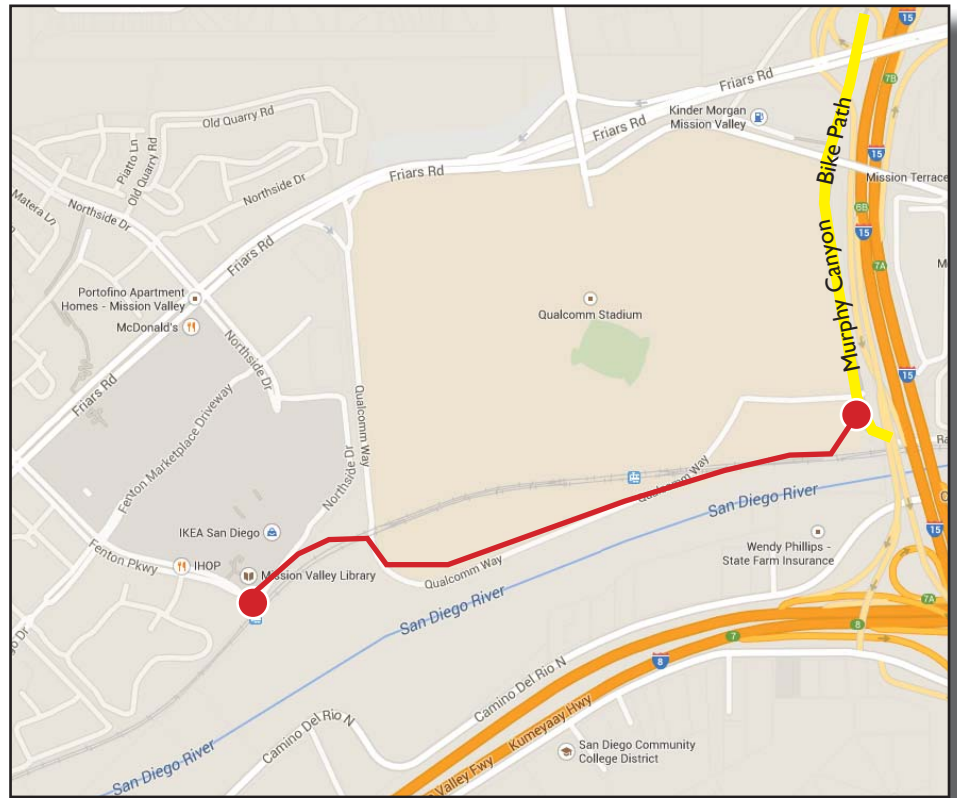
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Introduction

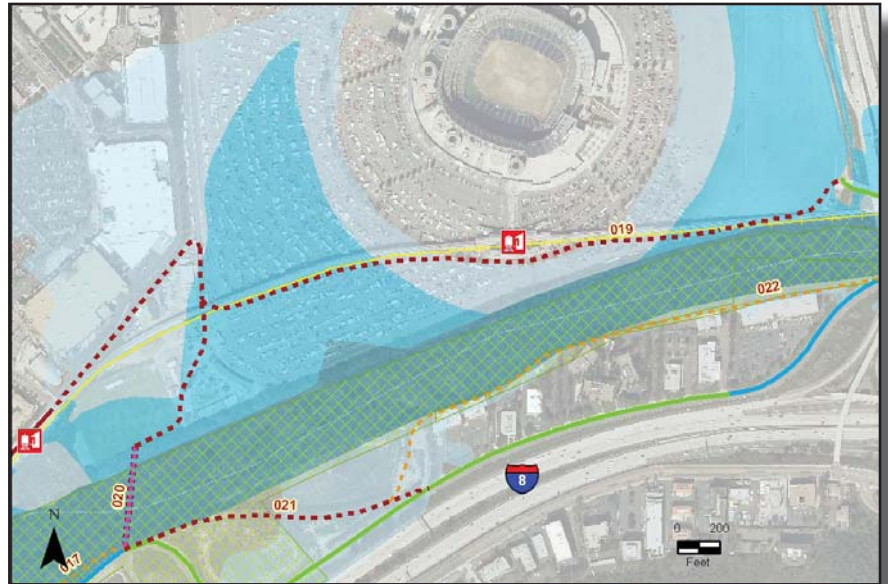
The San Diego Association of Governments (SANDAG) and the San Diego River Conservancy, via a grant from the California Coastal Conservancy, are partnering on the identification, evaluation, environmental analysis and permitting, and ultimately the construction of a 0.8 mile segment of the San Diego River Trail (SDRT) through the Qualcomm Stadium area. The segment begins at the south end of Fenton Parkway near the Mission Valley Library and Fenton Parkway trolley station and continues east down to and across the Qualcomm Stadium parking lot to the western end of Rancho Mission Road. The section through Qualcomm Stadium parking lot is considered an interim alignment as the City of San Diego's San Diego River Park Master Plan envisions the portion of the Stadium parking lot south of the San Diego Trolley redeveloping as park land. With this in mind, the goal of the project is to identify an alignment that can be constructed cost effectively, with minimal environmental affects, and limited impacts on the current operations of Qualcomm Stadium and the parking lot.

In 2008, the San Diego River Park Foundation (SDRPF) sponsored an initial study of an alignment from the end of Fenton Parkway down to the Qualcomm Stadium parking lot. This study builds on that information, with some modification based on input from Stadium management.



The preferred alignment is consistent with the 2010 San Diego River GAP s Analysis funded by the San Diego River Conservancy, via a grant from the California Coastal Conservancy.

The implementation of this segment is also governed by the policies and design guidelines identified with the San Diego River Park Master Plan. The portions of the segment that are intended to be permanent will fully comply with the requirements of the Master Plan. Those portions that are considered an interim solution will incorporate as many of the Master Plan requirements as is reasonable, but full compliance will not occur. The entire segment is intended to be 14-foot wide comprised of two 5-foot travel lanes with 2-foot shoulders on either side.



SDRC GAPs Analysis

Process

In April 2014 the planning process for the Qualcomm Stadium segment was initiated with the collection of existing mapping information, ownership, easement, and utility research, and preliminary planning corridor identification. At the end of April, the planning team met with the General Manager at Qualcomm to discuss potential alignments through the parking lot and any issues or concerns the Stadium had regarding the project. The results of this meeting identified a few key planning considerations that influenced the direction of the project:

- There is an existing vehicle maintenance shop along the western edge of the parking lot just north of the trolley tracks that would conflict with the SDRT along the edge of the parking lot as originally envisioned in the 2008 SDRPF study.
- The use of existing drive aisles within the parking lot is not recommended based on SDRT user safety concerns.
- The loss of parking spaces would be viewed as a significant impact by Stadium management.



- An alignment could be coordinated through the recycling center and the practice field area.
- The 50-foot wide maintenance access / haul route along the southern edge of the parking lot could be reconfigured to support the SDRT.
- The vehicular access gates along the southern edge of the parking lot could be reconfigured to support the SDRT.
- The bleacher storage area could be reconfigured to support the SDRT.

Based on this input, a preliminary alignment was developed in May/June 2014 for presentation to the Qualcomm Advisory Board at their July meeting. The preliminary alignment was generally well received and supported. Ongoing SDRT maintenance was the primary concern voiced, which will need to be resolved internally with the City of San Diego as the project moves forward. The preliminary alignment was then presented to the San Diego River Coalition at their July meeting and then the Mission Valley Planning Group at their September meeting. Comments received from the three presentations were incorporated into a preferred alignment and presented to the public for comment at a workshop held on September 23 at Qualcomm Stadium.

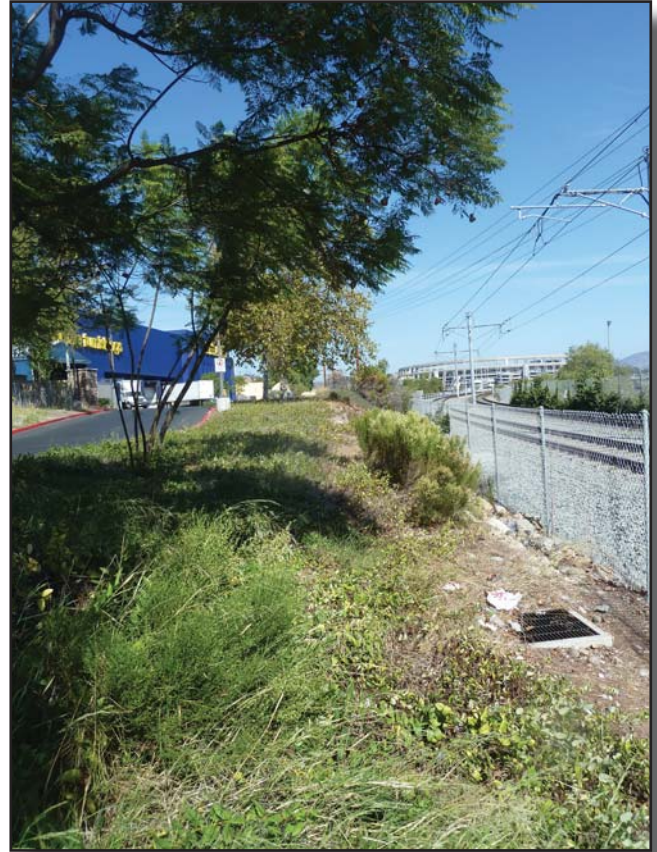


Preferred Alignment

The following sections describe the preferred alignment starting from the western end and proceeding east. At the end of the report are a set of Figures depicting each of the Sections discussed.

Section A

This segment of the SDRT will begin at the south end of Fenton Parkway. Approximately 550 feet of the path will occur along a slope between IKEA and the trolley line. Just east of Fenton Parkway it will be constructed in a narrow strip of landscape 20-30 feet wide between the access road for the IKEA loading docks and the fence along the trolley line. Coordination with MTS and IKEA Property Inc. will need to occur as the project moves forward. As the SDRT heads east it will drop in elevation at a rate of less than 5%. As it drops down the slope the existing power poles will either be avoided or will need to be relocated outside the SDRT alignment. Coordination with SDG&E will need to occur as the project moves forward.



Section B

As the SDRT reaches the bottom of the slope there is an existing fence with a gate surrounding the recycling center that will act as the access point into the stadium area. Between this point and the main parking lot (~500 feet), the SDRT has to be integrated into the operations of the recycling center and the vendor area during events at the practice field.



A couple of options have been identified and will need to be further vetted and refined with stadium management as the project moves forward. What is shown as the preferred alignment winds the SDRT under the trolley line and has it exit to the main parking lot through a new gate adjacent to the operation trailer just south of the trolley line.

One alternative identified is to bring the SDRT immediately to the south of the trolley tracks and then parallel the tracks to the east and connect with the preferred alignment near the operations trailer.



The other alternative would depart from the preferred alignment near the operations trailer and proceed south inside the existing fence to the existing gate to the practice field and then reconnect with the preferred alignment. Trail striping and signage will be required to direct and educate users.

Section C

Once the SDRT exits the practice field and recycling center area, it will follow along the existing chain link fence for about 300 feet along the south perimeter of the parking lot where a 50-foot wide maintenance drive has been delineated with relocateable 8-foot long sections of concrete K-rail. The 14-foot wide SDRT corridor will be defined by adding another row of relocateable K-rails set back from the existing chain link fence along the edge of the parking lot. Additional painted striping, replacement of existing chain-link fence with vinyl-coated fencing, interpretive signage, and other aesthetic improvements will be incorporated throughout the stadium parking lot.



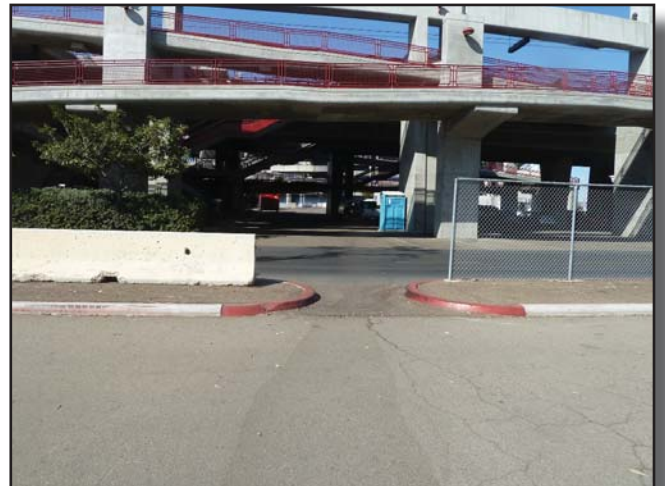
Section D

By the end of the existing chain link fence, the SDRT is now heading east along the edge of the parking lot pavement. In the next 1,300 feet, the 14-foot wide SDRT corridor will be defined by adding another row of relocateable K-rails set back from the edge of the parking lot which is immediately adjacent to the San Diego River riparian corridor. New fencing between the SDRT and the riparian area may be required for both public safety and access control concerns. If fencing is added, a number of access gates should be provided to facilitate maintenance activities and environmental enhancement projects within the river corridor.



Section E

Near the mid-point of the SDRT within the stadium parking lot, the edge of the SDRT needs to be designed to facilitate access between the SDRT and the trolley station. Currently, there are two locations where there are openings in the existing fencing that surrounds the inner parking areas that would function as access to and from the SDRT. Modifications to both openings may be required to better facilitate pedestrian and bicycle access. The K-rails along this section of the SDRT should be placed to provide several 10-12 foot wide openings with removable bollards in the middle to allow users to safely enter or exit the SDRT, while preventing vehicular access. The opening could also double as maintenance access to the SDRT.



Section F

Just east of the trolley station area, there are seven vehicular gates that control access east/west within the parking lot. The intent is to reconfigure the southernmost gate to support the SDRT by removing the gate and adding removable bollards at each end of the centerline of the bike and pedestrian path between the island and the curb to detour any vehicular traffic. As the SDRT passes through the reconfigured gate, the width of the facility would be reduced to 10 feet with 5 feet of clearance each way. Immediately to either side of the gate, the facility widens back out to the standard 14-foot wide.



Section G

East of the reconfigured gate, the SDRT remains along the southern edge of the parking lot currently bounded by a chain link fence for about 600 feet. The 14-foot wide SDRT corridor will be defined by adding another row of relocateable K-rails set back from the existing chain link fence along the edge of the parking lot. During the NFL off season, a series of stadium bleacher sections are stored along the edge of the parking lot in this same general area. Additional coordination with stadium management will be required to determine the lateral extents of ongoing bleacher storage so that a set of wheel stops or some other barrier can be installed to prevent the bleacher sections from overlapping the SDRT. Bringing the SDRT in front of the bleacher storage area was considered and rejected due to concerns over conflicts between SDRT users and vehicles within the parking lot drive aisles.



Section H

Just after the bleacher storage area, the SDRT passes through the low point of the parking lot where surface runoff is collected into the storm drain system. An elevated deck system to allow the SDRT to remain above typical storm water runoff elevations should be further evaluated during the preliminary engineering phase of the project. If an elevated deck system is not viable, the SDRT alignment will need to be routed around the portion of the parking lot that is typically inundated by runoff during and immediately after storm events.



Section I

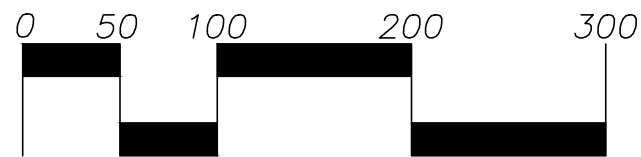
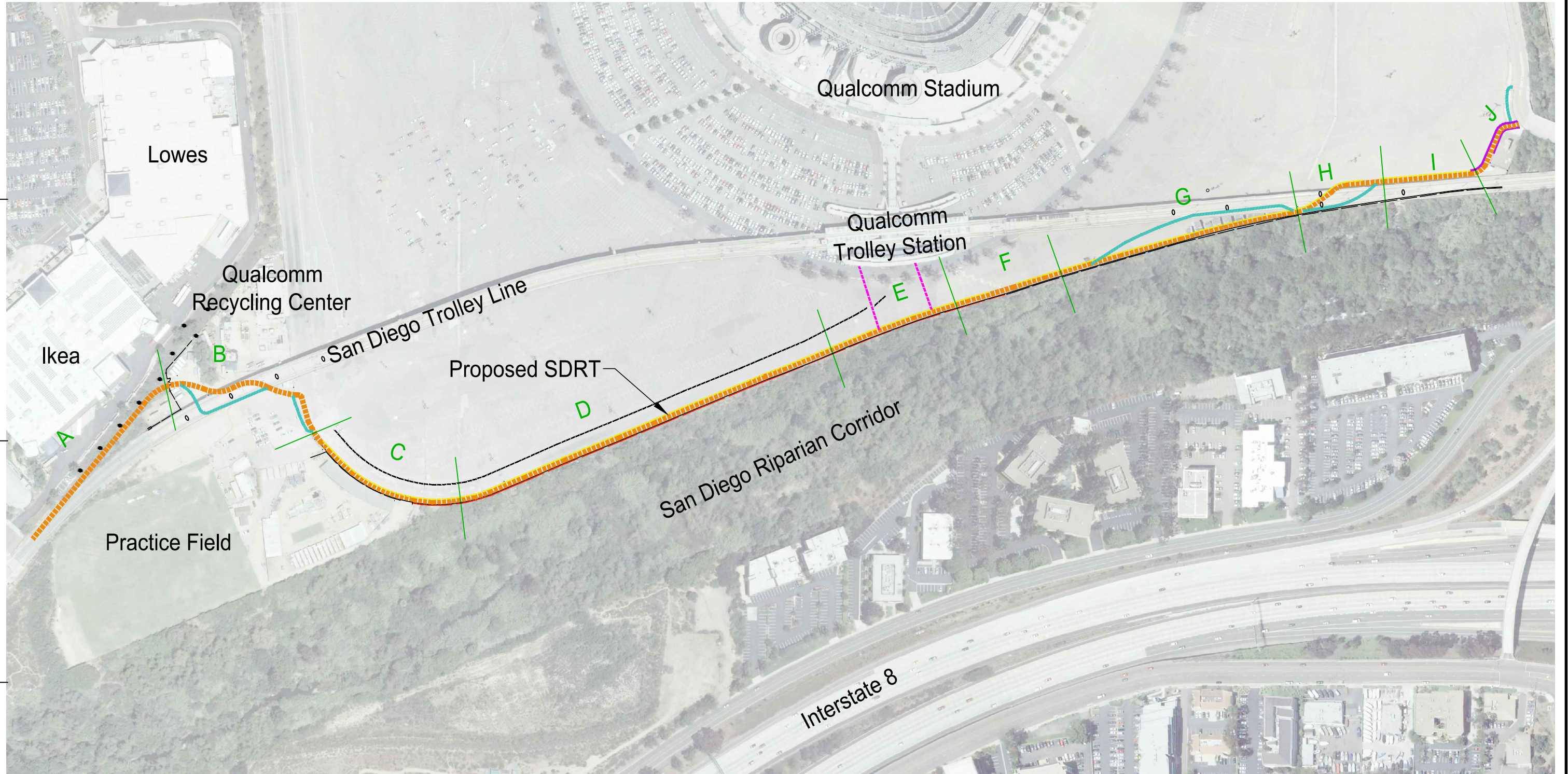
Once the SDRT crosses through the low point of the parking lot, it also crosses from the south to the north side of the trolley line and remains immediately adjacent to the retaining wall supporting the trolley line. Additional coordination with MTS, SDG&E, the Stadium, and any other entity with maintenance access requirements will be required to determine how the edge of the SDRT can be delineated with a physical barrier in this area.



Section J

As the SDRT reaches the eastern edge of the parking lot, it needs to turn to the north to connect with Rancho Mission Road and continue east under Interstate-15 or north along the edge of the parking lot to connect with the Murphy Canyon bike path. The alignment identified assumes either a retaining wall or cantilever deck will be required to construct the SDRT on the existing concrete slope to avoid reconfiguration of the parking lot or potential mixing with vehicular traffic. As the SDRT climbs from the parking lot up to Ranch Mission Road it will gain in elevation at a rate of less than 5%.

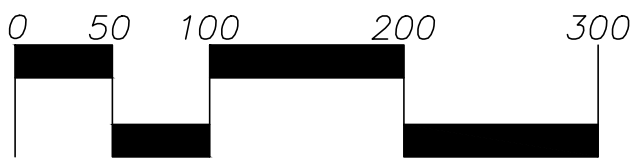




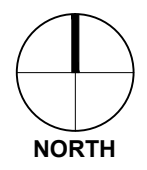
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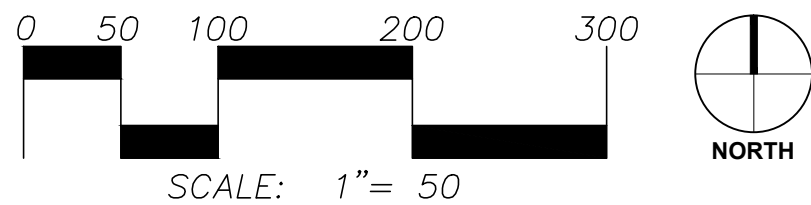
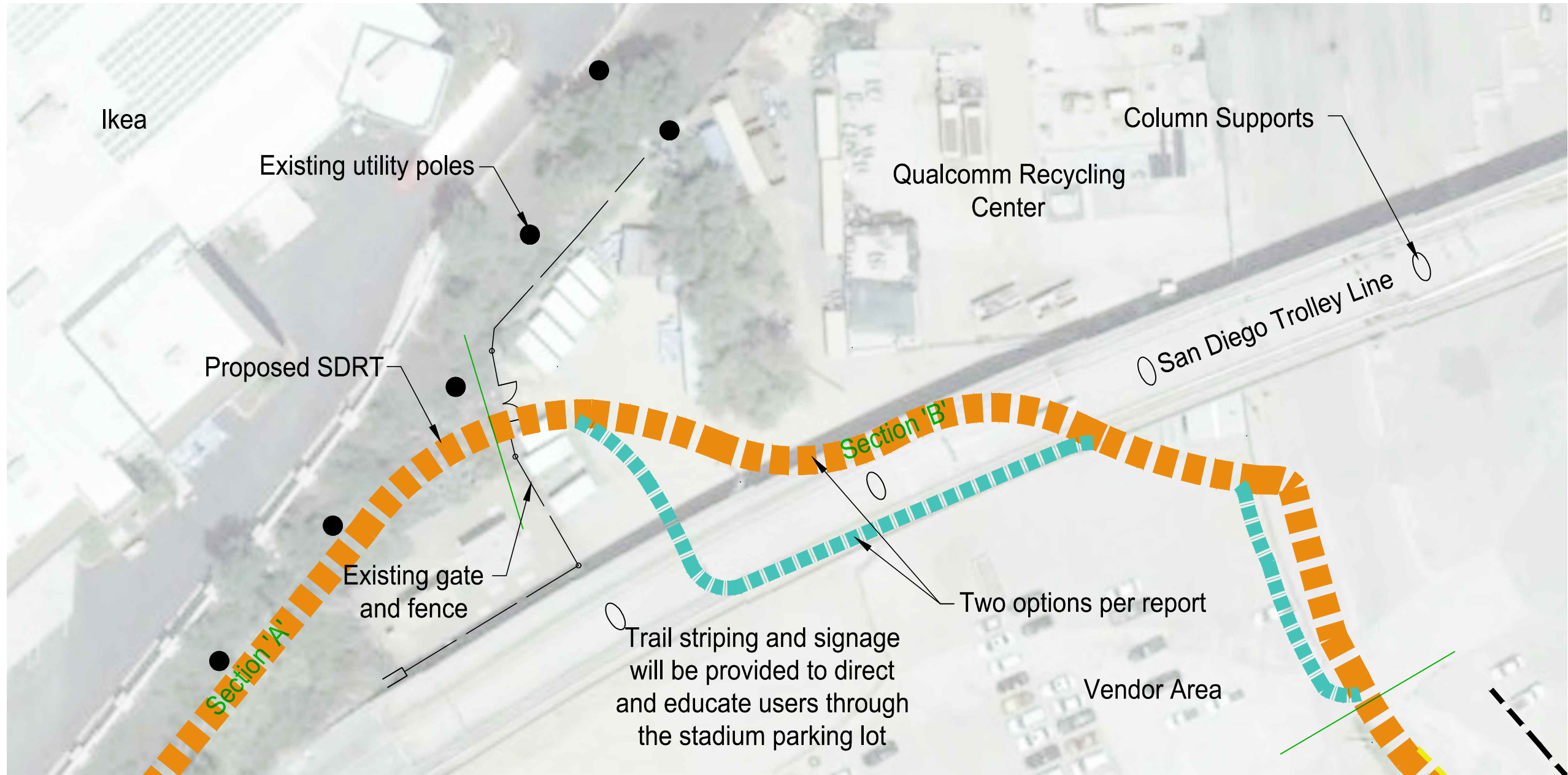


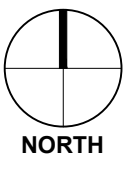
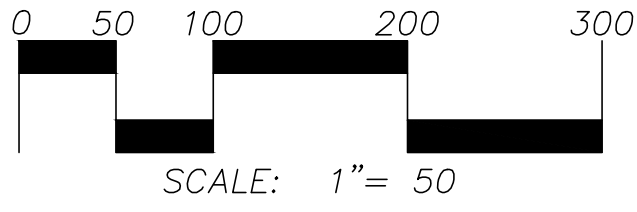
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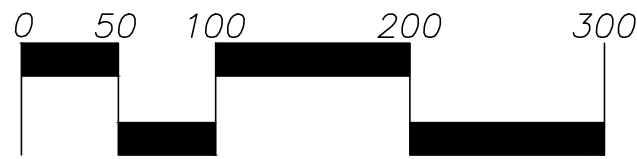
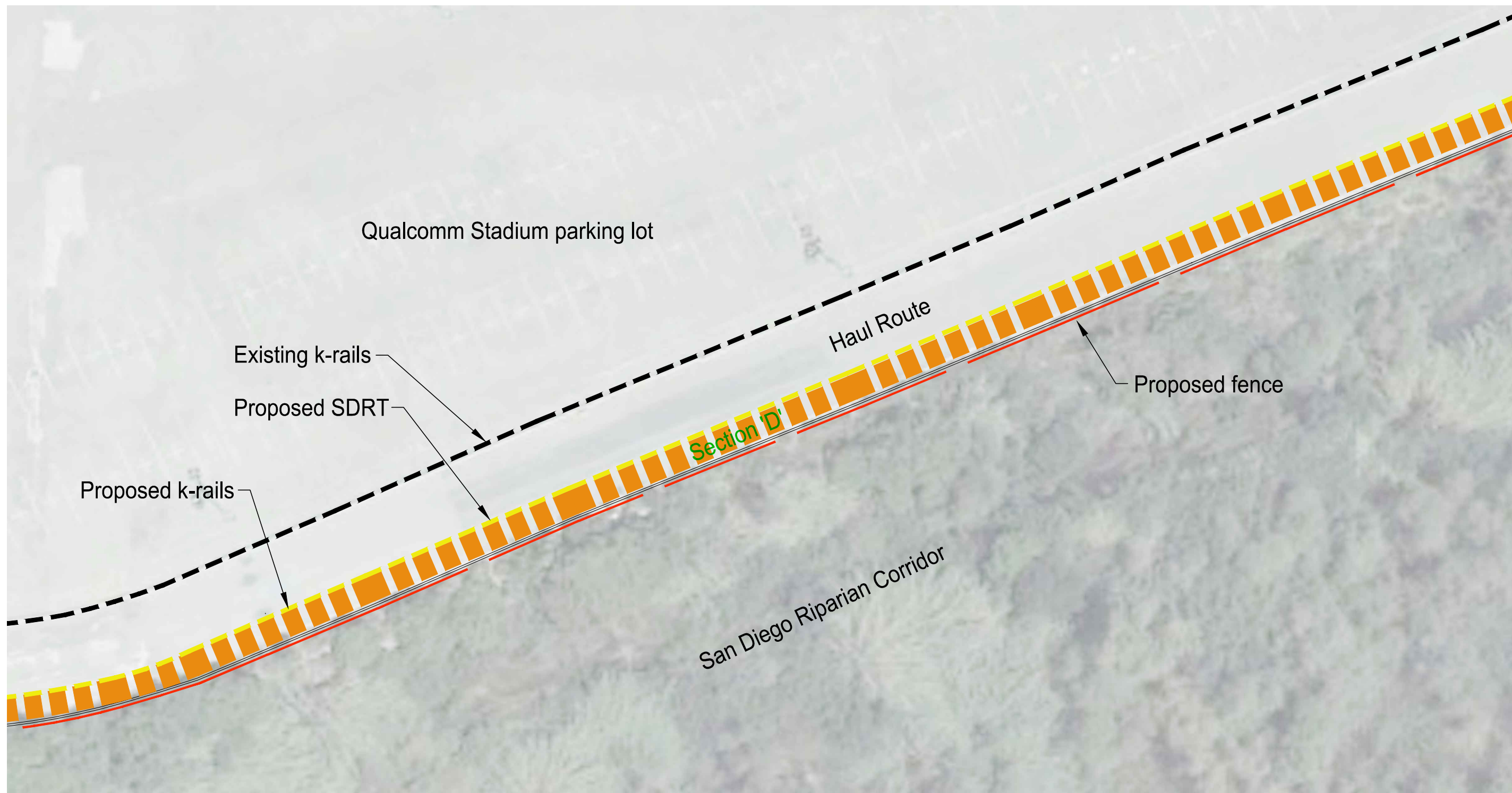


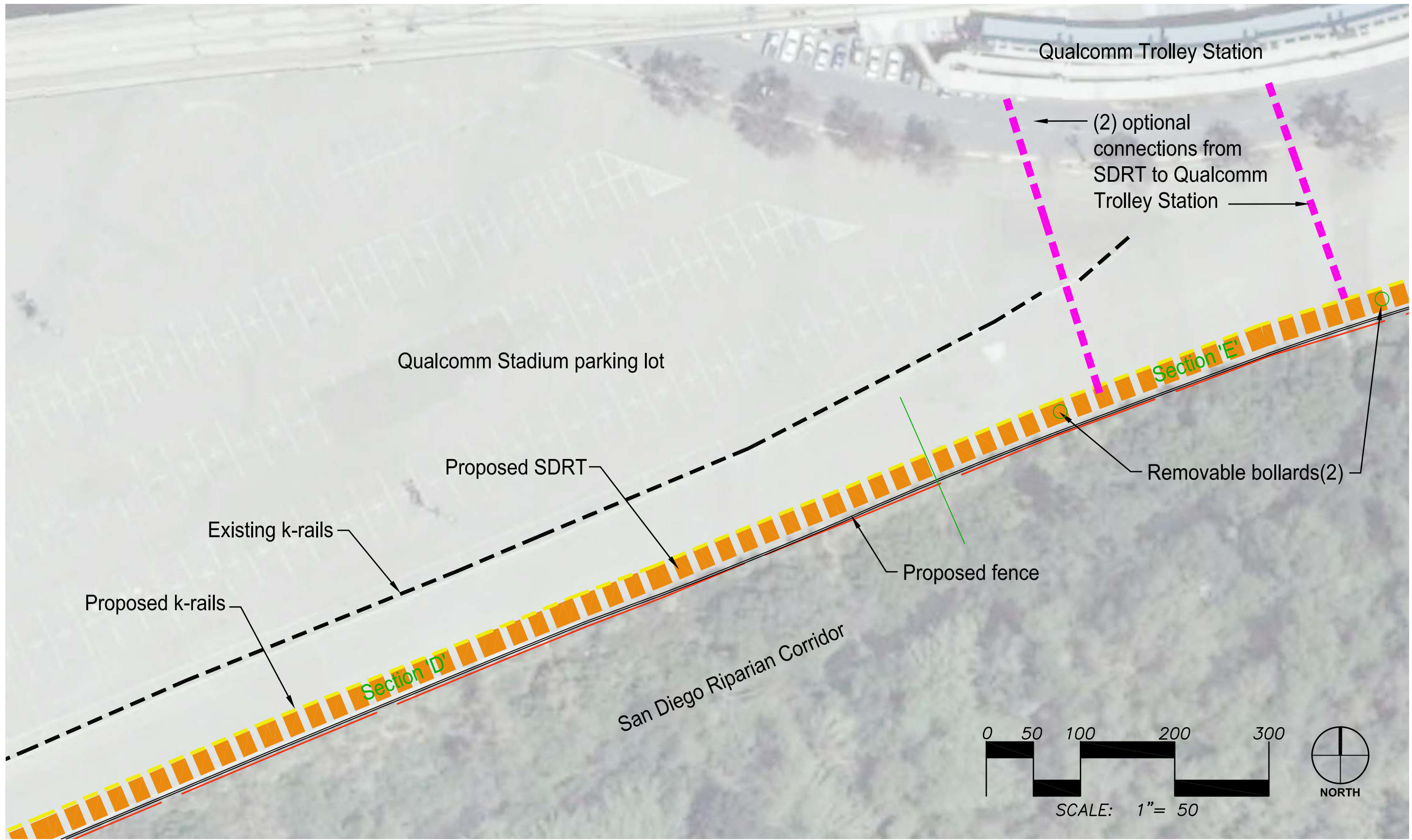
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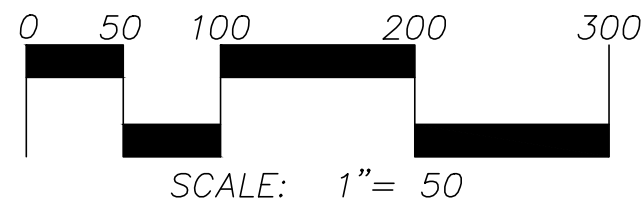
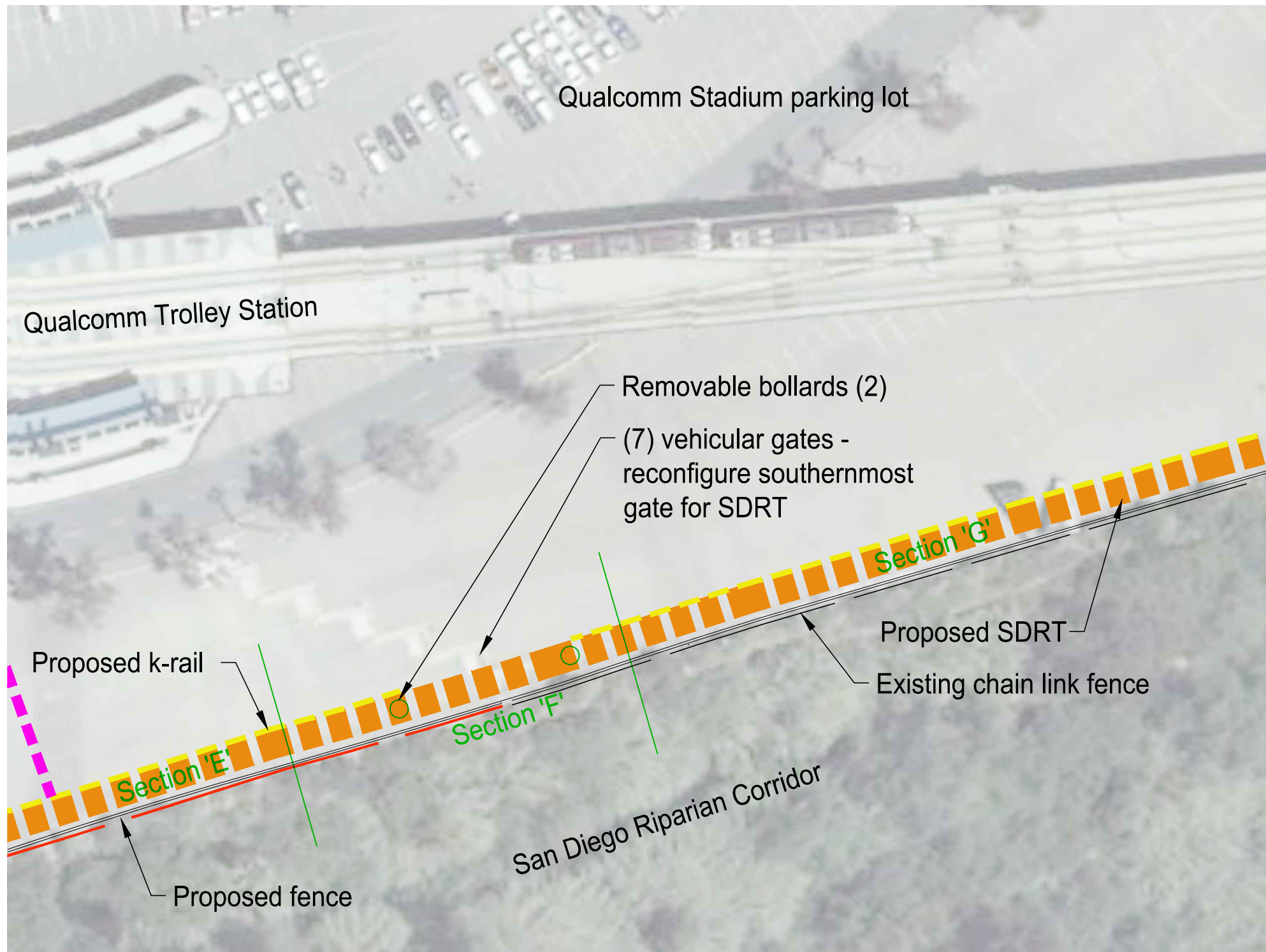


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QUALCOMM STADIUM

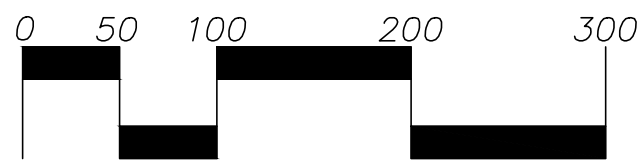
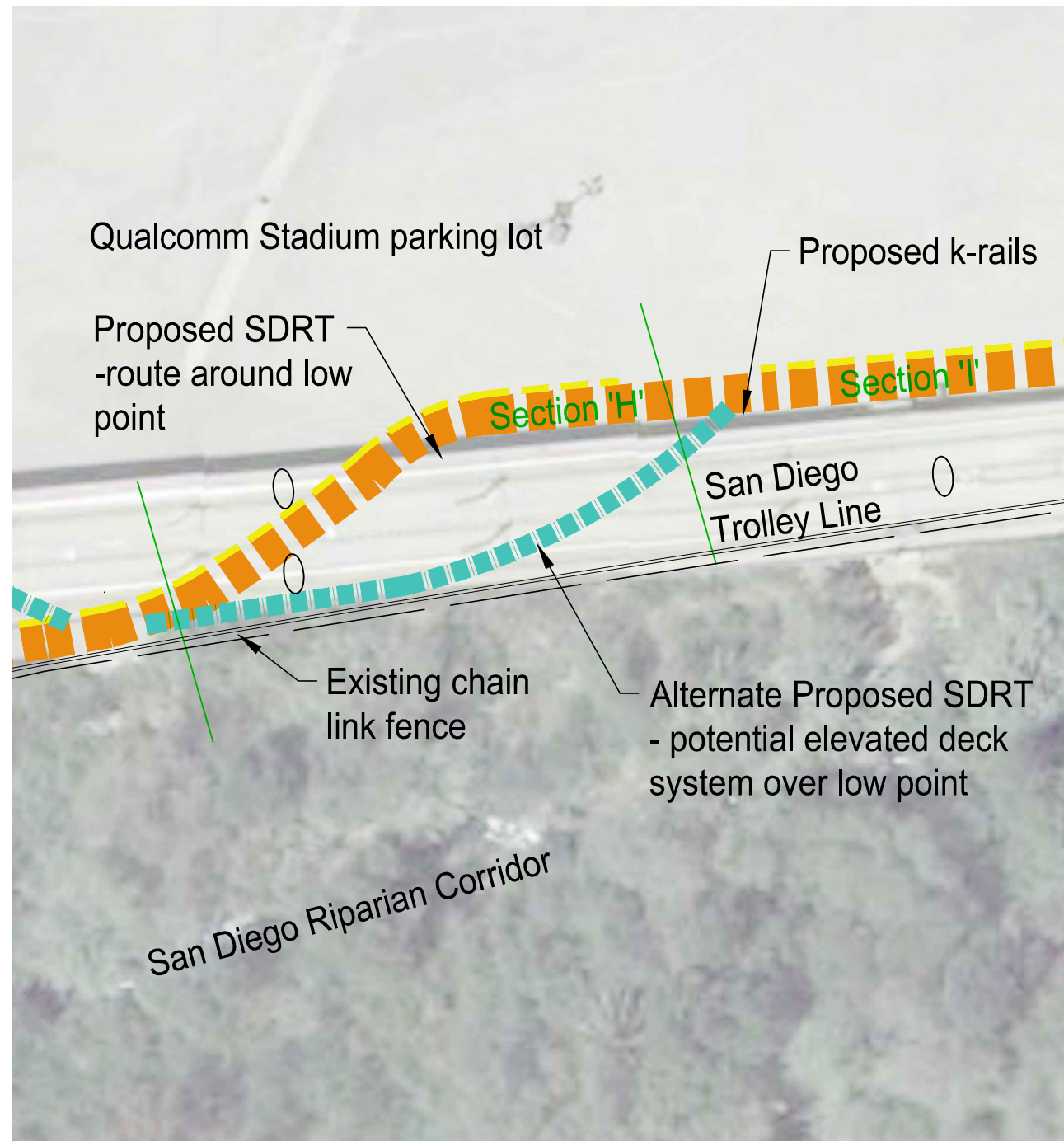
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QUALCOMM STADIUM

Sheet Title
SECTION 'E'

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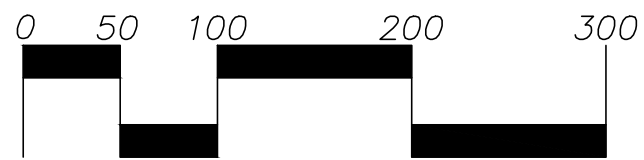
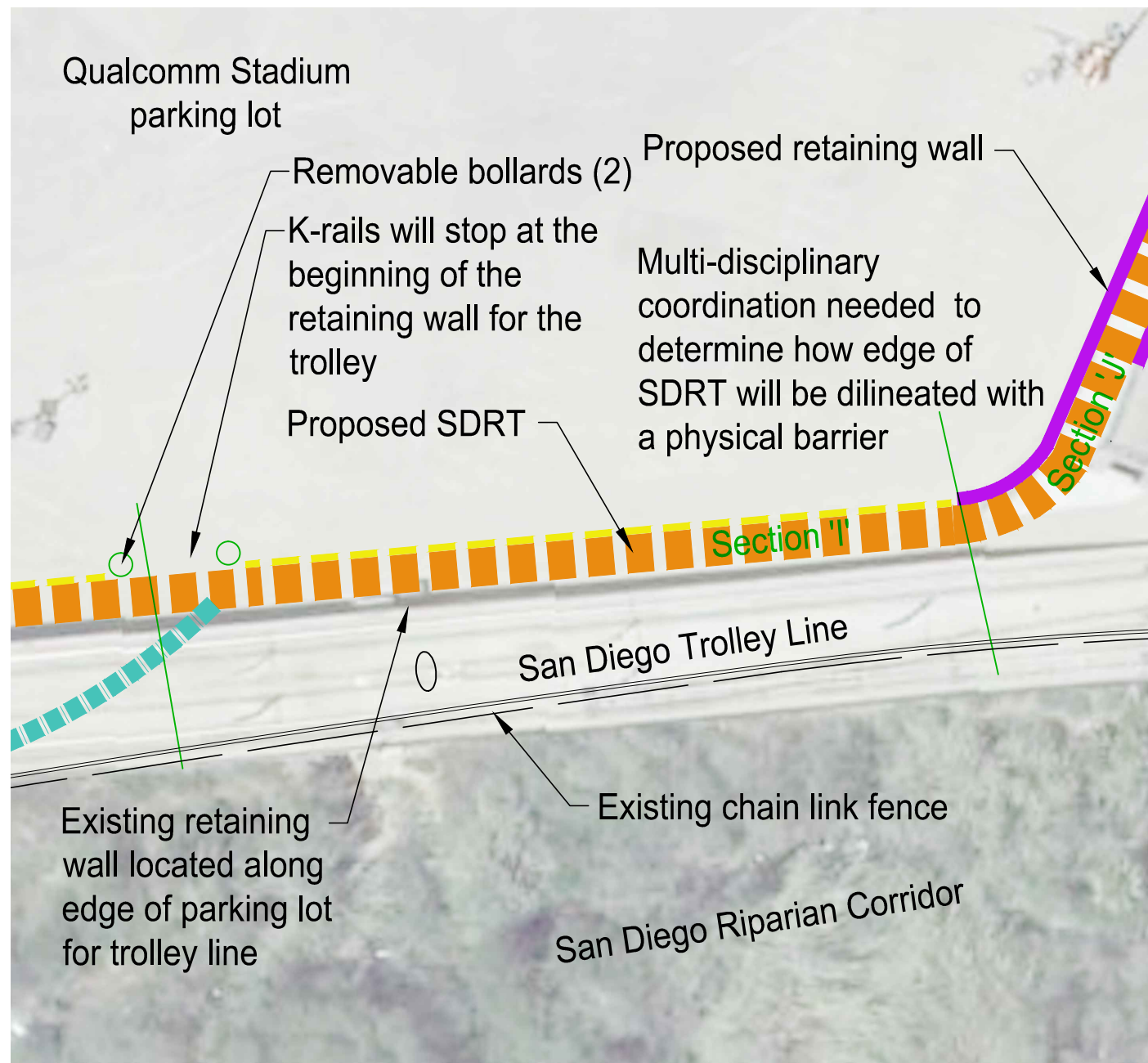






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