



Environmental  
Quality  
Division

236-5775

## Environmental Impact Report

EQD No. 83-0052

**SUBJECT:** Expansion of San Diego Jack Murphy Stadium. ADVERTISING FOR BIDS and AWARDING OF CONTRACT to construct additional plaza level seating in the open end of the Stadium and 44 additional sky boxes. The existing bleacher seats would be removed. Approximately 7,658 net additional seats would be constructed bringing the total seating capacity of the Stadium to about 60,000 persons. Located in Mission Valley, west of Interstate 15, between Interstate 8 and Friars Road (Portion of Partition of Rancho Mission, Map No. 330, S.C.C. 348). Applicant: City of San Diego.

### CONCLUSIONS:

The proposed project could have a significant impact on traffic circulation and parking. The expansion would generate an additional 2,200 to 2,500 vehicle trips to major Stadium events which would create additional peak-hour congestion, cause increased disruption to neighborhood access and force patrons to seek parking in adjacent residential neighborhoods.

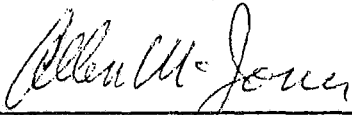
Mitigation measures to reduce these impacts have been incorporated into the project and are as follows.

1. A representative of the transit district, the City traffic engineer and the Police Department have agreed that additional priority will be given to traffic which exits the Stadium parking lot via the intersection of Rancho Mission and San Diego Mission Road.
2. An advertising campaign will be conducted which will include mailers to all Charger season ticket holders encouraging their use of shuttle bus service to and from Charger games.

The following measures will be recommended for approval by the City Council.

1. A participation agreement with the State of California which will provide for the construction of a four-lane roadway including bridge which will connect Rancho Mission Road to Camino del Rio North which is the frontage road for Interstate 8. This roadway can be dedicated exclusively for bus traffic during sold out events at the Stadium.
2. The construction of a parking lot at the northwest corner of Friars Road and Mission Village Drive which will accommodate approximately 500 vehicles.

These measures reduce impacts to an acceptable, but not insignificant level. Project approval will therefore require the decisionmaker to make Findings which state that the impacts are acceptable because of specific overriding considerations. Findings are attached to this report.



Allen M. Jones  
Allen M. Jones, Deputy Director  
City Planning Department

May 4, 1983  
Date of Draft Report

June 24, 1983  
Date of Final Report

Analyst: MOSLEY/dh

## PUBLIC REVIEW

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

SANDAG  
San Diego Transit Corporation  
Metropolitan Transit Development Board  
California Department of Transportation  
Library (Downtown Branch)  
The Daily Transcript  
The Sentinel  
The Los Angeles Times  
The Union-Tribune  
Mission Valley Unified Planning Committee  
Serra Mesa Community Planning Group  
Citizens Coordinate for Century III  
Stadium Authority  
Community Planners Committee

Copies of the draft EIR and any technical appendices may be reviewed in the office of the Environmental Quality Division, or purchased for the cost of reproduction.

## RESULTS OF PUBLIC REVIEW

- ( ) No comments were received during the public input period.
- ( ) Comments were received but the comments do not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. Responses to these comments follow this section, and the letters are attached to the EIR.



June 2, 1983

RECEIVED

JUN 14 1983  
ENVIRONMENTAL QUALITY  
DIVISION

Ellen Mosley  
ENVIRONMENTAL QUALITY DIVISION  
City Administration Building  
292 "C" Street  
San Diego, California 92101

SUBJECT: DRAFT EIR #83-0052 - EXPANSION OF SAN DIEGO JACK MURPHY STADIUM.

Our Planning Group discussed the subject DRAFT EIR at the May 24, 1983 regular meeting. At that time several concerns were discussed with respect to the existing Stadium operations, as well as potential problems if the Stadium were expanded. The primary concerns were traffic circulation and parking requirements.

Particularly disturbing were statements in the DRAFT EIR that the City has not proposed measures to mitigate the impacts of Stadium expansion.

As Chairman of the Serra Mesa Community Planning Group, I have been directed by the Planning Group to notify you in writing of our concerns as to the adequacy of the DRAFT EIR as follows:

PARKING

The DRAFT EIR points out that currently "During certain major events, patrons park to the north on the residential streets adjacent to Mission Village Drive or to the east along Pancho Mission and San Diego Mission Roads, in residential and commercial areas". Further, "The proposed Stadium expansion would result in approximately 2,200-2,500 additional vehicle trips to a major Stadium event".

- 1 Since there are already parking problems in the Mission Village area of our Serra Mesa Community, significant parking mitigations appear in order now, as well as in the future, for any expanded Stadium uses. Additional on-site parking is required for mitigation. This additional parking (in structures if necessary) should include not only the 2,500 spaces generated by the proposed expansion, but an additional amount of on-site parking to correct the problems which now exist. The Serra Mesa Community also wants the City to provide strict enforcement of parking regulations in the areas of Serra Mesa impacted on Stadium event days.

1. The project has been revised to include additional parking for approximately 500 vehicles. The construction of a parking lot at the northwest corner of Friars Road and Mission Village Drive is being recommended for approval by the City Council.
2. It is not feasible for the City to provide stricter enforcement of parking regulations during stadium events due to personnel and financial constraints. Many areas of the city are impacted by special or seasonal events (e.g. the beaches and Sports Arena) and there isn't enough manpower to specially enforce all of these areas.

June 2, 1983

Ellen Mosley  
ENVIRONMENTAL QUALITY DIVISION

RESPONSE TO COMMENTS

Page Two

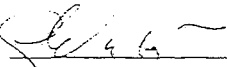
TRAFFIC CIRCULATION

Friars Road is the common boundary between the Serra Mesa and Mission Valley Communities. Friars Road serves as a primary arterial for both communities. Community traffic now exceeds 33,000 vehicles per day and is projected to carry approximately 70,000 vehicles per day, exclusive of Stadium use. Current Stadium traffic control practice is to close down significant portions of Friars Road in order to give preference to Stadium patrons. This results in a significant and unacceptable disruption to our community traffic circulation. Some of this existing Stadium traffic spreads up Mission Village Drive into Serra Mesa, creating additional traffic congestion. Additional street access to and from the Stadium should be required as mitigation for existing and expanded Stadium usage in order to keep streets open to non-Stadium traffic.

CONCLUSION

The Serra Mesa Community Planning Group supports the expansion of the Stadium, provided substantial mitigation measures (such as those stated above) are incorporated in the expansion.

Yours Very Truly,

  
\_\_\_\_\_  
GLENN TORBETT, Chairman  
SERRA MESA COMMUNITY PLANNING GROUP

GT:mjs

3. The project is not providing additional access at the present time. However, a future additional access will be provided when Milly Way is extended across the San Diego River. The draft Mission Valley Community Plan will include this access.



San Diego Transit

100 S. Revere Street  
P.O. Box 2511  
San Diego, CA 92111  
714 236-0100

RESPONSE TO COMMENTS

June 2, 1983

Mr. Allen M. Jones  
Environmental Quality Division  
City Administration Building, MS 5A  
202 "C" Street  
San Diego, CA 92101

Dear Mr. Jones:


Subject: Expansion of San Diego  
Jack Murphy Stadium

Currently, SDTC provides service to Charger football games from 14 locations (red dots on the attached map). While we can expand the number of pick-up points, capacity is currently available to accommodate higher ridership levels in the future. The locations are strategically located to minimize car-to-bus and bus-to-stadium travel times.

Access to the stadium is via the "Buses Only" lane beginning under I-15 at Rancho Mission Road. This access area not only assures our timely arrival at events, but also allows us to route our buses in such a manner so as to minimize travel delays due to congestion. The real area of concern is post-event egress. Full buses receive no priority once out of the stadium parking area. A specific post-event traffic plan should be established that would give first priority to full buses at major intersections (i.e., Rancho Mission and San Diego Mission Roads). This would visually let motorists know that using public or private charter transit is the most convenient way to go to major stadium events. San Diego Transit staff would be willing to work with City staff on this specific issue.

SDTC currently works with the stadium tenants to maximize bus use to the various events. Various media releases, flyers, scoreboard messages, etc., are used to promote the service. Also, Zip Code information is used to locate possible drop-off locations.

Should your department require additional information, please contact me.

Sincerely,  
  
Richard A. Murphy  
Director of Operations

4. The project has been revised to include a post-event traffic plan which would give priority to buses once out of the stadium. A participation agreement with the State of California which will provide for the construction of a 4-lane roadway including a bridge to connect Rancho Mission Road to Camino del Rio North is being recommended for approval by Council. This roadway will be dedicated exclusively for bus traffic during capacity events at the stadium. This construction is expected to be completed by the 1984 football season. Priority will also be given to bus traffic at the intersection of Rancho Mission Road and San Diego Mission Road now that the intersection is signalized.

MISSION VALLEY UNIFIED PLANNING COMMITTEE

P.O. Box 3205, San Diego, California 92103

June 2, 1983

Allen M. Jones, Deputy Director
ENVIRONMENTAL QUALITY DIVISION
City Administration Building
202 "C" Street
San Diego, California 92101

Subject: PROPOSED EXPANSION OF SAN DIEGO JACK MURPHY STADIUM
(DRAFT ENVIRONMENTAL IMPACT REPORT - EQD #83-0052)

\*\*\*\*\*

The MISSION VALLEY UNIFIED PLANNING COMMITTEE discussed the DRAFT EIR for the subject STADIUM EXPANSION at our regular meetings of May 18 and June 1, 1983. Several concerns were raised over the existing traffic circulation, parking, and noise problems associated with STADIUM events as well as future problems if adequate measures are not implemented in conjunction with the proposed STADIUM EXPANSION.

The Committee has directed me to notify you in writing of the Committee's position as to the adequacy of the DRAFT EIR as follows:

- 1. Additional investigation is necessary to study the traffic impacts of the proposed project. The City routinely requires other project proponents in MISSION VALLEY to conduct detailed computer assisted traffic engineering analyses for DRAFT EIR'S. The City should not require less for City projects than is required for private projects.

Present attendance at professional and college athletic contests (Chargers, Padres, Aztecs, Sockers) and other widely attended events such as rock concerts and night fireworks in the 53,000-seat Stadium are causative factors which have resulted in heavy traffic congestion on FRIARS ROAD and adjoining roads and areas both prior to and following these scheduled affairs.

- 6 Nevertheless the proposed project contemplates adding approximately 7,500 seats, and adding approximately 4,400 to 5,000 additional one-way vehicle trips per major event. It is reasonable to assume that without thorough and applicable mitigations (which the EIR does not offer) this increase would magnify the present unresolved traffic and parking violation problems.

- 5. A detailed quantified traffic analysis is not considered necessary for this project. Stadium generated traffic is unique in that it is temporary and only occurs on a significant basis during major events approximately 12-16 times per year. A computer model exists for average daily traffic volumes and movements and does not take into account a unique event such as the stadium. No model exists regarding stadium traffic flows and such information could only be developed in the future.
6. The proposed expansion would generate approximately 2200-2500 vehicle trips to a major (capacity) stadium event. The EIR states that the additional traffic would cause significant impacts on parking and traffic circulation.
7. During the public review period, the project was revised to include the following mitigation measures. The first two measures will be implemented and the latter two must be approved by the City Council.
1. A representative of the transit district, the City traffic engineer and the Police Department have agreed that additional priority will be given to bus traffic which exits the Stadium parking lot via the intersection of Rancho Mission Road and San Diego Mission Road.
2. An advertising campaign will be conducted which will include mailers to all Charger season ticket holders encouraging their use of shuttle bus service to and from Charger games.
3. A participation agreement with the State of California which will provide for the construction of a four lane roadway including bridge which will connect Rancho Mission Road to Camino del Rio North which is the frontage road for Interstate 8. This roadway can be dedicated exclusively for bus traffic during sold out events at the Stadium.
4. The construction of a parking lot at the northwest corner of Friars Road and Mission Village Drive which will accommodate approximately 500 vehicles. The result of this project will be that the impact of overflow parking on the neighborhood will be substantially reduced during the 1983 season and will assist in overflows during the 1984 season after which the Rancho Mission extension to Camino del Rio North is expected to be completed.



RESPONSE TO COMMENTS

Allen M. Jones, Deputy Director  
June 2, 1983  
Page Two

In addition, the traffic dislocation is not felt on FRIARS ROAD alone. The DRAFT EIR should also consider needed mitigations for the increased traffic flow on nearby arterial and collector streets including the following:

- a) MISSION VILLAGE DRIVE
- b) SAN DIEGO MISSION ROAD
- c) RANCHO MISSION ROAD
- d) MISSION CENTER ROAD (TO EASTBOUND FRIARS ROAD)
- e) STADIUM WAY (TO EASTBOUND FRIARS ROAD)
- f) MISSION GORGE ROAD (AT SAN DIEGO MISSION ROAD AND AT FRIARS ROAD)

2. Additional investigation is necessary on the financial impacts of the proposed project. This is necessary to include costs of mitigation such as:

- 9 a) Construction of a street connection to CAMINO DEL RIO NORTH (MILLY WAY EXTENSION) potential cost \$1.0 - \$1.5 MILLION.
- b) Construction of an overpass for STADIUM to westbound FRIARS ROAD traffic (potential cost \$1.0 - \$1.5 MILLION).
- c) Construction of parking struc(s) for 2,500 additional vehicles (potential cost of \$5,000 per space is approximately \$12,500,000).
- d) Relocation of existing practice field to allow for street connection to MILLY WAY at CAMINO DEL RIO NORTH (potential cost of approximately \$500,000).

10 3. Additional noise mitigations should be considered. The DRAFT EIR suggests that noise is now controlled by a strict fee schedule, which evidently monetarily penalizes those Stadium and Concert promoters who either exceed the 95 decibel level or late night time limits. Currently, loud concussion type fireworks are allowed up until 10:00 P.M. on weekdays and 11:00 P.M. on weekends. Residents report windows, screens, and even walls shake by extremely loud concussive explosions. The 95 decibel maximum with the EIR indicates suffices for STADIUM patronage offers no protection from disturbance to residents east of the STADIUM. Swap

8. Mitigation is not considered necessary at these locations because major (capacity) stadium events do not occur often enough or on a regular basis to warrant such mitigation. Temporary congestion is inevitable due to the nature of stadium events. Although the traffic congestion from major stadium events is considered significant, it only occurs several times a year. In addition, the increase in seating capacity should not create a discernable difference in the existing disruption of traffic.

9. The economic feasibility as well as necessity of these mitigation measures has been considered. A need for these mitigation measures (a,b,d) has not been established due to the unique nature of stadium events (see response nos. 5 and 8). The proposed parking lot to be constructed on the north side of Friars Road will be implemented rather than a parking structure on-site.

10. The present noise penalty structure is considered effective. Few violations of noise standards have been reported. The noise standards have been established for both stadium patronage and residents in close proximity to the Stadium. Noise from swap meet events is monitored on a complaint by complaint basis and there have been no recent complaints regarding such events. Noise abatement personnel have worked with the event sponsor to minimize noise problems such as regulating the orientation and location of loud speakers. Further corrective measures would be considered if determined to be necessary.

Allen M. Jones, Deputy Director  
June 2, 1983  
Page Three

meet loud speakers, which are stationed outside the STADIUM and directed to the north and east are other producing problems.

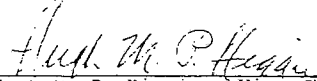
Even if permit fees are increased when there are noise violations, these fees go to the STADIUM AUTHORITY. How are the RESIDENTS in the adjacent neighborhoods compensated for enduring these periodic noise level violations?

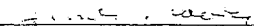
In summary, the DRAFT EIR should be expanded to consider in more detail the implications of traffic circulation and parking, financing of mitigation measures, and noise impacts.

The project as proposed by the City of San Diego (without any real mitigations for the adverse impacts) cannot be supported by the MISSION VALLEY UNIFIED PLANNING COMMITTEE.

Yours very truly,

MISSION VALLEY UNIFIED PLANNING COMMITTEE

  
\_\_\_\_\_  
Hugh M. P. Higgins, Vice-Chairman

  
\_\_\_\_\_  
James Moore, Treasurer

HMPH:JM:lhi

cc: Stadium Authority  
Planning Department (Gene Lathrop)

San Diego  
ASSOCIATION OF  
GOVERNMENTS

Suite 524 - Security Pacific Bldg.  
1200 Third Avenue  
San Diego, California 92101  
(619) 541-6300

RECEIVED

JUN 6 1983

ENVIRONMENTAL QUALITY  
DIVISION

RESPONSE TO COMMENTS

June 3, 1983

Allen M. Jones, Deputy Director  
San Diego Planning Department  
Mail Station 5A

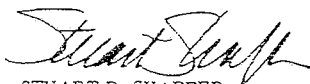
Dear Mr. Jones:

The draft EIR on the Expansion of San Diego Jack Murphy Stadium has been received and reviewed by the staff. The following comments have not been reviewed by the Board of Directors.

- 11 1. The proposed parking mitigation measures shown in the draft EIR should be instituted, and the feasibility study of a parking structure should be undertaken.
- 12 2. The recommended feasibility study for the extension of Milly Way to provide additional access to the stadium should be undertaken. Because additional stadium facilities are proposed now, a study of the extension appears to be appropriate now.

Thank you for the opportunity to review this EIR.

Sincerely,



STUART R. SHAFFER  
Director of Land Use and Public Facilities

SRS/RP/rw

C-83-99

11. The project has been revised to include a recommendation that a parking lot be constructed at the northwest corner of Friars Road and Mission Village Drive.
12. Due to the unique nature of stadium events, additional access is not considered necessary at this time. A future additional access will be ensured to connect with Milly Way when it is extended across the San Diego River.



M V ASSOCIATES  
6215 CAMINO DE LA COSTA  
LA JOLLA, CALIFORNIA 92037

RESPONSE TO COMMENTS

June 3, 1983

Ellen Mosley  
ENVIRONMENTAL QUALITY DIVISION  
PLANNING DEPARTMENT  
CITY OF SAN DIEGO  
City Administration Building  
202 "C" Street  
San Diego, California 92101

RECEIVED

JUN 6 1983  
ENVIRONMENTAL QUALITY  
DIVISION

Subject: EQD #83-0052 - EXPANSION OF SAN DIEGO JACK MURPHY STADIUM

M V ASSOCIATES is the property owner of approximately 230 acres adjacent to and west of the STADIUM property. We are the proponents of a phased redevelopment project on our property to be called "NORTHSIDE". This NORTHSIDE project is a planned residential and commercial development which will include approximately 4,000 residential units, a 500 room hotel, specialty shops and office and industrial uses.

- 13 We have reviewed the DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) for the proposed STADIUM expansion. The subject EIR has not adequately analyzed the traffic circulation and parking aspects of the project. Our comments on the DRAFT EIR pertain to these subjects and are based on extensive studies that we have made for our NORTHSIDE project.
- 14 As a general comment, there are several possible mitigations discussed in the text of the DEIR with respect to traffic circulation. However, the "Summary and Conclusions" portion of the DEIR recommends only one mitigation as follows:
- "\*Traffic Circulation: The City Council should direct staff to study the feasibility of accelerating the construction of the extension of MILLY WAY from CAMINO DEL RIO NORTH to FRIARS ROAD which would provide a connection and additional access to the STADIUM. The draft Mission Valley Community Plan recommends such construction, but not for 10 to 15 years into the future."
- 15 The DRAFT EIR for the proposed NORTHSIDE project (on file with EQD but not yet out for public review) analyzes the MILLY WAY extension in great detail. The DRAFT EIR report explains that the MILLY WAY extension to FRIARS ROAD cannot be constructed until the existing sand and gravel extraction operations are completed in the next ten to fifteen years. Since the only acceptable alignment for MILLY WAY to FRIARS ROAD requires the removal of the existing rock plant, the proposed investigation offers no real solution, nor could it be considered as a practical mitigation measure for STADIUM traffic.

13. Please see response No. 5.

14. The purpose of the "conclusions" section of the EIR is to recommend only those measures which appear most effective or feasible.

15. Due to the infrequency of capacity stadium events, the additional access from Milly Way is not considered necessary at this time but should be provided for at some point in the future as traffic volumes and development intensity on adjacent areas increase. This timing is consistent with the draft Mission Valley community plan.

June 3, 1983

RESPONSE TO COMMENTS

Ellen Mosley  
ENVIRONMENTAL QUALITY DIVISION  
PLANNING DEPARTMENT  
CITY OF SAN DIEGO

Page Two

16 However a portion of MILLY WAY can be constructed to connect the STADIUM directly to CAMINO DEL RIO NORTH thereby providing additional access to and from the STADIUM. This solution is possible in the immediate future since all the land for the necessary road connection is City or Water Utility owned. This new road connection to the south would reduce traffic congestion on FRIARS ROAD.

The DRAFT EIR points out that FRIARS ROAD which currently carries about 33,000 vehicles per day, will carry future volumes of 70,000 vehicles per day (Page 8). The DRAFT EIR also points out that "Peak hour congestion presently occurs during major (30,000+ crowds) weekday and weeknight events at the STADIUM. This congestion overloads local streets such as FRIARS ROAD" (Page 13). The report further describes the current solutions utilized by the Police Department. "The most significant feature is the stoppage of eastbound traffic on FRIARS ROAD for up to eight minutes at a time to allow the inbound or outbound STADIUM traffic and the reduction of through lanes on westbound FRIARS ROAD, and southbound MISSION VILLAGE DRIVE" (Pages 13 & 15).

This current practice of stopping FRIARS ROAD traffic for up to eight minutes at a time in order to give preference to STADIUM traffic is already troublesome to the SERRA MESA and MISSION VALLEY communities. The expansion will only compound the problem. This suggests that the time may be appropriate to consider more long range solutions that would improve traffic flow around the STADIUM.

Possible mitigations should include the following:

- 17 1) Construct an overpass for existing STADIUM traffic to and from westbound FRIARS ROAD on City owned property. This would eliminate, or at least reduce significantly, the stoppage of community traffic on FRIARS ROAD.
- 18 2) Improve the access from the STADIUM to INTERSTATE 15 SOUTH. This would facilitate the Regional traffic onto the Regional highway network and thereby reduce traffic on the local streets.
- 19 3) Construct a street extension from the STADIUM parking lot southerly to connect with existing MILLY WAY at CAMINO DEL RIO NORTH. This would provide a totally new access for the STADIUM and will reduce the traffic impacts on FRIARS ROAD.

PARKING:

The DRAFT EIR states that. . ."At the present time, during major event conditions, adequate parking does not exist at the STADIUM". (Page 19). There would be a demand for at least 2,200 - 2,500 additional parking spaces associated with the

16. As stated in response No. 15, additional access because of the stadium expansion is not considered necessary at the present time. The draft Mission Valley community plan will include the future connection to Milly Way at the Stadium.
17. It has not been determined that an overpass at this location for stadium traffic is necessary or feasible. Information relating to the effectiveness of present traffic control procedures is not available. The stoppage of traffic on Friars Road is considered significant but does not occur frequently enough to warrant this mitigation measure.
18. It is not physically feasible to improve the access from the stadium to Interstate 15. No new additional access can be provided due to Federal highway standards regarding proximity of interchanges. The distance between the existing Friars Road and Interstate 8 interchanges would not allow for another access.
19. Please see responses No. 3 and 12. The future extension of Milly Way from Camino del Rio North as identified in the draft Mission Valley community plan will serve this function and have adequate capacity to handle traffic from the Stadium.

June 3, 1983

RESPONSE TO COMMENTS

Ellen Mostley  
ENVIRONMENTAL QUALITY DIVISION  
PLANNING DEPARTMENT  
CITY OF SAN DIEGO

Page Three

PARKING (Continued):

additional 8,000 seats in the STADIUM. It seems only fair and consistent with the parking requirements that are routinely made conditions of private development that the City should provide 2,500 additional parking spaces on the STADIUM site.

- 20 One possible alternative has to do with the existing practice field area. Since virtually all redevelopment plans will require the relocation of the practice field (for the street connection to CAMINO DEL RIO NORTH), serious consideration should be given to relocating the practice field to the existing City property north of FRIARS ROAD and west of MISSION VILLAGE DRIVE. This site is about the same distance from the STADIUM field as the present practice field, and the use of this site would be compatible to the existing open space designation in the SERRA MESA COMMUNITY PLAN. The existing four acre level area could easily be widened by steepening the existing cut slope on the north. The existing practice field and sod growing area could then be utilized for the necessary road system and additional parking.

- In summary, the DRAFT EIR points out many existing and future problems with  
21 traffic circulation and parking demand. The City is not proposing any mitigations for these adverse impacts, even though several mitigations are available and offer real long range benefits to the STADIUM problem.

We thank you for the opportunity to comment.

Yours very truly,



HENRY F. HUNTE, Principal  
M V ASSOCIATES

HFr/mcw

CC: MVUPC  
SHCPC

20. Please see response No. 1.

21. The project has been revised. Please see response No. 7.

RESPONSE TO COMMENTS

18388-54 Caminito Cuervo  
San Diego, Ca. 92108.  
June 3, 1983.

Ellen Mosley  
Environmental Quality Division  
Planning Department  
City of San Diego  
282 C Street  
San Diego, Ca. 92101.

RECEIVED

JUN 6 1983

ENVIRONMENTAL QUALITY  
DIVISION

Dear Ms. Mosley,

I would like to take this opportunity to comment on the present plans to expand the stadium. As a resident of the immediate area since 1976, I believe that I am well qualified to speak about the effect of stadium activities on the local environment and the comfort and well being of the residents.

Ever since I have lived here, I have been acutely aware of the shortage of parking space at the stadium at its present size. Whenever there is an important game, a concert or a fireworks show, the area becomes crowded with cars. My particular residence is at Mission Ridge, which is an upper middle class condominium. We pay substantial taxes. Nevertheless, we find it necessary to employ a guard during Charger games, some Padre games and every concert or light show just to keep the illegal parkers out of our private driveways. In effect, due to the lack of parking facilities we subsidize the city by providing our own police force. Incidentally, requests to the city police to assist us or provide us with some protection have been ignored.

22 With this background you will understand why I was appalled to find that the stadium expansion was planned without a single additional parking space. It seems that the city intends to throw the problem onto the local community.

23 Apart from the parking problem, I would like to mention the problem of large groups of rowdies who come up onto our property whenever there is a fireworks show, leaving their broken bottles, empty beer cans, damaging our plantings, our automobiles and other property. Here again, calls to the police have been only minimally effective. This is usually due to the fact that one policeman is hardly in a position to handle this kind of problem.

24 Finally, the present traffic pattern creates havoc for those of us who arrive home from work either before a game is about to start or immediately after a game is finished. I would urge that a significant effort be made to improve this, even if the plan to expand the stadium is dropped.

I trust that my views will be incorporated into your report to the City Council.

22. Please see response No. 1.

23. Please see response No. 2.

24. Please see response No. 7 which discusses proposed mitigation measures.

Very truly yours,

*Nathaniel L. Cohen*

Nathaniel L. Cohen

copy to :Councilman Dick Murphy  
City of San Diego  
202 C Street  
San Diego, Ca. 92101.



RICHARD SCOTT ENTERPRISES

P.O. Box 201077  
SAN DIEGO, CA 92120-0910

RECEIVED

JUN 01 1983

ENVIRONMENTAL QUALITY  
DIVISION

RESPONSE TO COMMENTS

4 June 1983

Ms. Ellen Mosley  
Planning Department  
City of San Diego  
202 "C" Street  
San Diego, CA 92101

Re: Stadium Expansion EIR, #83-0052

Dear Ms. Mosley:

I have reviewed this EIR and have several comments. First, the existing and proposed traffic amounts and the street capacity was discussed, but there was no discussion as to the amount of traffic that can be attributed to the stadium and what can be done to better control it. Secondly, if street capacity is limited at peak hours, then better scheduling of stadium events might be a solution. There is no necessity that baseball games be held on Thursday afternoons. As a business owner in the area, I am concerned about increasing congestion and the effect on our local community. Thank you for your consideration.

Yours truly,



RICHARD SCOTT

RS:cfl

cc: Mayor Hedgecock

25. A major (capacity) event generates approximately 19,000 vehicle trips. The expansion could add approximately 15 percent more traffic for capacity events (assuming no increase in bus usage or in car-pooling).
26. Information does not exist relative to the effectiveness of present traffic control procedures. According to the Police Department, the existing measures appear adequate. Temporary congestion is inevitable for this type of facility.
27. The vast majority of capacity events occur at non-peak travel times. A rescheduling is not feasible because the scheduling for most of the capacity events (football, baseball games) is not determined locally.

25-27

RESPONSE TO COMMENTS

10400-241 CAMINITO CUERVO, SAN DIEGO, CALIFORNIA 92108

RECEIVED

JUN 6 1983

ENVIRONMENTAL QUALITY  
DIVISION

June 5, 1983

Ellen Mosley  
Environmental Quality Division  
Planning Department  
City of San Diego  
202 "C" Street  
San Diego, CA 92101

Re: Draft EIR, EQD #83-0052

Dear Ms. Mosley:

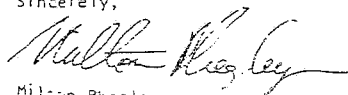
I am both a resident and employee in the vicinity of San Diego Stadium. I am also a professional land use planner. I have reviewed the stadium expansion draft EIR and have two personal comments:

28 1) The existing traffic conditions have not been adequately quantified and described. The existing traffic congestion results in large part, I believe, from inadequate control. There should be a description of the traffic characteristics, peaks, and existing traffic management.

29 2) The proposed mitigation measures are described in outline form only with no real information to use in evaluating how effective they would be. Also, there is nothing in the proposed mitigation that would logically lead to something to be implemented. What would be the action if future studies (a suggested mitigation) indicate that there is no feasible solution to the already created new impacts? The solutions should be sought now!!

Thank you for your consideration.

Sincerely,

  
Milton Phegley

cc: Councilman Murphy, Mayor Hedgecock

28. Please see response No. 5.

29. As stated in earlier responses, information regarding stadium traffic and traffic control is not available. It is therefore not possible to evaluate the effectiveness of mitigation. The project has been revised to include mitigation (see response No. 7).



**MISSION RIDGE  
CONDOMINIUM ASSOCIATION**

10250 CAMINITO CUERVO • SAN DIEGO, CA 92108 • PHONE (619) 584-4094

RECEIVED

JUN 6 1983

ENVIRONMENTAL QUALITY  
DIVISION

June 6, 1983

Ellen Mosley  
Environmental Quality Division (MS 5A)  
Planning Department  
City of San Diego  
202 "C" Street  
San Diego, CA 92101

Re: Draft Environmental Impact Report, Expansion of San Diego Jack  
Murphy Stadium, EQD #83-0052.

Dear Ms. Mosley:

we appreciate the opportunity to comment on this draft environmental impact report. Our comments are those of one of the several condominium associations located east of the stadium; however, we believe that our comments are reflective of the concerns of all of the residential developments in the area.

we recognize San Diego Stadium as a legitimate and important land use in the San Diego region. We also recognize that an expansion of the stadium will have many positive social and economic benefits. The important issue for us is the recognition and control of external impacts so that the quality of other uses in the area is not degraded at the benefit of stadium uses.

There are certain external impacts of stadium operations which currently exist and would continue even if no expansion was planned. However, consideration of the current project presents an opportunity to consider all impacts in a comprehensive manner.

we have reviewed the Draft Environmental Impact Report (DEIR) and believe that it correctly identifies the probable impacts of development. We also believe that the DEIR recommends several very effective mitigation measures.

City of San Diego, EQD #83-0052  
 June 6, 1983  
 Page 2

The DEIR concludes that the proposed project "...would create additional peak-hour congestion, cause increased disruption to neighborhood access and force patrons to seek parking in adjacent residential neighborhoods. The City has not proposed measures to mitigate these impacts." We consider this approach to planning to be completely irresponsible; either the applicant does not recognize these impacts or does not feel that the type of development responsibility which would be required of a private developer should also be required of a public agency.

30

We believe that the proposed mitigation measures would substantially compensate for the existing and proposed impacts. However, these mitigation measures must be made an integral part of the project approval; and, guaranteed implementation programming and funding must be provided.

The effective mitigation of stadium impacts requires a comprehensive program among various City departments, City-related agencies, and non-City agencies. Such a program does not now exist and we recommend that such an approach be taken as part of a stadium expansion approval.

Funding for all necessary mitigation measures may not be presently available, but is available through user fees, lessee charges, or funds generated by increased lease revenues.

Our specific comments on the DEIR follow:

Distribution

31 It appears that copies of the DEIR were not distributed to several City departments who would be most affected by or most able to implement the proposed mitigation measures. These departments are Engineering and Development, Police, and Property.

Traffic Circulation/Parking

32 --The existing street and freeway system and the stadium traffic characteristics have not been evaluated for compatibility; i.e., is it possible to control traffic in different manners than is now being done to reduce congestion?

33 --The increased use of existing and planned streets in a traffic management system has not been discussed. The use of reversible lanes on Friars Road and San Diego Mission Road could substantially increase their peak-hour capacity.

34 --The DEIR states that priority entry-and-exit is given to public transit buses. However, this is given only to the Stadium-proper; a more effective

30. The project has been revised. Please see response No. 7. Funding is available.

31. The distribution list for City departments is on file in the offices of the Planning Department. The departments cited were sent copies of the EIR.

32. Please see response No. 26.

33. Please see earlier responses regarding street improvements. The use of reversible lanes is not considered desirable because of the enormous costs and potential risks involved. The original design of Friars Road provided for reversible lanes but was not implemented because the measure did not appear necessary.

34. Please see response No. 4.

method would be to give significant traffic breaks and through access for groups of buses along, for example, the entire length of Friars Road to SR-163 or the establishment of temporary bus lanes on San Diego Mission Road.

- 35 --Some of the new shuttle bus pick-up points may not be available for use as they are private property (shopping centers) which were not originally approved as transit centers.
- 36 --There is no discussion in the DEIR as to the adequacy of bus parking areas now or with increased use.
- 37 --There is no discussion regarding employee parking and possible mitigation by requiring that Stadium employers provide bus transportation for employees.
- 38 --There is no discussion of the use of Stadium parking areas as "holding areas" for exiting traffic so that outbound traffic is "metered" and efficient use of the street system is achieved.

- 39 In general, the DEIR indicates that many of the potentially effective mitigation measures require additional study. The study would then, presumably, become the basis for mitigation. However, that mitigation which may be needed would not necessarily be part of this approval. All necessary mitigation and the means for implementation should be required and approved as part of the proposed project.

#### Noise

The objectionable noise impacts on adjacent residential uses are not from most sports events, but from other uses. Most sports related noise is of short duration, while some sports noise and concert noise is of longer duration. The objectionable sports noise occurs when events such as automobile races are held in the parking lots, especially on the east side of the stadium. Noise from these events, as well as swap meet concerts, is often carried by prevailing winds to the residential areas which are located at a higher elevation than the parking lot.

- 40 We have been previously informed that noise abatement personnel are not available to monitor parking lot events and that there are no noise limit levels for such events. As stated, the greatest impacts occur from events in the east parking areas. The best mitigation would be to prohibit automobile races and the use of sound amplification in parking areas other than the west area.

35. Your comment is correct. However, the City is working with private industry to determine the feasibility of using privately owned parking lots for transit pick-up points for major stadium events.
36. There appears to be adequate bus parking considering that there is an underutilization of bus capacity. Increased ridership could be adequately accommodated.
37. Your comment has been considered but does not appear feasible. Stadium employees arrive and leave the stadium at all hours and bus transportation is not always available.
38. Your suggestion has been considered but is not considered practicable or enforceable. In addition, the negative effects of an uncontrollable crowd is another potential disadvantage.
39. Please see response No. 7.
40. Please see response No. 11. Noise abatement personnel are available to monitor such events but do so only on a complaint basis.

City of San Diego, EQD #83-0052  
June 6, 1983  
Page 4

RESPONSE TO COMMENTS

41 Concert events within the stadium result in less objectionable noise impacts, increasing in intensity with particular performers and the specific wind direction. Greater penalties (including immediate termination of power) should be instituted to insure that established noise levels are not exceeded.

42 The noise from fireworks is generally not objectionable. However, as everyone tries to to stage a "bigger and better" show, more objectionable impacts are occurring. Limits should be established for the size and number of pyrotechnic devices (especially the concussion type) allowed.

In summary, we believe that the Stadium expansion should not occur unless the necessary mitigation measures are incorporated as an integral part of the project approval. Again, thank you for the opportunity to comment.

Sincerely,

MISSION RIDGE CONDOMINIUM ASSOCIATION



Robert Hanrahan, President

RH:MJP:ms

cc: Councilmen Murphy and Struiksma  
Mayor Hedgecock

41. Please see response No 10. Termination of power is not considered feasible because it could result in damage to equipment. Negative effects of an uncontrollable or hostile audience is another potential risk.

42. Please see response No. 10. The steep penalty schedule appears to be adequate.

CITY OF SAN DIEGO  
MEMORANDUM

RESPONSE TO COMMENTS

FILE NO.:  
DATE : May 12, 1983  
TO : Ellen Mosely  
FROM : Deborah Warriner  
SUBJECT: COMMENTS RE: EIR 83-0052 (STADIUM EXPANSION)

Page 4, 5th paragraph:

43. Patton property (immediately west of the Stadium) is recommended for annexation pending City Council approval of their proposed specific plan (Northside). The following paragraph is an excerpt from page 4 of the "Northside Specific Plan" submittal prepared by FRG Toups on 4/21/83:

The project is situated on an incorporated "island" of land under County jurisdiction. The site is surrounded by the City. However, on July 15, 1981, an Ordinance No. 111111 was adopted by the City Council recommending for annexation with the preceding jurisdiction. However, the City Council of the City of San Diego, Resolution 111111 further before City Council approval toward annexation of the property. The property has been utilized for a sand and gravel operation for more than 50 years under a special permit issued by the County (County Special Use Permit 55-111111) which was converted to City CUP No. 82-111111. Reclamation of the site will be undertaken in accordance with the provisions of the State Surface Mining and Reclamation Act of 1975 which requires mine operators to file a reclamation plan with the state and to provide reclamation measures. Full reclamation of the project site and of the Block will be considered by DFRD upon the completion of this reclamation plan.

43. Your comment is acknowledged and incorporated by reference into the final EIR.

Page 21, recommended Measures: Additional Parking, #1:

44. The publicly owned parcels located north of Friars Rd., adjacent to the Stadium, are not available for Stadium parking. The 0.71 acre parcel (Site #18E) is dedicated open space. The other 17.71 acre parcel (Site #18A) has only about four useable acres due to the topography. This latter parcel is also a possible site for a fire station tentatively for construction in the 1989 CIP budget.

44. The City is proposing to construct a parking lot on the publicly owned parcel at the northwest corner of Friars Road and Mission Village Drive. When the City Council acts on this measure, the open space issue will be considered.

- CITY of SAN DIEGO  
MEMORANDUM

RESPONSE TO COMMENTS

FILE NO.:

DATE: June 3, 1983

TO: Allen M. Jones, Environmental Quality Division

FROM: Gene Lathrop, Long-Range Planning Division

SUBJECT: EXPANSION OF SAN DIEGO JACK MURPHY STADIUM/EQD NO. 83-0052

The following comments are offered in regard to the proposed seating expansion of San Diego Jack Murphy Stadium:

P.4. 45 Parking figures obtained for inclusion into the Mission Valley Community Plan indicate that there are 17,000 spaces for cars and 300 spaces for buses.

P.4. 46 The access into the Stadium grounds from San Diego Mission Road is located at the southeast corner of the Stadium and not the northeast corner. Is it limited access restricted to buses?

P.7. 47 The East Mission Valley Community Plan is not being revised. It will be repealed when the forthcoming Mission Valley Community Plan is adopted.

P.5. 48 Should it be indicated that San Diego Mission Road provides only limited access to the Stadium?

P.6. 49 Third Paragraph. The statement that the golf course cannot be redeveloped at this time is not necessarily correct. It can be redeveloped if the owners wish to redevelop it and the City grants the necessary approvals and permits.

P.10. 50 Second Paragraph. The traffic forecast assumed development and no development on Stadium lands.

P.13. 51 Third Paragraph, Parking. The 3.6 figure appears to be inaccurate. When multiplied by the 16,700 total parking spaces, it indicates that the Stadium has 60,120 seats. If accurate, it infers that the Stadium does not have a parking problem. This figure also suggests that there will be no parking problem upon completion of the seating expansion project.

45. The figures in the EIR regarding the number of parking spaces are accurate.

46. The access from Rancho Mission Road at the southeast corner of the stadium is for buses only. The San Diego Mission Road access at the northeast portion of the stadium is not restricted to buses.

47. Your comment is acknowledged and incorporated by reference into the final EIR.

48. Rancho Mission Road provides limited access to the stadium.

49. Your comment is acknowledged and incorporated by reference into the final EIR.

50. Your comment is acknowledged and incorporated by reference into the final EIR.

51. The parking ratio of 3.6 seats per on-site parking space may be slightly high. Without taking into account bus/recreational vehicle parking, the ratio is approximately 3.1. Based upon this ratio, another 2000-2500 parking spaces would be necessary to accommodate the stadium expansion.



## RESPONSE TO COMMENTS

- P.22. The draft Mission Valley Community Plan suggests four methods (listed in the draft EIR) for easing the Stadium's parking and traffic congestion problems.
- 52 These methods could be incorporated into a mitigation program. Participants in this program should include the City, the Stadium Authority, Stadium lessees, San Diego Transit, and the private charter bus lines.
- P.25. ALTERNATIVES, Third Paragraph. The program set forth
- 53 in the draft Mission Valley Community Plan is available as an alternative. A viable mitigation program in the form of a comprehensive busing plan and a preferential parking fee structure could be developed and put into effect.



Gene Lathrop  
Senior Planner

GL:baa/yg

cc: D. Dugan  
A. Leira  
E. Mosley -

52. Please see response No. 7.

53. Please see response No. 7. A preferential parking fee structure has been considered but may result in other negative effects such as increased spillover of parking into adjacent residential areas. Studies are not available to show whether this measure would achieve the goal of increased carpooling or mass transit use.

10325 Caminito Cuervo, #177  
San Diego, California 92108  
June 6, 1983

Ellen Mosley  
Environmental Quality Division  
Planning Department, City of San Diego  
202 "C" Street  
San Diego, California 92101

RECEIVED

JUN 10 1983

ENVIRONMENTAL QUALITY  
DIVISION

Dear Ms. Mosley:

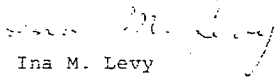
I am a resident of Mission Ridge Condominiums who lives in the building at the top of the hill immediately overlooking the Stadium. I have been living in this area since moving to San Diego five years ago and love being in this Mission Valley location.

However, since plans have been finalized to expand the Stadium, I feel that expression should be made by those who live in this vicinity regarding the impact this expansion will cause: namely, problems concerning traffic control, noise control, and parking. As future plans are made, it would be helpful if some input from the people who will be living with the situation on an on-going basis could be expressed. Perhaps there could be an ex officio representative from the condominium communities in the area who could sit in on the planning of the solutions to these problems.

As a specific example, when fireworks are set off after a concert at the stadium, not only is the noise deafening, but also at the loudest moments, my walls vibrate and I fear that my mirrors and pictures will fall to the floor. This is the kind of problem that only people who live in the immediate area would be aware of.

I look forward to hearing from you.

Yours sincerely,

  
Ina M. Levy

## TABLE OF CONTENTS

	PAGE
I. INTRODUCTION .....	1
II. PROJECT DESCRIPTION .....	2
III. ENVIRONMENTAL SETTING	
IV. ENVIRONMENTAL ANALYSIS	
A. TRAFFIC CIRCULATION/PARKING .....	7
B. NOISE .....	22
V. ALTERNATIVES .....	25
VI. REFERENCES .....	25
VII. ORGANIZATIONS AND PERSONS CONSULTED .....	25

## I. INTRODUCTION

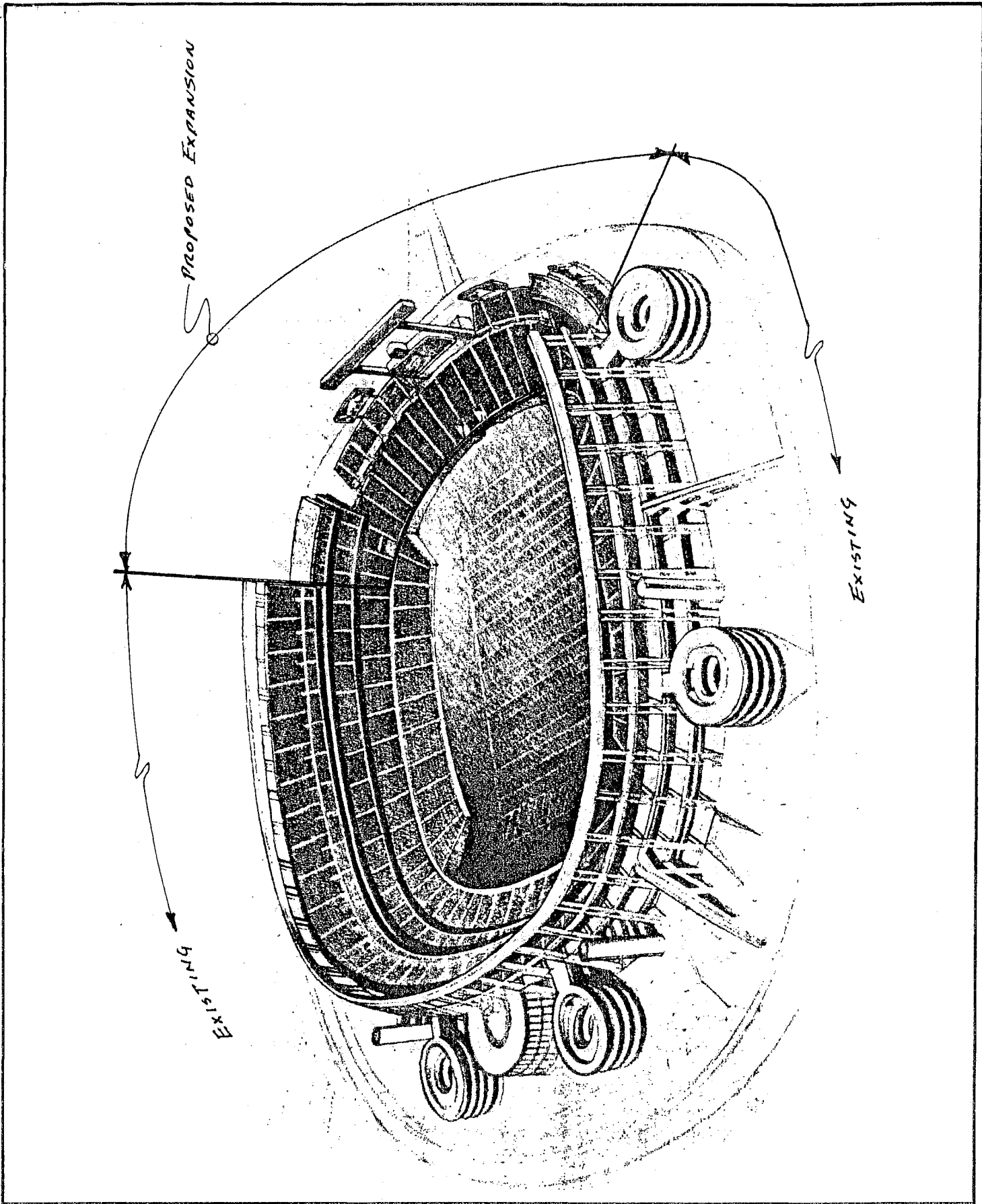
This Environmental Impact Report (EIR) for a proposed action within The City of San Diego is prepared in accordance with the California Environmental Quality Act of 1970, as amended. This EIR is "focused" in that it addresses only the potentially significant issues which could result from the proposed action. An Initial Study was completed at which time all other impacts were found to be insignificant and, therefore, require no further analysis (EQD No. 83-0052). The Initial Study is on file with the Environmental Quality Division of The City of San Diego Planning Department.

The discretionary action involved is the advertising for bids and awarding of a contract for the expansion of San Diego Jack Murphy Stadium. The issues addressed in this report are traffic circulation/parking and noise. The analysis of these issues is broken down into sections describing the existing conditions and assessing the potential impacts and recommended or incorporated mitigating measures if an adverse impact is identified. Alternatives to the proposed project and any potential cumulative impacts are also discussed in the report. Technical data and other supporting information and materials discussed in this report are on file in the Environmental Quality Division.

## II. PROJECT DESCRIPTION

The proposed project consists of the expansion of San Diego Jack Murphy Stadium which would increase the seating capacity from 52,600 to approximately 60,251 persons. The Stadium would be expanded by constructing additional plaza level seating in the open end of the Stadium, thus making the plaza level a full bowl (see Figure 1). In addition, there would be an extended level of seating constructed above the plaza. Under this structure could be built office space, restrooms, locker rooms, and concession stands or the like. A maximum of 10,000 square feet of such additional space is anticipated. All additional seating would be identical to that which presently exists in the Stadium. It should be noted that the proposed extended seating area may preclude a "full" expansion of the Stadium at some later date without demolishing the extended seating structure. Thirty sky boxes would be constructed above the extended plaza in the "corners" of the open end of the Stadium. These boxes would also be constructed over a lower level which could house office space, etc. In addition, 14 boxes would be constructed, in place of existing storage areas on the loge level, making a total of 44 additional sky boxes. Additional seating capacity of the Stadium is broken down as follows (numbers are approximate):

Plaza level seats at grade	5,730
Extended plaza level seats	4,480
Sky box seats	360
Loge box seats	<u>168</u>



# PROPOSED EXPANSION PLAN

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

1

TOTAL NEW SEATS	10,738
Less existing bleachers	-3,080
TOTAL NET ADDITIONAL SEATS	<u>7,658</u>

Proposed construction would permit the existing scoreboard and sound system to remain in place and would also accommodate the existing advertising panels on either side of the scoreboard. These panels may have to be raised somewhat to "clear" the extended plaza seating structure. No off-site improvements are included in the proposal.

The financing of the project would come from the sale of revenue bonds. It is anticipated that a tax subsidy would not be required for the additional expenses resulting from expansion (including bond redemption) because of existing and increased Stadium revenue (from the expansion).

The basic components of the financing plan are as follows:

- A. The City's agreement with the San Diego Chargers would be extended through the year 2003;
- B. The additional 44 boxes would be licensed by the San Diego Chargers on a first-come-first-served basis. The availability of additional boxes would be publicly announced;
- C. The City's share of sky box license revenue for the 44 additional boxes is as follows:
 

First 10 years	- 50%
Years 11-15	- 40%
Years 16-20	- 30%
- D. The rent paid by the Chargers which is presently 8 percent for all seats in the Stadium and on the existing 29 sky boxes, will be increased to 10 percent effective with the 1989 season;
- E. A parking surcharge of \$1.00 per vehicle would be applied to all Charger games beginning with the 1984 season's first preseason game, with the Chargers waiving any share of this added revenue;
- F. Office space which will be constructed as part of the expansion project will be rented by the City with an anticipated revenue in 1982 dollars of \$100,000 per year.

The lease would also include provisions for responsibility of maintenance and custodial service costs and a guaranteed minimum number of Charger games to be played for five years beginning in 1984.

Construction is to begin no later than April, 1984. The construction specifications would be written to preclude any construction activity from taking place two hours prior to a scheduled event and could not resume until two hours following a scheduled event. The contract would also state that construction equipment not block any spectator's view of the scoreboard during an event.

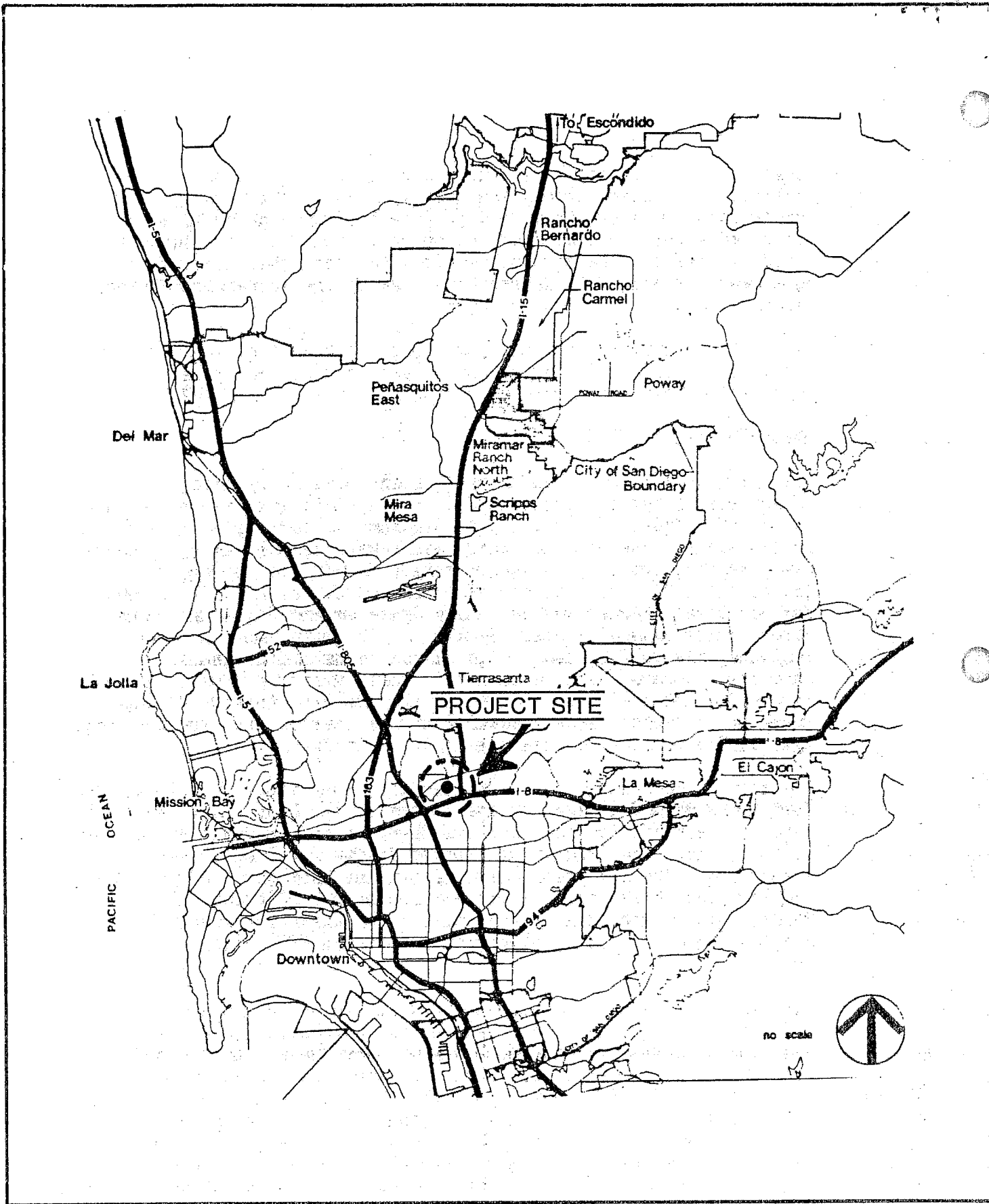
The total cost of the project including construction, architectural fees, bond counsel, financial consultant, project management and revenue bond fund financing is estimated to be \$10,000,000.

### III. ENVIRONMENTAL SETTING

San Diego Jack Murphy Stadium is located immediately west of Interstate 15 between Interstate 8 on the south and Friars Road on the north (Figures 2 and 3). The Stadium and parking areas consist of 158 acres. The Stadium, which was constructed in 1967, presently has a seating capacity of approximately 53,000 and parking for 16,250 cars, 200 recreational vehicles and 250 buses. It is used for San Diego Charger and San Diego State University Aztec football games, Padre baseball games, Soccer soccer games, special events including the Holiday Bowl, high school championship games, concerts, swapmeets and festivals. Access into the Stadium is from Friars Road at the northwest end of the Stadium, Mission Village Drive at the north central portion of the Stadium and from San Diego Mission Road at the northeast end of the Stadium.

The site is generally level. Elevations range from approximately 50 feet above Mean Sea Level at the center of the Stadium, rising to about 70 feet MSL to the north and leveling off to about 50 feet MSL to the south. The Stadium is located in the San Diego River floodplain. The San Diego River is located just south of the site and portions of the parking lot are subject to flooding. The Stadium was constructed on fill to a level above the standard project flood. Existing zoning is R-1-40 and FPF (Floodplain Fringe).

Land use surrounding the Stadium varies. To the north are vacant hillsides with single-family residential development occurring at the rim along Mission Village Drive in Serra Mesa. Multi-family residential development occurs across Interstate 15 to the east of the Stadium. The San Diego River lies to the south. Further south, office and commercial development occurs. To the west, in County jurisdiction, is a sand and gravel extraction operation where the majority of vegetation has been removed. Surrounding zoning is R-1-40 to the north and west, FW (Floodway) to the south and R-3 and R-2A to the east across Interstate 15.



## VICINITY MAP-CITY OF SAN DIEGO

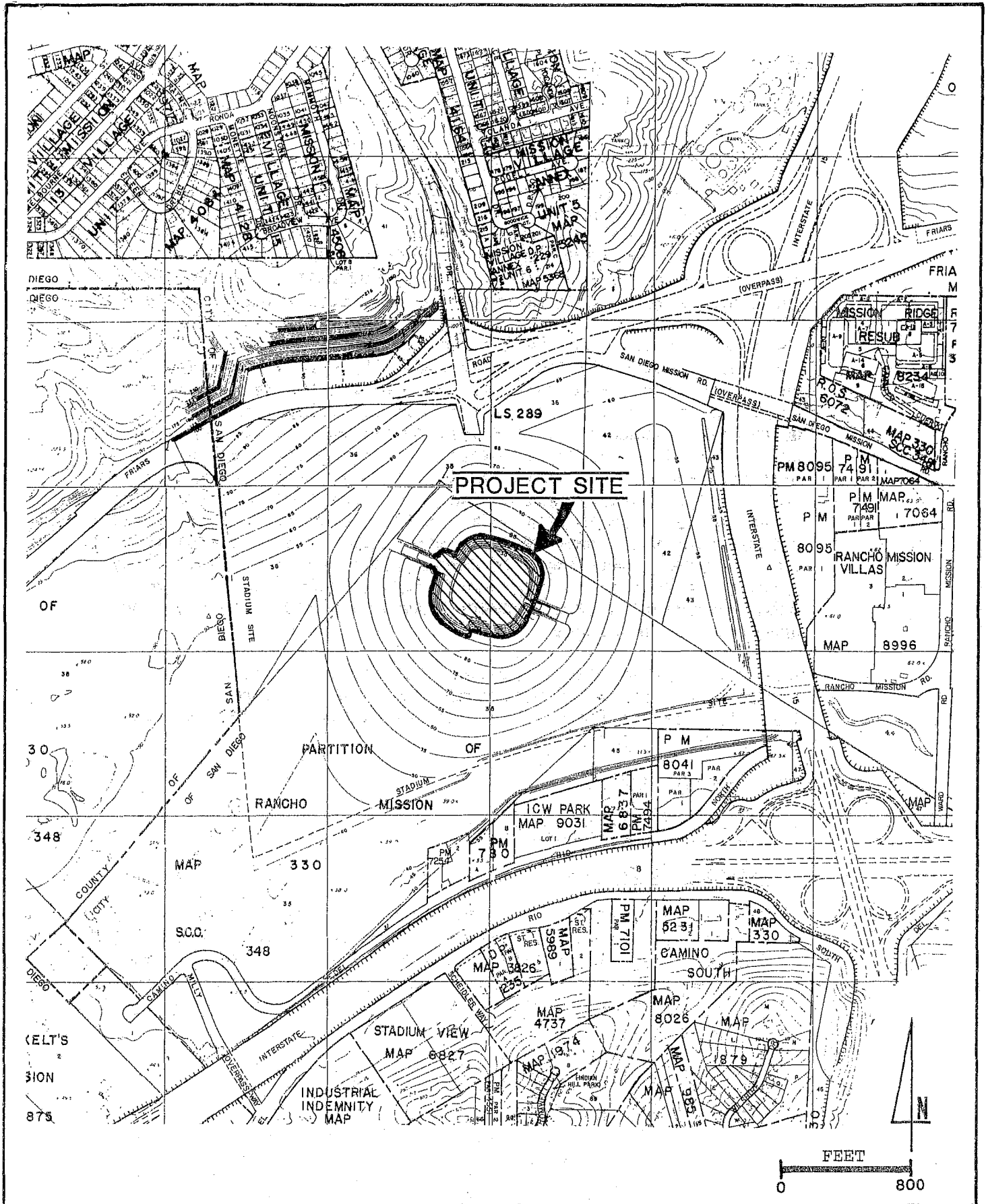
Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

2





# LOCATION MAP

Environmental Quality Division  
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

3

Due to topographic characteristics, the Stadium is the dominant feature in this area. Located in a valley, the site is surrounded by hillsides and stands out as a major landmark to passersby. In addition, it is surrounded by freeways on the east and south and a major road on the north, and is therefore viewed by not only adjacent residents and workers, but by community, city and regional passersby as well, thus making it an important visual focal point.

The site is located in the Mission Valley community planning area. The existing East Mission Valley Community Plan was adopted in 1968 and is currently being revised. In general, the revised plan envisions intense urbanization of Mission Valley with major development proposals for the area to the west of the Stadium and potentially for the City property surrounding the Stadium. A precise plan has been submitted to the City for processing of the 240 acres immediately west of the site. The proposed plan calls for mixed-use development with multi-family residential, large and small office, specialty commercial and hotel land uses. In addition, the City's Property Department is conducting an economic feasibility study to determine how City-owned property (the Stadium as well as other properties located between Stadium Way and I-15) might be developed in the future.

Friars Road serves as the boundary between the Mission Valley community and the Serra Mesa community. The Serra Mesa Community Plan (City of San Diego, 1977) designates the hillsides across Friars Road as open space.

#### IV. ENVIRONMENTAL ANALYSIS

##### A. TRAFFIC CIRCULATION/PARKING

###### Existing Conditions

The following information was drawn from a traffic forecast prepared by the City's Engineering and Development Department in 1982 for the Mission Valley Community Plan revisions, in addition to other analysis conducted by that Department for this project. The full forecast is incorporated into the draft Mission Valley Community Plan (dated 11-4-82).

###### Regional/Community-wide Circulation System

The Stadium is located in the Mission Valley community of the City. Mission Valley is well served by the regional freeway system: Interstates 5, 8, 805 and 15 and State Route 163 serve the area. Interstates 8 and 15 lie immediately to the south and east of the Stadium respectively, and Interstate 805 and SR-163 are both located within approximately two miles of the site. Street access to the site is provided via Friars Road, a six-lane

prime arterial street; San Diego Mission Road, a two-lane collector; and Mission Village Drive a four-lane major street.

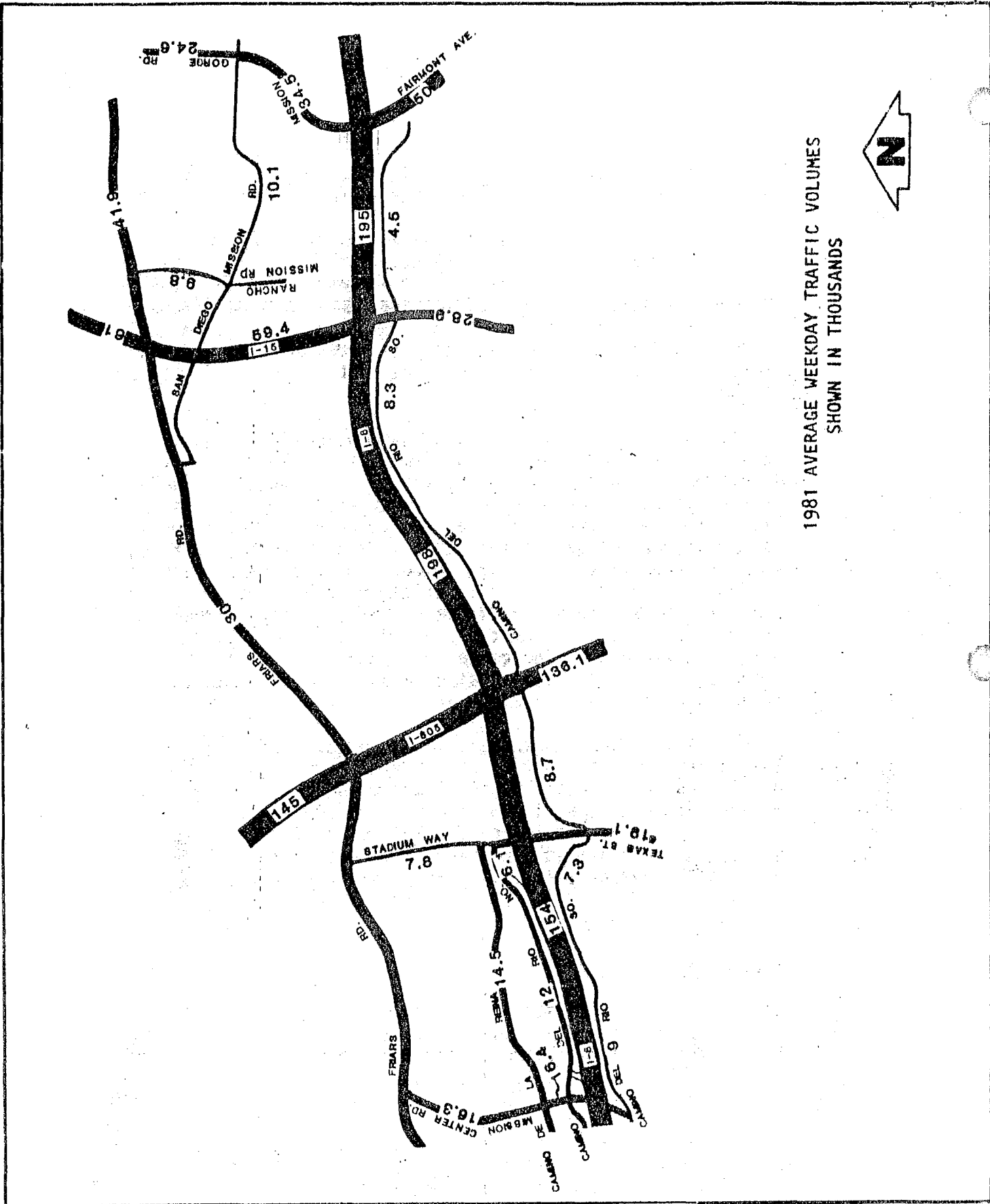
Although Mission Valley is well served by the regional freeway system, it does not have an adequate surface street system. According to the draft Mission Valley Community Plan (11-4-82), the surface street system has not kept pace with development. A major problem facing the existing transportation system is its lack of uniformity - many streets are underdesigned and route an excessive number of cars on to streets not intended for these volumes.

In addition, Mission Valley is unique in several respects with regard to its transportation system. It has lacked an overall development plan for the public and private sector to follow, several of the largest parcels are currently in sand and gravel extraction, and other major parcels (such as the golf course) cannot be redeveloped at this time. It is therefore difficult to evaluate the existing surface system. Some streets, such as Friars Road, function smoothly at the present time because there are few intersections and little driveway access. Other streets experience congestion, mostly at peak hours, because they are not built to standards. The congestion is both a function of underdesigned or incomplete streets and congestion on the freeways which causes backups into the surface street system.

Mission Valley also contains several unique traffic generators that overburden the surface street system during certain times. One of these generators is the Stadium which currently overloads Friars Road and other local streets. In addition, Friars Road is expected to carry future traffic volumes of 70,000 vehicles daily, which is almost two times as much as the present volumes of 33,000, thereby potentially resulting in a worsening situation in terms of congestion. Existing street volumes (1981) are indicated in Figure 4.

#### Planned Facilities

In preparing the Mission Valley Community Plan, the City completed an extensive travel forecast analysis and projection of future traffic flows based on the proposed development. The City's travel forecast was used as a basis for the roads included in the community plan. These roads will be sized to accommodate traffic that would be generated by development of projects in the area. The forecast also assumed the development of City-owned parcels adjacent to the Stadium. Construction of these facilities would primarily be the responsibility of the individual developers (as well as the City as developer) as projects are reviewed and approved. Precise development and phasing, as well as financing plans are required for each



### EXISTING TRAFFIC VOLUMES

(MISSION VALLEY EAST OF MISSION CENTER ROAD)

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT



FIGURE

4

individual development before the City will approve a given project. This approach is designed to assure that adequate public facilities will be available when needed.

The City's travel forecast also identified the transportation facilities that may be necessary to serve development adjacent to the Stadium facility. The forecast analyzed two land use plans which differed in the assumed development of several parcels of City-owned land adjacent to the Stadium. Portions of the Stadium were analyzed for potential future development as commercial office and retail uses. In addition, the City proposed to construct a new street along the north side of the San Diego River between Rancho Mission Road and Milly Way concurrent with development on the Stadium property. Testing the Stadium development did not change any of the recommendations for street classifications shown on the proposed future street system. Figure 5 depicts the future street system required to accommodate cumulative traffic demands for the year 2000.

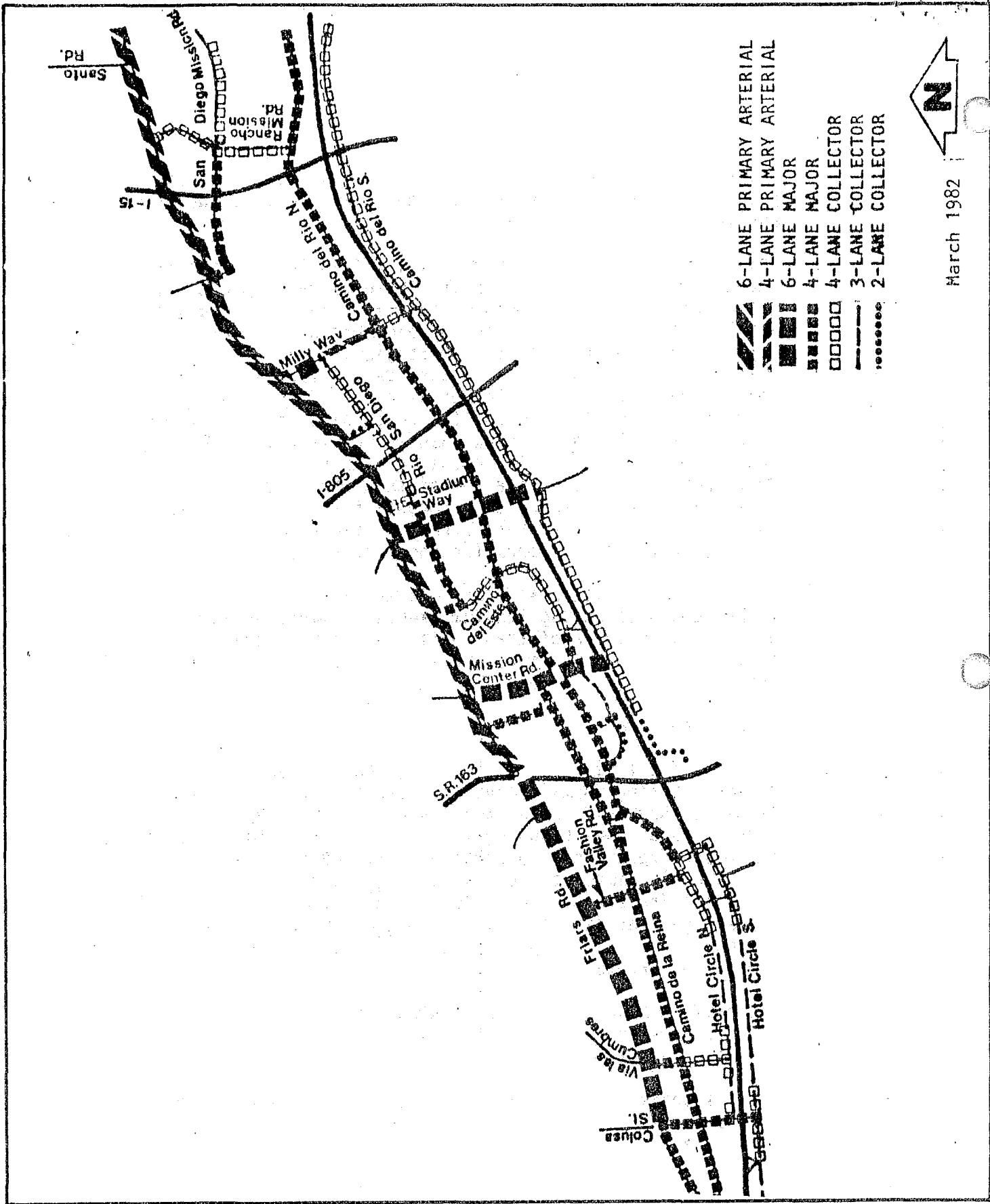
The draft community plan also recommends that traffic control techniques used during Stadium events be improved and that alternative methods of transporting Stadium capacity crowds, especially if the seating capacity of the Stadium is expanded, be established.

#### Transit Service

At the present time, there are seven bus routes serving Mission Valley. During normal service, no route directly serves the Stadium. Route 43, however, runs along Friars Road to San Diego Mission Road, thus stopping in close proximity to the Stadium. San Diego Transit does operate a shuttle bus service for football and baseball games at the Stadium. Based upon the 1981 season, San Diego Transit carried approximately five percent of the overall gate attendance. This compares to approximately five percent of all the trips in the region. Figure 6 shows San Diego Transit bus routes for the area.

The draft community plan encourages a higher level of mass transit service to the Stadium during scheduled events. The plan proposes that this be accomplished by:

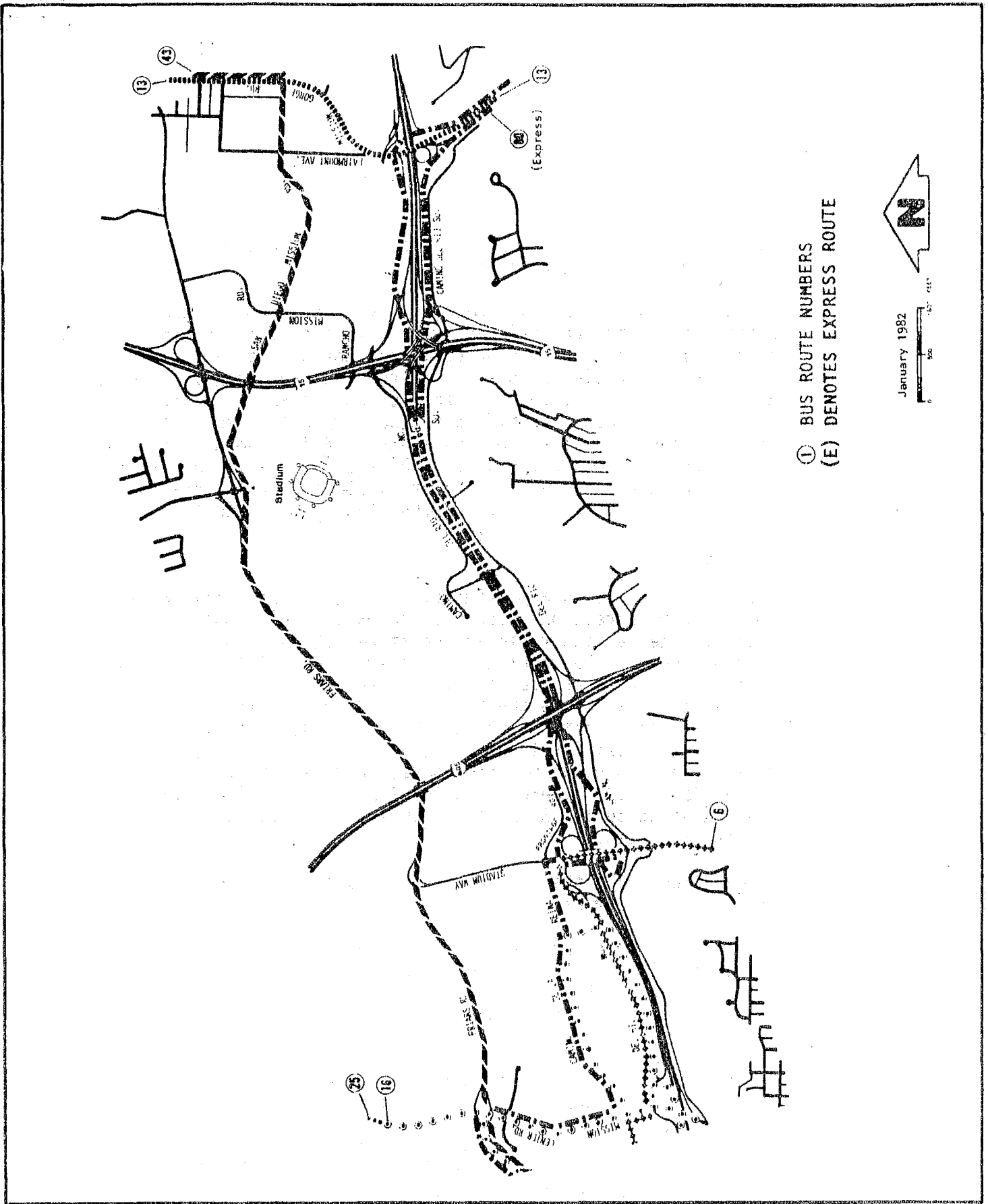
1. Establishing more pickup points in heavily congested areas outside Mission Valley, preferably "park and ride" locations.
2. Setting parking fees high enough to encourage people to carpool or use buses.



# RECOMMENDED STREET CLASSIFICATIONS

Environmental Quality Division  
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE  
**5**



① BUS ROUTE NUMBERS  
 (E) DENOTES EXPRESS ROUTE



January 1982  
 0 100 200 400 800



# SAN DIEGO TRANSIT BUS ROUTES

Environmental Quality Division  
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

6

3. Developing faster ingress and egress routes and/or policies for buses.
4. Providing greater numbers of buses which leave at various times from several locations.

The draft Mission Valley Community Plan also proposes the extension of the regional Light-Rail Transit (LRT) system as an alternative method of moving commuters through Mission Valley. The extension would include a line running from downtown, through Mission Valley, to either the East County or North County. The preferred alignment identified in the community plan is located north of the river corridor and south of Friars Road. If this LRT extension were provided, a high level of transit accessibility to within one-quarter mile or closer (potential stations at Milly Way and Interstate 15) of the Stadium may result.

#### Parking

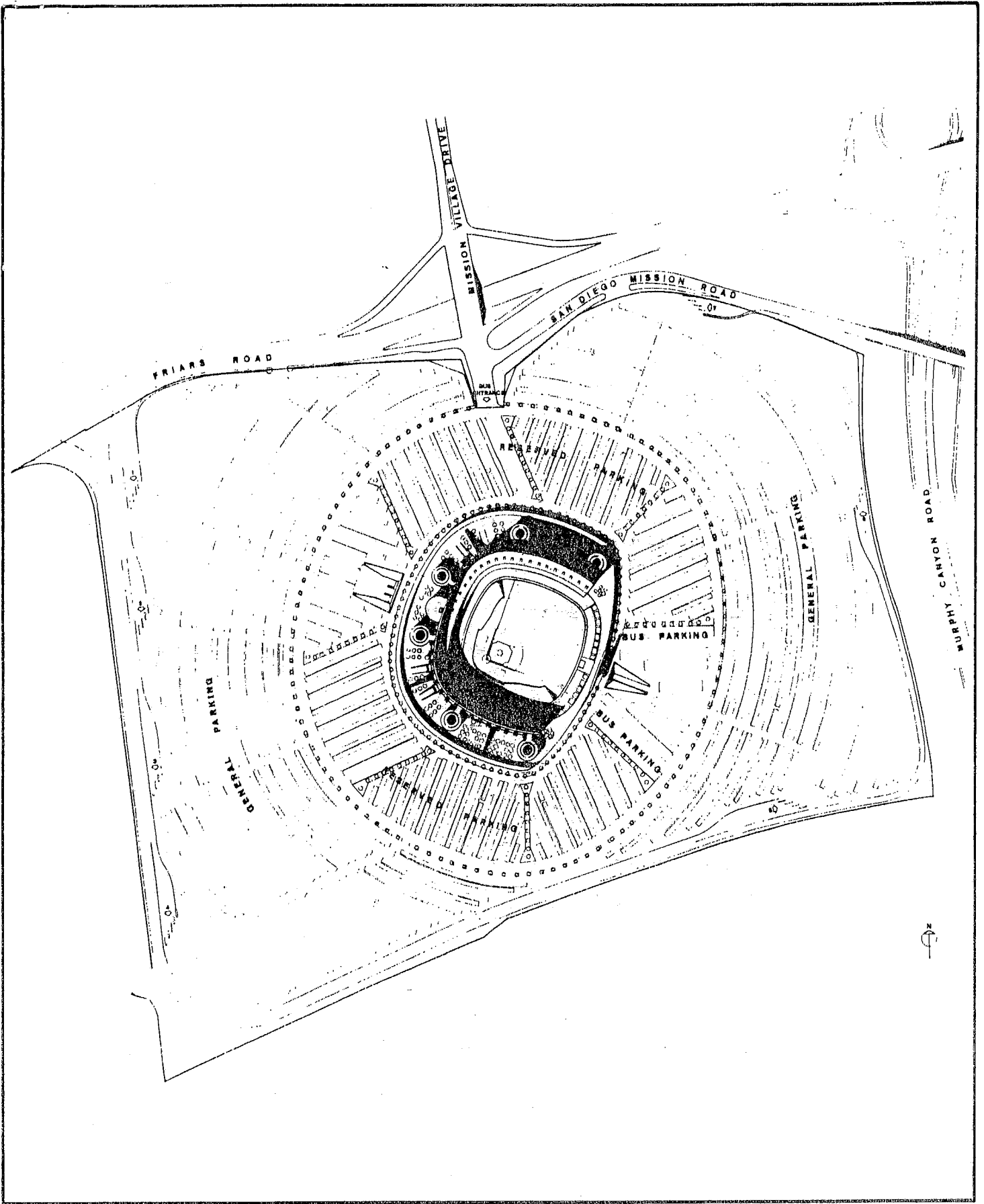
The Stadium contains approximately 16,250 private vehicle parking spaces, 200 recreational vehicle spaces and 250 commercial bus spaces. The parking ratio is therefore 3.6 seats per on-site parking space. The parking lot currently has 15 to 20 percent designated small car spaces. There are virtually no parking facilities adjacent to the Stadium. During certain major events, patrons park to the north on the residential streets adjacent to Mission Village Drive or to the east along Rancho Mission and San Diego Mission roads, in residential and commercial areas. There is no legal parking available on Friars Road adjacent to the Stadium. Figure 7 shows the existing site and parking plan.

Issue: How would the project affect traffic circulation on adjacent and community streets?

Impact: The proposed Stadium expansion would result in approximately 2,200-2,500 additional vehicle trips to a major Stadium event. This would increase major event traffic 15 percent to a total of approximately 19,250 vehicles.

Peak-hour congestion presently occurs during major (30,000+ crowd) weekday and weeknight events at the Stadium. This congestion overloads local streets such as Friars Road. The San Diego Police Department finds it necessary to institute traffic-control procedures for all special events ( Appendix A). These events include professional and college football games, baseball and soccer games and concerts. The extent and duration of these procedures vary according to the size of the crowd. The most significant feature is the stoppage of eastbound traffic on Friars Road for up to eight minutes at a time to allow the





# SITE AND PARKING PLAN

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

7

inbound or outbound Stadium traffic and the reduction of through lanes on westbound Friars Road, and southbound Mission Village Drive. Traffic-control procedures are also used for Mission Village Drive, San Diego Mission Road, Rancho Mission Road, and Mission Gorge Road. Inbound and outbound Stadium traffic is given priority over other traffic in the area of the Stadium to facilitate the flow of traffic.

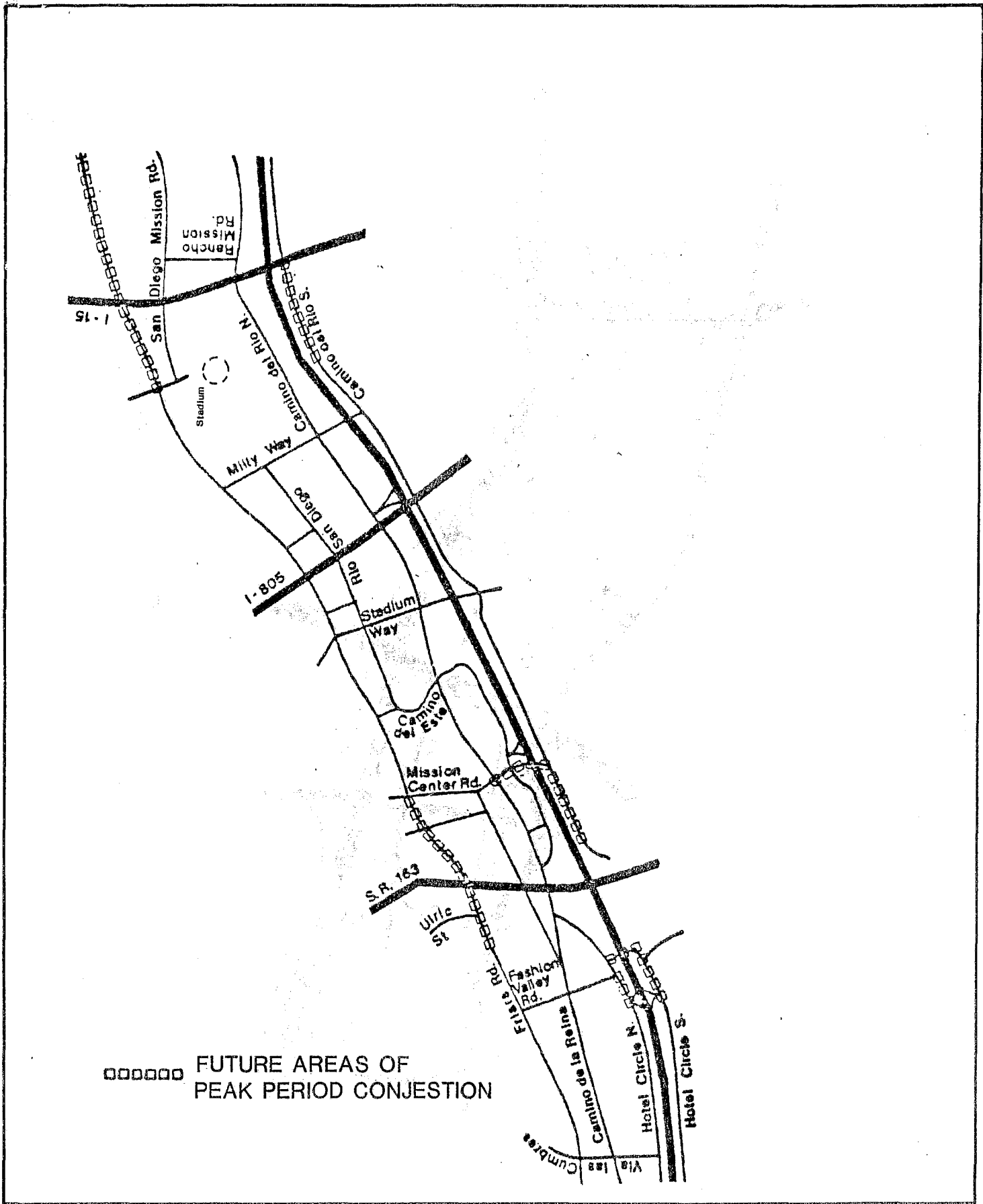
As can be seen on Figure 8, Friars Road will experience peak-hour congestion even when street improvements are completed. Rancho Mission Road which is also indirectly impacted by the Stadium will have volumes above its design capacity. The expansion of the Stadium would therefore exacerbate the congestion. In addition, the City is studying the feasibility of commercially developing the City-owned parcels adjacent to the Stadium. The draft Mission Valley Community Plan states that a separate special study of Stadium access and egress may be necessary when this development is proposed. Figure 9 shows future (year 2000) traffic volumes.

Significance of Impact: The additional traffic generated by the project is significant because the expansion proposal is not linked to programs to increase carpooling or mass transit use. Peak-hour congestion currently exists and forecast traffic volumes indicate increased congestion. The impact would become more significant as volumes increase on Friars Road and the number of major events are increased.

Mitigation: The City has not proposed any mitigation. The eventual improvements identified in the draft Mission Valley Community Plan (Figure 10) may lessen the impact; however, major Stadium events will continue to overburden the local system causing significant peak-hour congestion. At a minimum, it is recommended that a separate Stadium traffic study be conducted if and when the Stadium property is commercially developed.

Issue: How would the project affect access to neighborhood streets?

Impact: The increased traffic generation (approximately 2,200 to 2,500 trips and 8,000 additional people) would incrementally increase the existing disruption of local street access during major Stadium events. As stated above, several adjacent streets are stopped or movements are restricted during all special events. When the major events occur on a weekend, the impact is reduced. The current disruption of access to neighborhood streets during large weekday crowds would, however, be exacerbated by the additional 2,200 to 2,500 trips since they coincide with peak-hour traffic on adjacent streets.



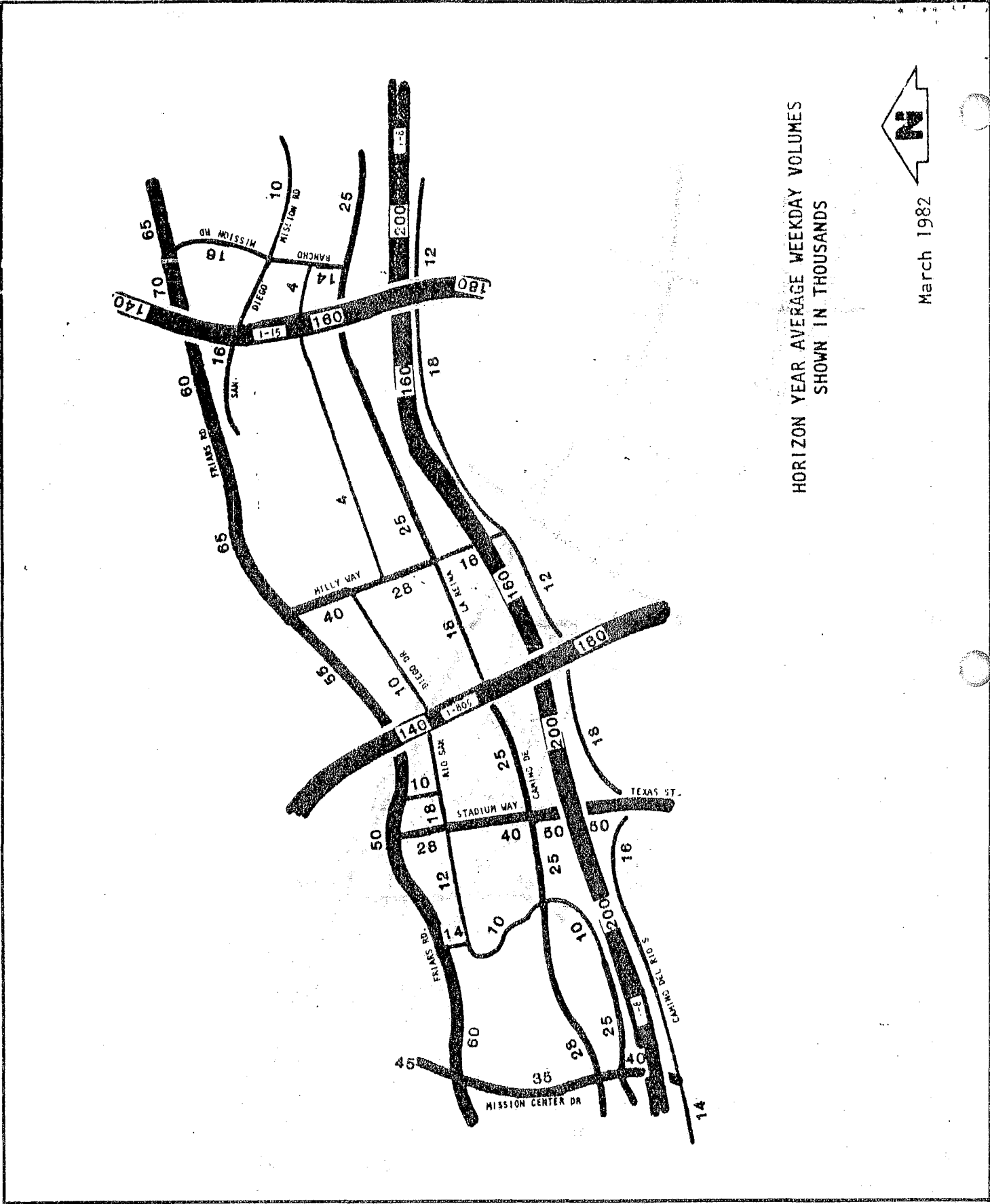
# FUTURE AREAS OF PEAK PERIOD CONGESTION

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

8



HORIZON YEAR AVERAGE WEEKDAY VOLUMES  
SHOWN IN THOUSANDS

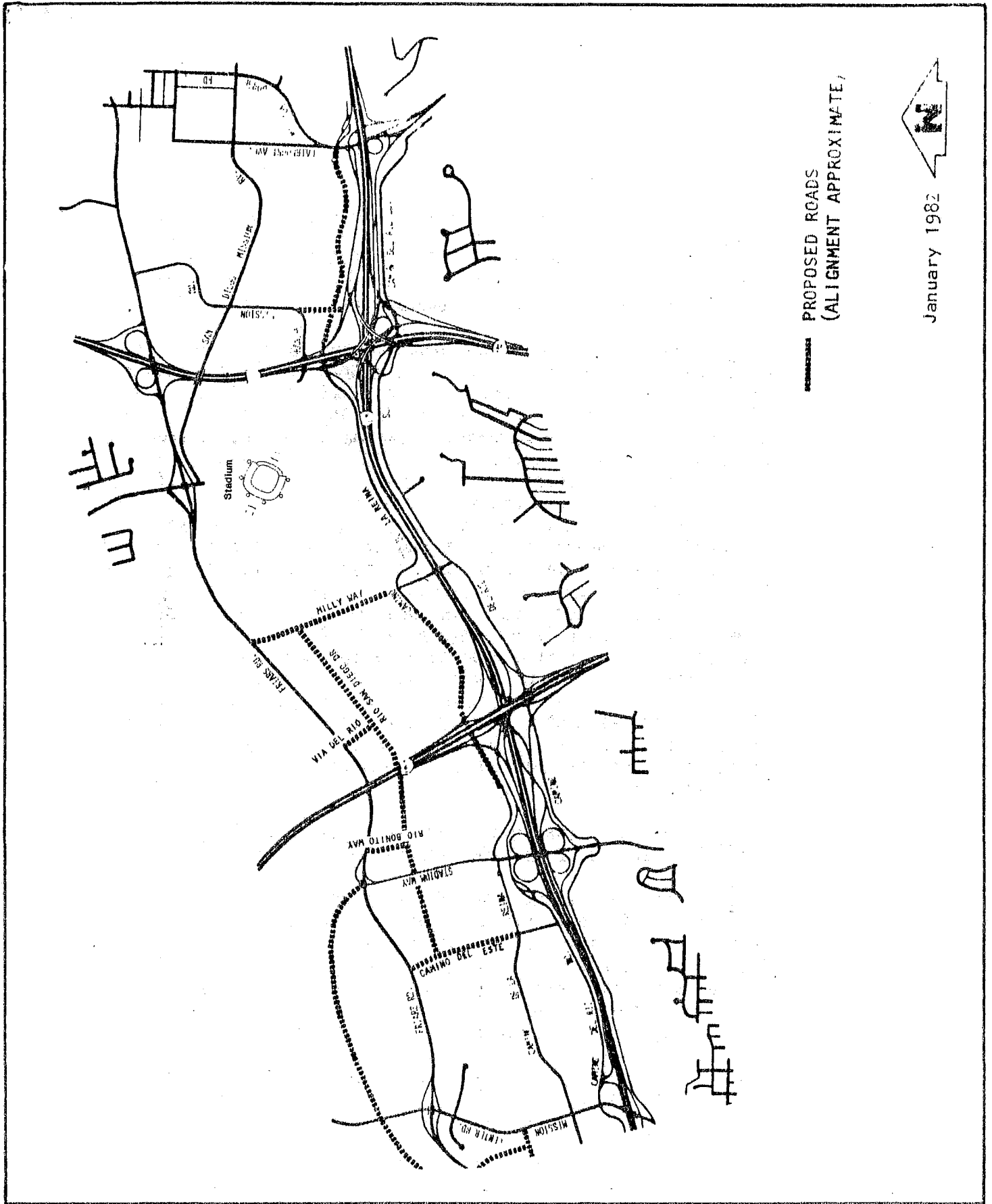


March 1982



**FUTURE TRAFFIC VOLUMES (YEAR 2000)**

Environmental Quality Division  
CITY OF SAN DIEGO · PLANNING DEPARTMENT



PROPOSED ROADS  
(ALIGNMENT APPROXIMATE)

January 1982



**PROPOSED ROADS**  
 (MISSION VALLEY EAST OF MISSION CENTER ROAD)  
 Environmental Quality Division  
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

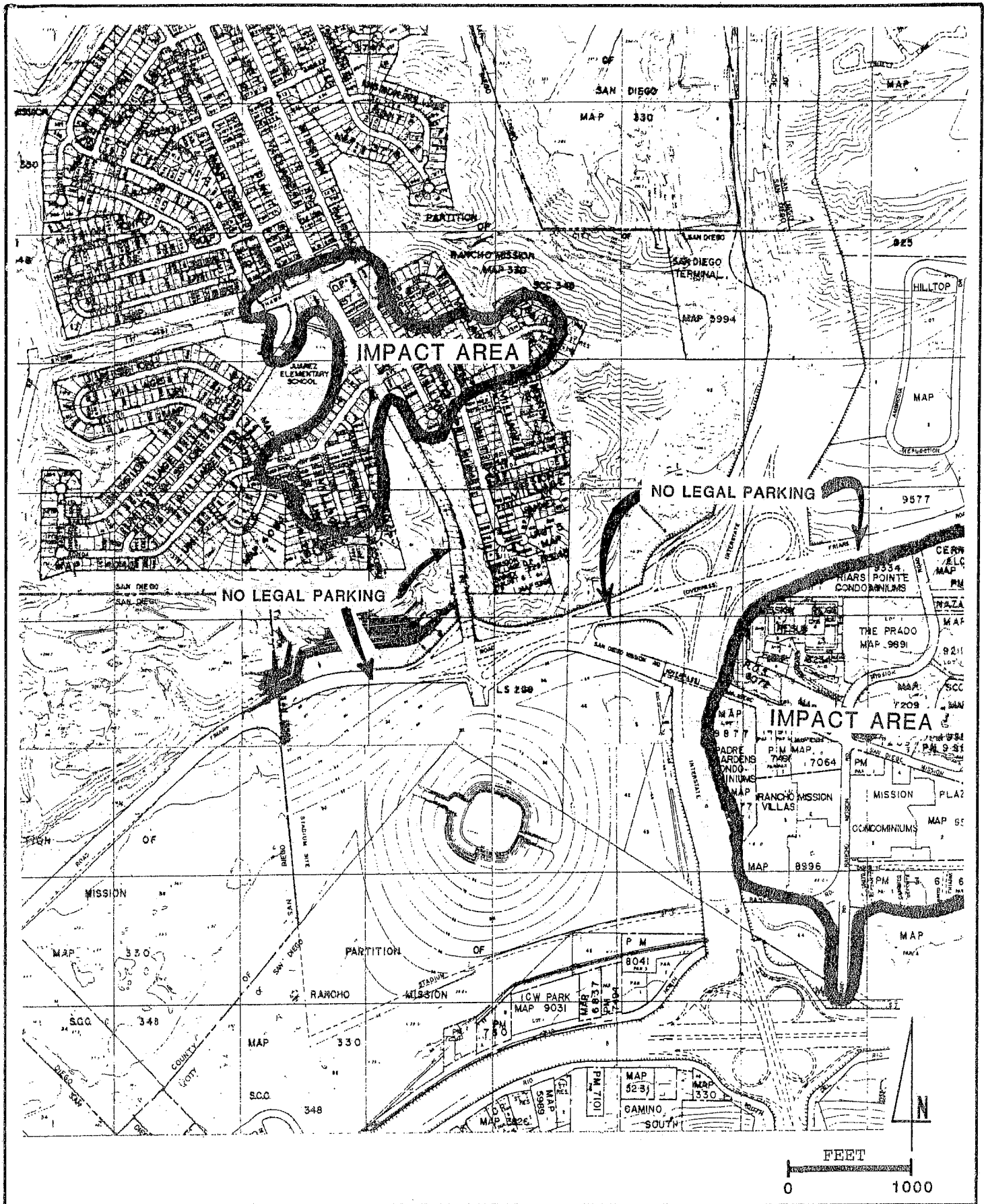
**FIGURE**  
**10**

Significance of Impact: The project would result in an incremental increase in the existing disruption of local street access. Because disruption presently exists, and the Stadium expansion would exacerbate the problem, the impact is considered significant. The additional 2,200 to 2,500 trips will most likely spill over into neighborhood streets (mostly residential) as less and less parking is available and more congestion occurs.

Mitigation: The City has not proposed mitigation. Mitigation which could reduce the impact to an acceptable level would be the provision of additional access to the Stadium facility, thereby dispersing the traffic entering or leaving events. According to the Engineering and Development Department (Schempers memorandum, 3/29/83) additional access to the Stadium appears to be most feasible by the extension of Milly Way from Camino del Rio North to Friars Road which would make possible a connection between the Stadium and Milly Way. The draft Mission Valley Community Plan (11-4-82) recommends that Milly Way be constructed as a four-lane primary arterial from Camino del Rio North to (future) Rio San Diego Drive as a six-lane major street from (future) Rio San Diego Drive to Friars Road. In addition, construction of a diamond interchange is recommended at Milly Way and Friars Road. The construction of this additional access and interchange would be the responsibility of those developers adjacent to these facilities. The timing of such development is not known. The Plan also states that a separate special study of Stadium access and egress may be necessary, if and when, full development adjacent to the Stadium occurs. The study would be the responsibility of the City.

Issue: How would the project affect existing parking facilities and will there be substantial demand for new parking?

Impact: At the present time, during major event conditions, adequate parking does not exist at the Stadium. Throughout the year, during various large-capacity events, the Stadium parking lot has been closed prior to game time. Theoretically, if one assumes a private vehicle occupancy of 2.6 to 2.8 persons per vehicle, it appears that there is sufficient parking available in the parking lot to accommodate existing Stadium seating capacity. However, it has been observed at several Charger games and certain concerts, baseball games, or other major special events, that the Stadium parking lot was closed about 30 minutes prior to game time, with subsequent arrivals seeking parking on the streets in the residential areas to the north and east of the Stadium (see Figure 11). It should be noted, however, that studies to determine the extent of this problem have not been conducted.



# AREAS IMPACTED BY PARKING DURING STADIUM EVENTS

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT

FIGURE

11



The Stadium expansion does not include any additional parking, or a program to increase vehicle occupancy or bus usage, and therefore, parking impacts on neighboring streets will increase. The trips generated by the 8,000 additional seats will result in a need for approximately 2,200 to 2,500 more parking spaces. Because there is no other parking available adjacent to the Stadium, the additional 2,200-2,500 cars would be forced into adjacent neighborhoods to seek parking.

Significance of Impact: Since it appears that during certain major events, existing parking is not adequate at the Stadium, the additional vehicles generated by the expansion would result in a significant impact on parking by increasing demand by 2,200-2,500 spaces.

Mitigation: No mitigation is proposed by the City. The following measures are considered feasible and would be the responsibility of the City, the Stadium Authority or San Diego Transit. The measures would reduce parking impacts to an acceptable level. It should be pointed out, however, that parking in the surrounding community will continue to occur and most likely increase. Typically, this impact will involve these patrons who do not wish to pay the parking fee or who do not wish to park in the Stadium lot.

Recommended Measures:

Additional Parking

1. There are parcels adjacent to the Stadium, particularly to the north, in public ownership. They could be improved to accommodate additional cars.
2. A parking structure could be constructed in the Stadium parking lot or adjacent to the lot.

Increased Mass Transit/Carpooling

1. Incentives or disincentives relating to carpooling and mass transit usage could be provided such as: reduced San Diego Transit fares for ticket holders; higher parking fees for vehicles with two or less persons and access and egress loading priorities for buses.
2. Increased advertising (on tickets and scoreboard, for example) for bus and carpooling.
3. Establishment of shuttle buses subsidized by the various teams or event sponsors, at convenient locations (e.g., Fashion Valley shopping center, University Towne Center,



Bonita shopping center, various educational institutions) to transport people to and from the Stadium.

The draft Mission Valley Community Plan encourages greater public use of the transit system to Stadium events by similar measures:

1. Establishing more pickup points in heavily congested areas outside Mission Valley, preferably "park and ride" locations.
2. Setting parking fees high enough to encourage people to carpool or use buses.
3. Developing faster ingress and egress routes and/or policies for buses.
4. Providing greater numbers of buses which leave at various times from several locations.

These measures would be the responsibility of the City, Stadium Authority and San Diego Transit.

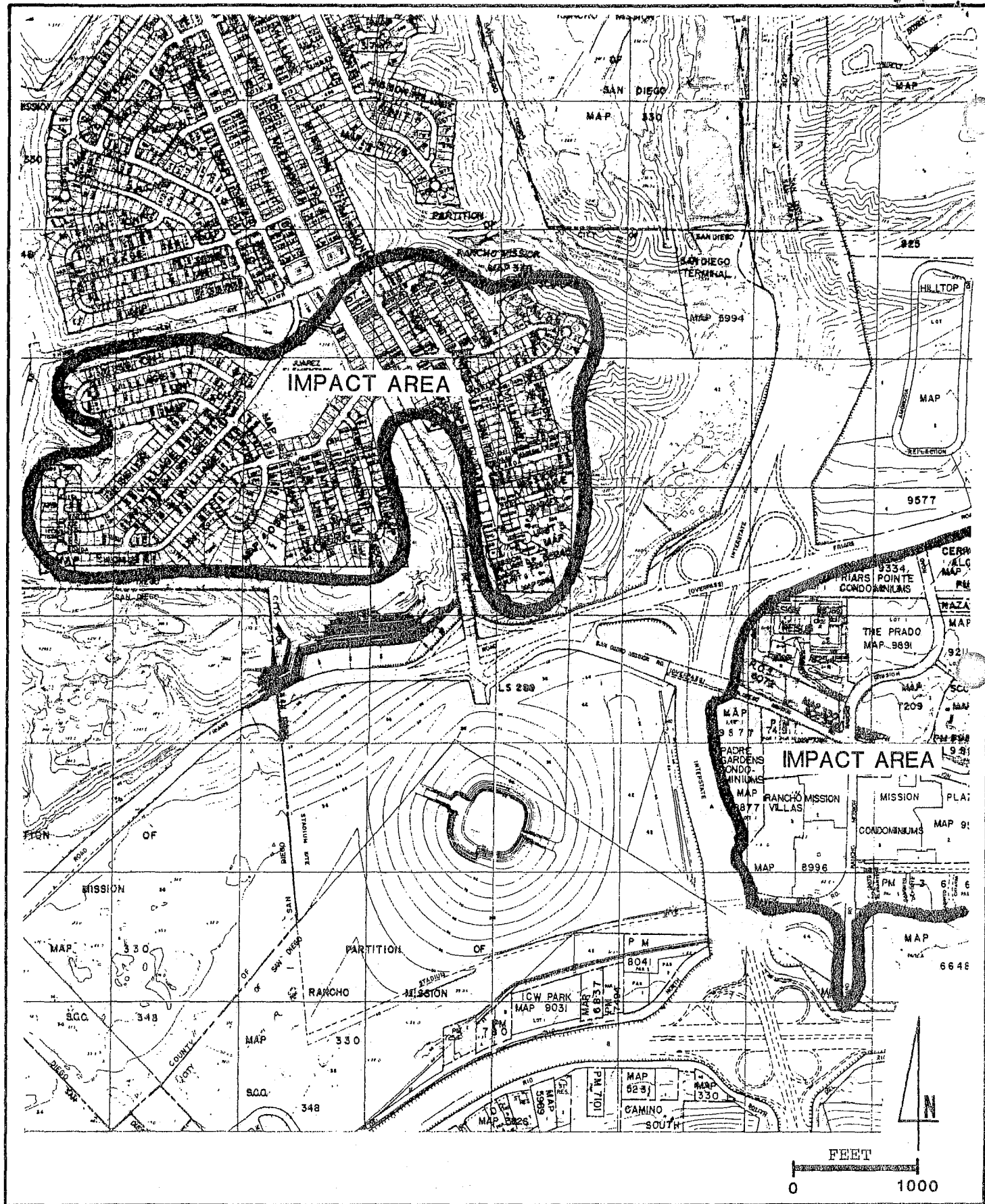
To date, studies have not been conducted relating to possible programs to reduce parking demand at major Stadium events. City staff could be directed by the Council to provide such studies and recommend various programs.

Increased police patrol of neighboring streets to prevent illegal parking may also lessen the impact of Stadium patrons parking in these residential areas.

## B. NOISE

### Existing Conditions

Ambient Noise Levels: The major source of noise within the vicinity of the Stadium facility is automobile, bus and truck traffic along Interstates 8 and 15 and Friars Road. The Noise Element of the Progress Guide and General Plan identifies an exterior community noise equivalent level (CNEL) of below 65 decibels as "normally compatible" with residential land uses. [CNEL is a 24-hour, time-weighted average noise level based on A-weighted decibel (d B(A)), which is a frequency correction that correlates overall sound pressure levels with the frequency of response of the human ear.] Residential uses which are sensitive to noise generated by Stadium events are shown on Figure 12. The residential development south of the Stadium along the hillsides above Interstate 8 are not impacted since Interstate 8 tends to mask the noise from Stadium events (Hafner, 1983).



# AREAS IMPACTED BY NOISE DURING STADIUM EVENTS

Environmental Quality Division

CITY OF SAN DIEGO · PLANNING DEPARTMENT



FIGURE

12

Residential development is located east of the Stadium across Interstate 15 and north of the Stadium across Friars Road at the rim of the hillsides along Mission Village Drive. According to the City's Noise Abatement Office, noise generated by Interstate 15 between Interstate 8 and Friars Road is 76 decibels at 50 feet from the center of the outside lane based on a daily traffic count of 57,800. Ambient sound levels to the north of the Stadium at the canyon rim are typically 57-63 decibels due to I-8 and Friars Road traffic.

Stadium Noise Levels: The City has established noise regulations for certain Stadium events. At the present time, Stadium concerts and firework displays are regulated. Concert performances are not permitted to exceed a 95 decibel average at the press level and the concert must end by a prescribed time. No loud concussion type fireworks are allowed after 10:00 p.m. on weekdays or after 11:00 p.m. on weekends.

According to the City's Noise Abatement Office, a few concerts have substantially exceeded the 95 decibel limit and continued beyond the prescribed time. In order to address these problems, a strict fee schedule is included in the contract agreements between the Stadium and concert promoters. Noise abatement staff attends all concerts and the promoter is continually advised of the sound level being generated.

The City does not presently have noise standards for Stadium sporting events. Sound levels have been monitored at selected Charger games using the same methods used for rock concert monitoring. Hourly averages of 95 decibels have been recorded at football games and motorcycle racing events have had hourly averages of 93 decibels.

A secondary noise problem related to Stadium events is noise from news helicopters and advertising aircraft flying over the residents' homes. It is estimated that the peak sound level for each flyover is 75 decibels. Aircraft flying in the vicinity of the Stadium are under the control of the Montgomery Field Tower and must follow FAA rules and regulations.

A swap meet is regularly held at the Stadium and occasionally, concerts are offered at this event. Sound levels have been measured for these concerts and such events do not exceed 64 decibels at the Stadium property line. Such events are also being monitored.

Issue: Will the expansion of the Stadium result in a significant increase in noise levels?

Impact: The proposed expansion would increase the Stadium's capacity from 52,600 to about 60,251 persons. This expansion would therefore represent an approximate 14 percent increase in persons attending events if the Stadium were filled to capacity. In terms of crowd noise, the resulting increase in noise levels would be 0.6 decibel. This increase is not considered significant as 0.6 decibel is not noticeable to the human ear; an increase of approximately three decibels is necessary for the ear to perceive a louder sound (Hafner, 1983). In terms of special Stadium events or aircraft noise, the present regulations would still be applicable and the expansion would not have any impact on increasing these levels.

Mitigation: The expansion of the Stadium will not result in a significant increase in noise levels and therefore mitigation measures are not necessary. Present noise regulations for concerts and other special events would remain applicable and therefore, no increase in noise levels would result for these events. Mitigation is not required.

#### V. ALTERNATIVES

No-Project: The "no-project" alternative would permit the continuing operation of the Stadium with its existing seating capacity of about 52,000. The no-project alternative would, however, preclude any expansion of the Stadium and not achieve the project's stated goal.

The only significant and unmitigated impact associated with the project is traffic circulation/parking. Since impacts appear to occur with the existing facility, the "no-project" alternative would not result in no impacts. This alternative would not, however, cause the additional incremental increases in traffic-related impacts as the proposed project would.

There are no alternatives available which would achieve project goals and not result in additional traffic circulation/parking impacts. A reduced expansion proposal would proportionately reduce the impacts but would not eliminate them.

#### VI. REFERENCES

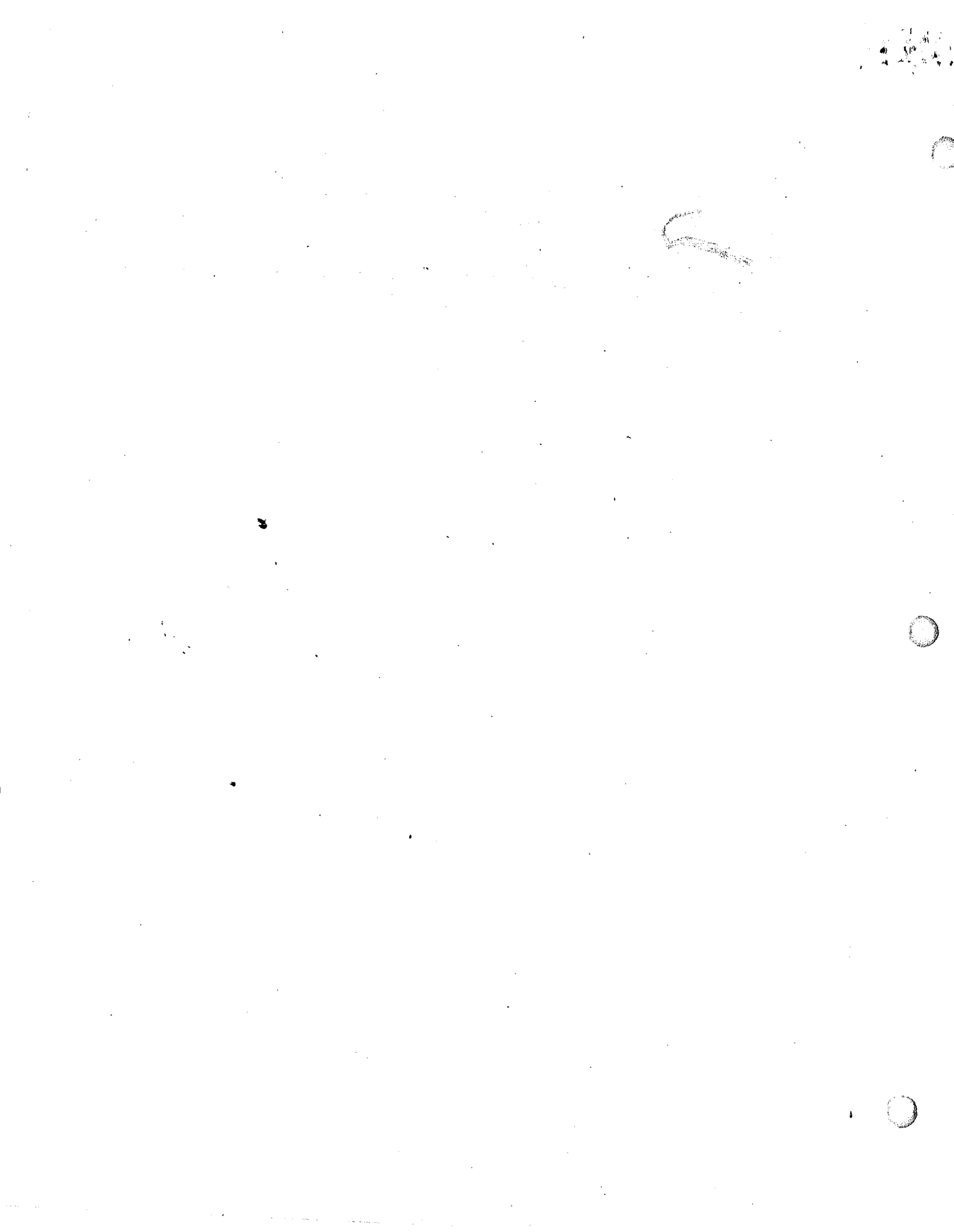
City of San Diego  
1982 Draft Mission Valley Community Plan  
1977 Serra Mesa Community Plan

#### VII. INDIVIDUALS AND AGENCIES CONSULTED

City of San Diego  
Building Inspection - Noise Abatement Office, F. Hafner

Engineering and Development Department, W. Schempers, E. Hayden  
Police Department, Sergeant Brown  
Stadium Authority, John Hoaglin  
San Diego Transit

This Environmental Impact Report was prepared by the Environmental  
Quality Division of the Planning Department, City of San Diego.



Environmental Impact Report  
Findings for San Diego Jack  
Murphy Stadium Expansion  
(EQD No. 83-0052)

The following Findings are made relative to the Conclusions of the Final Environmental Impact Report for the proposed expansion of the San Diego Jack Murphy Stadium. These Findings have been prepared pursuant to Section 15088 and 15089 of Title 14 of the California Administrative Code and Section 21081 of the California Public Resources Code.

FINDINGS

- A. The City Council, having reviewed and considered the information contained in the final EIR for the proposed Stadium expansion and in the record, find that measures have been incorporated into the project which minimize the environmental effects thereof as identified in the final EIR. Specifically, the following measures have been implemented or will be incorporated into project approval.
1. A representative of the transit district, the City traffic engineer and the Police Department have agreed that additional priority will be given to traffic which exits the Stadium parking lot via the intersection of Rancho Mission Road and San Diego Mission Road.
  2. An advertising campaign will be conducted which will include mailers to all Charger season ticket holders encouraging their use of shuttle bus service to and from Charger games.
  3. A participation agreement with the State of California which will provide for the construction of a four lane roadway including bridge which will connect Rancho Mission Road to Camino del Rio North which is the frontage road for Interstate 8. This roadway can be dedicated exclusively for bus traffic during sold out events at the Stadium.
  4. The construction of a parking lot at the northwest corner of Friars Road and Mission Village Drive which will accommodate approximately 500 vehicles.
- B. The City Council, having reviewed and considered the information contained in the final EIR and the record, find that specific social, economic or other considerations make infeasible the mitigations identified in the final EIR. Specifically:

Parking

1. A descending parking fee structure for three or more persons per car would be counter-productive to the flow of traffic entering the stadium. Traffic congestion could be seriously compounded by additional time required by attendants to ascertain the appropriate fee for each car. Also, to be an effective incentive for carpooling, fees charged for less than three persons would have to be substantially more than the present rates, which, if put into effect, may very well force increased attempts at off-site parking in adjacent neighborhoods.
2. It is not feasible to initiate police patrol of neighboring streets to prevent illegal parking in residential areas. Any illegal parking must necessarily be handled on a routine basis by individual property owners. The situation around the stadium, which, by the way, is not confined to sold out events, is identical to that existing around any major attraction such as Balboa Park, the beaches, colleges, military bases, etc. It would be inappropriate for the City to provide an expensive special service in this one area of the City.
3. Any improvement at the stadium must pay for itself or be subsidized by tax dollars. The estimated cost of structured parking is \$8,000 per space. If such a unit were constructed, the income derived could not amortize the capital investment within three times the design life of the structure and is therefore economically infeasible. It should also be considered that providing any substantial increase in parking would be self-defeating with respect to traffic capacities of adjacent streets.

Statement of Overriding Considerations

The City Council, having reviewed and considered the information contained in the final EIR, makes the following Statement of Overriding Considerations.

Although the project may have unavoidable environmental effects, there are specific overriding considerations such that the benefits of the proposed project outweigh the unavoidable environmental effects. The identified impacts are related to traffic circulation/parking. The impacts are outweighed by the City's and region's need for an expanded Stadium facility.



The proposed expansion of the San Diego Jack Murphy Stadium stems from a general public demand for the maximum utilization of this public facility, one aspect of which, involves its maximum feasible capacity. The extent to which this can be accomplished is related not only to the probability of recovery of costs, but also to its workability and compatability with its present and near-future surroundings. Expansion of the facility would increase the opportunity for residents of the City and region to attend events and as such would enhance an important City/Regional resource.

