



Development and  
Environmental  
Planning Division

(619) 236-6460

SUBJECT: Jack Murphy Stadium Expansion and San Diego Chargers Training

Facility Relocation CITY COUNCIL APPROVAL OF DESIGN and  
AUTHORIZATION OF FUNDING to add approximately 10,600 seats to Jack  
Murphy Stadium and relocate the San Diego Chargers practice field  
from the southwest corner of the stadium site to Murphy Canyon. The  
existing practice field would be paved and used as a parking lot.  
The 166-acre stadium/practice field site is located at 9449 Friars  
Road in the Mission Valley community (Lots 35 and 36 of Rancho  
Mission Referees Partition, Map No. 348). The 14-acre site proposed  
for the new Chargers training facility is located on the west side  
of Murphy Canyon Road, immediately south of Balboa Avenue in the  
Kearny Mesa community (Lots 11-16 of Murphy Canyon Gateway Unit 1,  
Map No. 11502). Applicant: City of San Diego Engineering  
Department.

DEP No. 95-0261

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

- IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

- V. MITIGATION, MONITORING AND REPORTING PROGRAM:

Hydrology/Water Quality.

- A. Construction plans shall be reviewed by the Development Services Department and shall indicate that erosion control measures will be implemented during grading of the existing practice field and construction of the overflow parking lot. These measures shall include sandbagging, hay bales and/or temporary desilting

structures on all flat graded areas and routing of all runoff through ditches to collection points or drain inlets.

- B. A grass swale/infiltration trench shall be installed as shown on the site plan. This requirement shall be specified on the construction drawings and specifications which shall be reviewed by the Development Services Department.

Within three months of grading the site, the applicant shall request a site inspection in writing from the Principal Planner, Environmental Analysis Section (EAS). A representative of EAS shall conduct an inspection of the site to ensure that the grass swale/infiltration trench has been installed as shown on the site plan.

The applicant shall maintain the site and the grass swale/infiltration trench so that all runoff from the site flows in a sheet across the grass. The filter, including the grass, shall be maintained in a healthy and functional condition. The applicant shall submit a letter to the Principal Planner, EAS annually, to certify that this condition is being met.

Cultural Resources.

- A. Prior to issuance of a Notice to Proceed, grading plans shall be reviewed by the Development Services Department and shall include the following notes.
- B. A qualified archaeologist is defined as an individual who is certified in prehistoric archaeology by the Society of Professional Archaeologists (SOPA). At least 200 hours of the field experience required for certification must be obtained in Southern California.

An archaeological monitor is defined as an individual who has expertise in the salvage and collection of cultural resources and who is working under the direction of a qualified archaeologist.

A qualified archaeologist shall consult with the contractor responsible for clearing/brushing the site and shall make comments and/or suggestions concerning the monitoring program. The archaeologist's duties shall consist of monitoring, evaluation, analysis of collected materials, and preparation of a monitoring results report. These duties are further defined as follows:

1. Monitoring

The qualified archaeologist or archaeological monitor shall be present on-site (or specified stations) during construction activities that involve removal of previously undisturbed native materials from surface level to the depth at which the underlying formations are exposed.

2. Evaluation

In the event that archaeological resources are discovered, the archaeologist shall have the authority to divert, direct, or temporarily halt any ground disturbance operations in the area of discovery to allow evaluation of potentially significant archaeological resources. THE ARCHAEOLOGIST SHALL NOTIFY EAS AND THE RESIDENT ENGINEER AT THE TIME OF DISCOVERY. The process of determining the significance of the discovered resources shall be determined by the archaeologist, in consultation with EAS staff. For significant archaeological resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts. EAS must concur with the evaluation procedures to be performed before construction activities are allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.

3. Analysis

All collected cultural remains shall be cleaned, catalogued, and permanently curated with an appropriate scientific institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specially studies shall be completed as appropriate.

4. Report Preparation

A monitoring results report (with appropriate graphics) summarizing the results, analyses, any conclusions of the above program shall be prepared and submitted to EAS within three months following termination of the archaeological monitoring program. Also, any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and at the San Diego Museum of Man.

Traffic/Circulation.

Prior to the first major event occurring after new seats are available, the City of San Diego shall ensure by written agreement to the satisfaction of the Principal Planner,

Environmental Analysis Section that 6,260 off-site parking spaces are available for use by stadium patrons. A major event is defined as the first Chargers football game, a Padres playoff game, All-Star baseball game, Holiday Bowl, Superbowl or other event where it is expected that the new seats would be utilized. The parking spaces shall meet the following criteria:

A. Overflow Parking

A minimum of 2,300 off-site parking spaces shall be provided and shall meet the following criteria:

1. The spaces shall be located within three miles of the stadium.
2. A shuttle or direct bus service shall be provided to transport parking lot users to and from the stadium at the beginning and end of the event.
3. The price of the parking, including any fares for shuttle or bus service, shall not exceed the price to park at the stadium.
4. The distance between an off-site parking space and a trolley station shall be not less than 1/4 mile.

B. Trolley Parking

A minimum of 3,150 off-site parking spaces shall be provided and shall meet the following criteria:

1. The spaces shall be located within walking distance (1/2 mile) from a trolley station.
2. The price of the parking, including any fares for trolley service, shall not exceed the price to park at the stadium.

C. Interceptor Lot Parking

A minimum of 810 off-site parking spaces shall be provided and shall meet the following criteria:

1. A shuttle or direct bus service shall be provided to transport parking lot users to and from the stadium at the beginning and end of the event.
2. The price of the parking, including any fares for shuttle or bus service, shall not exceed the price to park at the stadium.

2. Neighborhood Parking Intrusion

Prior to the first major event occurring after new seats are available, the City of San Diego shall provide the following from four hours before the start of the event to 30 minutes after the conclusion of the event:

- A. Place barricades reading "Residents Only" and enforce restricted access to the following streets at their intersection with Mission Village Drive: Admiral Avenue, Fermi Avenue, Fullerton Avenue, Irvington Avenue, Shawn Avenue and Ronda Avenue. Alternatively, a neighborhood parking district shall be established which would prohibit non-residents from parking on these streets during major stadium events.
  - B. Implementation of one of the following mitigation measures is required to mitigate the impacts from stadium event attendees taking the trolley after parking at Fashion Valley Mall, Mission Center Mall and Hazard Center:
    1. Post security officers in the shopping center parking lots in the path to the trolley station. Officers shall inform trolley patrons that they are not allowed to park in the parking lots.
    2. Implement a validation system to board the trolley.
    3. Prohibit boarding the trolley for several hours prior to a major stadium event during the Christmas season.
3. Traffic Control
- A. Prior to the first major event occurring after new seats are available, the City of San Diego Engineering Department shall:
    1. Install the proposed directional signage to direct patrons to alternative parking locations on Friars Road at River Run Drive and Mission Village Drive.
    2. Install additional directional signs on Friars Road east of Mission Village Road, on Friars Road west of Northside Drive, on southbound I-15 north of Aero Drive and on southbound SR-163 north of Balboa Avenue. These signs shall be in operation during any event which is expected to utilize the new seats.
    3. Install the balance of Phase 1 of the Stadium Information and Monitoring System Project to include installation of 1) closed circuit surveillance cameras, 2) remote control signal timing equipment and 3) a

Highway Advisory Radio Station to provide listeners with lengthier advisory information regarding congestion, accidents and parking availability.

- B. Existing traffic control methods shall continue to be implemented.

The above mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

VI. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

State of California Highway Patrol  
Caltrans  
Regional Water Quality Control Board  
San Diego Air Pollution Control District  
Metropolitan Transit Development Board  
City of San Diego  
    Councilmember Stallings, District 6  
    Planning Department  
    Engineering Department  
    Park and Recreation Department  
    Police Department  
    Wetlands Advisory Board  
San Diego Union-Tribune  
San Diego Transit Corporation  
College Area Council  
Kensington-Talmadge Planning Committee  
Kearny Mesa Community Planning Group  
Kearny Mesa Town Council  
San Diego County Archaeological Society  
Serra Mesa Community Group  
Serra Mesa Community Council  
Mission Village Homeowners Association  
Mission Valley Center Association  
Mission Valley Unified Planning Committee  
Fashion Valley Shopping Center  
Brian Biamonte  
Gene Kemp  
River Valley Preservation Project  
H.G. Fenton Materials Company

VII. RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

~~(X)~~ Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

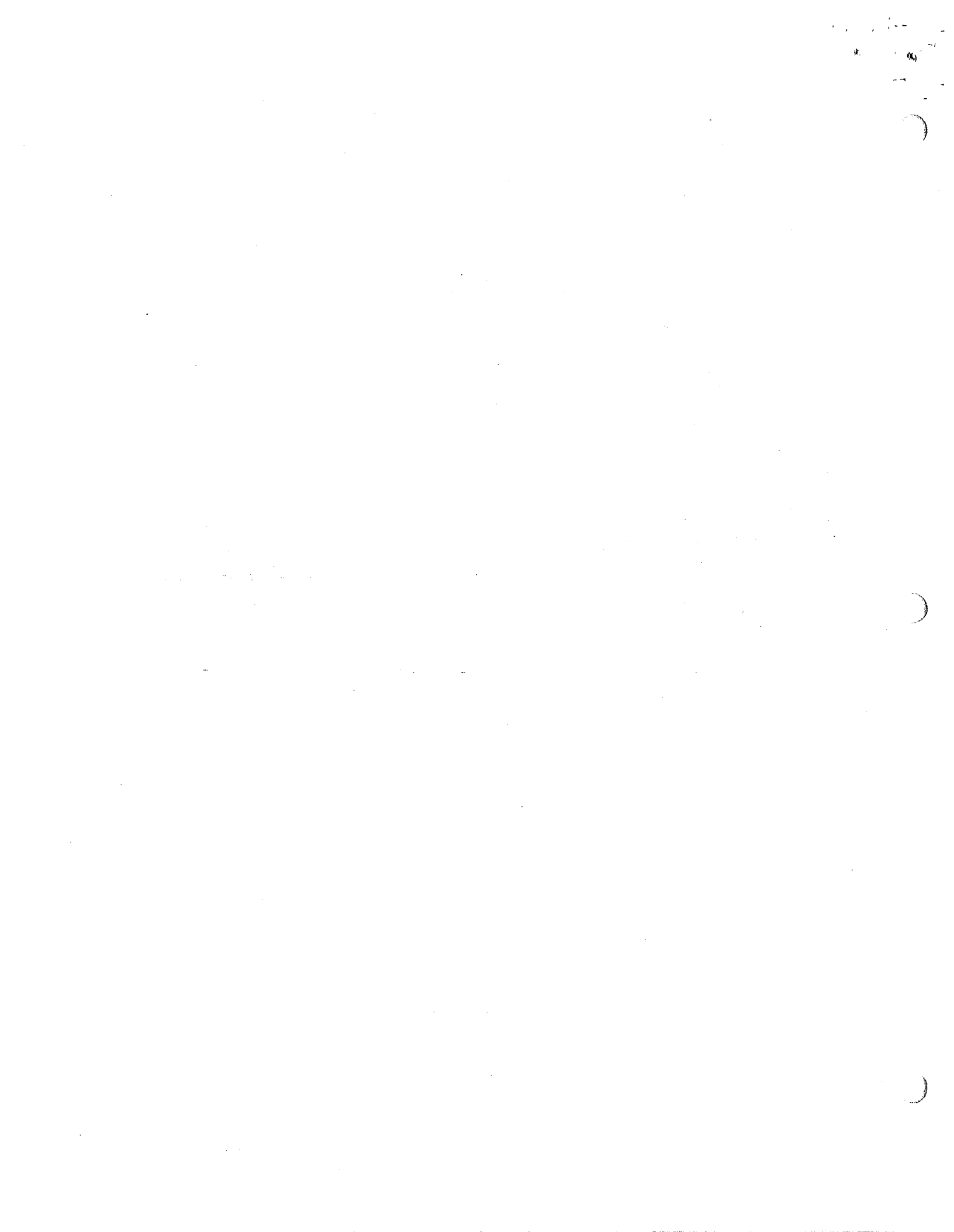
Copies of the draft Mitigated Negative Declaration, the Monitoring and Reporting Program and any Initial Study material are available in the office of the Development and Environmental Planning Division for review, or for purchase at the cost of reproduction.

  
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John Kovac, Senior Planner  
Development Services Department

June 16, 1995  
Date of Draft Report

July 24, 1995  
Date of Final Report

Analyst: Zirkle





KEARNY MESA PLANNING GROUP

P. O. Box 85990, Mail Zone K4-0770  
San Diego, California 92186-5990

675 321-3 11: 57

June 27, 1995

Mr. Chris Zirkle  
City of San Diego  
Development Services Department  
Development and Environmental Planning Div.  
1222 First Avenue, Mail Station 101  
San Diego, CA 92101

Dear Chris:

The Kearny Mesa Planning Group has reviewed the Proposed Mitigated Negative Declaration for Jack Murphy Stadium Expansion and San Diego Chargers Training Facility Relocation.

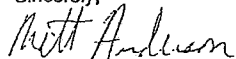
The Planning Group generally supports the Project; however, there are some questions we would like to have answered.

On the Proposed Training Facility, the Planning Group does not understand how the facility can be allowed in the development since neither the PID or M-1B zones allow this type of facility. Isn't a PID amendment, zone change or some other type of discretionary review required for uses that are not compatible with the zone? The Planning Group also requests the opportunity to review the plans and drawings of the proposed facility.

On the Stadium expansion, it is clear that the expanded parking lot would meet all current landscape requirements. Since this does, the Planning Group believes that this is a retrofit project and all other parking lots in the stadium should be brought up to the City's landscape standards. It does not seem reasonable for the City to require private landowners to comply with the ordinance during a retrofit, if the City is not willing to set an example. The Planning Group also requests the final landscape plans to review for the parking lot expansion.

Thank you for your assistance in this matter. If you need to discuss these items, I can be reached at 694-7320.

Sincerely,



Matt Anderson, Chairman  
Kearny Mesa Planning Group

cc: Executive Committee

1. Most zones in the City do not explicitly provide for public infrastructure-type projects to be located in them. Although the City Attorney's office has determined that the City is not subject to the development restrictions in the zoning ordinance, the Permits section of the Development and Environmental Planning Division has determined that a Conditional Use Permit is required for the new training facility.
2. The City, like private developers, is required to upgrade the landscaping of a facility to current standards when a land use permit is required for a project. However, no land use permit is required for this project; therefore, the parking lot landscaping need not be upgraded.
3. This comment does not address the environmental analysis in the Mitigated Negative Declaration. However, the Engineering Department has agreed to allow the Kearny Mesa Planning Group review the drawings for the proposed training facility.

rkle



BOB GLASER • ATTORNEY AT LAW • POLITICAL CONSULTANT

July 1, 1995

City of San Diego  
Development and Environmental  
Planning Division  
1222 First Ave.  
Fifth Floor  
San Diego, CA 92101

Re: DEP No. 95-0261  
Mitigated Negative Declaration  
Subject: San Diego Jack Murphy Stadium  
Expansion and San Diego Chargers  
Training Facility Relocation

Dear Mayor and Councilmembers,

The Proposed Mitigated Negative Declaration regarding San Diego Jack Murphy Stadium Expansion and San Diego Chargers Training Facility Relocation DEP No. 95-0261 should be denied and a full Environmental Impact Report (EIR) completed to address the unmitigated Social, Cultural, Health and Safety impacts of the expansion of San Diego Jack Murphy Stadium. The addition of 10,000 fans to the already overburdened Stadium infrastructure without consideration of the impact to the human population restricted to a confined space is reckless and without mitigation in the present project proposal.

San Diego Jack Murphy Stadium is presently unable to accommodate all fans in attendance at many events with clean and sanitary restroom facilities in a timely manner. Further frequently female fans are forced to use the facilities provided for males in contravention of the San Diego Municipal Code and San Diego Stadium Policy as well as standards of common decency of our culture. Women are in fact forced to use the mens facilities in very large numbers, further forcing many desperate female fans to use the men's urinals. The occurrence of women and men using a urinal side by side is occurring with greater and greater frequency as larger crowds with larger populations of women attend events at San Diego Jack Murphy Stadium. This violates societal and cultural norms generally accepted in San Diego. It is a clear and present health and safety problem which must be addressed and corrected.

This occurs because of a lack of facilities for women, in proper ratio to facilities for men, exists

4. Neither the existing or proposed number of restrooms, nor ratio of men's rooms to women's rooms are considered to result in a potentially significant environmental impact. However, the following table summarizes the existing and proposed number of restroom facilities:

Existing women's toilets = 258 (235.5 stadium patrons per toilet)  
Proposed women's toilets = 334 (214 stadium patrons per toilet)  
Existing men's toilets/urinals = 323 (188 stadium patrons per toilet/urinal)  
Proposed men's toilets/urinals = 395 (181 stadium patrons per toilet/urinal)

Thus, the proposed project would improve the ratio of restroom facilities to stadium patrons.

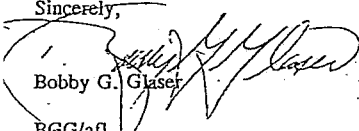
at the Stadium. This creates various and many health and safety problems for the women and men forced to use the inadequate facilities at the Stadium. Obvious cleanliness and health problems exist when a woman is forced to use a urinal which is not designed for that purpose. This is not healthy for the women forced into this situation or for the men sharing the facility. Additionally, forcing men and women to partially disrobe in the presence of one another while performing intimate bodily functions will create a sexually charged atmosphere putting at risk the safety of many patrons.

Clean, adequate facilities in a proper ratio of women to men must be available at San Diego Jack Murphy Stadium to correct the social, cultural, health and safety problems. The current proposed project does exactly the opposite, increasing the number of fans while not providing for adequate restroom facilities. The EIR must address the total impact of the project proposed. In the instant case the Negative Declaration does not address the overall Stadium environment created when adding 10,000 fans to a failing infrastructure. This project must be required to address, and mitigate, the health and safety concerns an extra 10,000 guests will create within a currently explosive situation. This project must address, and mitigate, its impact on the existing societal and cultural norms of: 1.) Privacy when urinating; 2.) Necessary facilities to provide women with equal access to urinate in a timely manner; 3.) The necessary and proper ratio of women's restrooms to men's restrooms for equal access; and 4.) Mitigation of the health and safety impacts of an additional 10,000 fans to the present conditions.

Currently the federal Equitable Restroom Act requires a ratio of 3.5 women's facilities to each men's facility. This is based on restroom capacity, not the outer doors which enter into the restroom facility. This standard, or modifications thereof, has been adopted by many states across the nation in recognition of the need for legislation to protect health and safety, provide equal access and set the societal and cultural standards of an area. San Diego Stadium currently has 2 facilities for men for every 1 for women. This is the crux of the matter. An additional 10,000 men and women will greatly exacerbate this serious environmental problem. While San Diego has no current standard, it is clear the current situation is dangerous. The current project proposes no solutions to the existing environmental problems, and further does not address the impact an additional 10,000 customers will have on the failing infrastructure.

The San Diego City Council should deny the Mitigated Negative Declaration on Project DEP No. 95-0261 and require a full EIR to address the unmitigated Social, Cultural, Health and Safety impacts of the expansion of San Diego Jack Murphy Stadium by the addition of 10,000 fans to the already overburdened Stadium infrastructure. Further the proposed project should be required to improve the standards and ratios as a condition of approval.

Sincerely,

  
Bobby G. Glaser

BGG/af

7.1.95



H.G. FENTON COMPANY

7-5 11 12-27

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FENTON-WESTERN PROPERTIES  
PRE-MIXED CONCRETE COMPANY  
A-1 SOILS COMPANY  
EAST COUNTY MATERIALS COMPANY  
WESTERN SALT COMPANY

July 3, 1995

Mr. Chris Zirkle  
City of San Diego  
Development Services Department  
1222 First Avenue, M.S. 501  
San Diego, CA 92101

Re: DEP No. 95-0261 *Jack Murphy Stadium Expansion* Mitigated Negative Declaration

Dear Mr. Zirkle:

Thank you for the opportunity to comment on the draft Mitigated Negative Declaration prepared for expansion of Jack Murphy Stadium. We have reviewed the document and conclude that it does not accurately or completely identify and analyze the impacts of the expansion. The significant and unmitigated impacts of the project can only be properly addressed by preparation of an environmental impact report.

Off-site Impacts

The MND does not adequately address the current negative impacts suffered by nearby property owners, nor does it describe how these problems will be exacerbated by expansion of the stadium. The H.G. Fenton company owns property adjacent to and west of the stadium. During every well-attended stadium event Fenton experiences hundreds, sometimes thousands of persons trespassing on (and some of whom vandalize) its property. Stadium patrons park in a variety of areas west of the stadium and walk across Fenton property, presumably to avoid paying for parking. These patrons pass through Fenton's concrete batch plant, shop facilities, aggregate processing and related areas as they make their way to the stadium.

We have had to install thousands of dollars of fencing and hire security guards during stadium events. Because of the sheer number of persons involved, adequate security is virtually impossible to maintain. Not all of the patrons are in a sober and orderly state as they pass through Fenton's industrial facility and over its broken topography. The possibility for accidents is clear.

The MND discusses off-site impacts to properties to the north of the stadium. It makes no mention of existing problems to lands lying to the west, and how these problems will be worsened after stadium expansion.

5.

5. Stadium patrons who participate in the activities referred to in this comment are in violation of existing laws by trespassing on and/or vandalizing Fenton property.



## Traffic and Access

### Foundation for the Analysis

1) The current MND references Negative Declaration 80-0727, prepared in 1984, and characterizes that latter document as analyzing expansion of the stadium to 60,766 seats. The earlier Negative Declaration only discussed expansion of the stadium to 55,700 seats. What environmental document described expansion of the stadium from 55,700 to 60,766 seats?

The proper foundation for environmental review of the presently-proposed expansion is to assess the impacts of adding 15,800 seats (that is, expanding from 55,700 to 71,500 seats). The impacts (and required mitigation) as characterized in this manner would be substantially greater than described in the MND and accompanying traffic analysis.

2) The MND and traffic impact analysis by Linscott, Law & Greenspan focus exclusively on the effects of athletic events (baseball and football) at the stadium. They do not consider other large-assembly activities which will also use the expanded seating. Rock concerts (e.g., Elton John), political events (e.g., the Republican National Convention), religious assemblies, and other sporting events (e.g., World Cup soccer) will generate large crowds. Neither the traffic analysis nor MND considers the number or impact of these events. The environmental analysis cannot be considered complete without assessing this major aspect of the expanded stadium's use.

3) The 1990 Wilbur Smith traffic report, upon which the present traffic impact analysis is in part based, utilized traffic generation, distribution, and assignment characteristics associated with football and baseball only. (The Smith report was prepared for a narrow purpose, that is, for the use of the San Diego Padres). It is important to emphasize that the traffic characteristics for the events listed in the preceding paragraph are significantly different from those associated with football and baseball games. How different patronage composition and travel patterns will affect the traffic effects and related impacts of the expanded stadium have not been considered.

4) The MND and traffic analysis assess impacts associated with weekend events only. No analysis is provided in either document of the more critical period: weekday evenings. Far greater traffic impacts will be expected during this period since stadium-bound traffic must mix with peak-hour commuter traffic.

The MND, on page 10, identifies that seven of the last 11 Holiday Bowls have sold out. These games typically occur during weekday early evenings, typically 6:00 p.m. This is probably the most likely and frequent scenario under which severe and unmitigated traffic congestion will occur. It should be addressed in an environmental impact report.

### Current Conditions

1) The MND, on page 9, states that "The stadium parking lot is expected to be full when the additional seats are utilized." During current football sellouts at 60,766 seats the parking lot is usually closed well before the start of the game. Patrons are currently being diverted and must seek

6. Negative Declaration 80-0727 does reference an increase of 2,700 seats, from 53,000 to 55,700. However, when the project was built in 1984, seating capacity was actually increased to the present-day total of 60,766. No increases in seating capacity have occurred since 1984. The analysis in the initial study, an increase in seating over that which currently exists, is proper.
7. Page 10 of the initial study and page 27 of the traffic study both discuss events other than baseball and football which are held at the stadium.
8. See response to comment 7.
9. Major events on weekday evenings are expected to occur no more than twice a year: the Holiday Bowl and a Monday Night Football game (Traffic Report, pages 23-27). The study indicates that no significant impacts would result.
10. See response to comment 9.



off-site parking. The expansion not only creates the need to accommodate as many as 10,600 new vehicles, but the thousands who are already not being accommodated. What specific streets, intersections, and properties will be affected? This issue has not been addressed in the traffic study or MND.

Appendix G to the California Environmental Quality Act Guidelines lists those circumstances under which a "project will normally have a significant effect on the environment." Among those (item 1) are those projects which will "Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system." Preparation of an EIR is required.

2) The MND, on page 10, states that "During an average year, the extra seats would be utilized about 4 days per year (3.5 Charger games and an occasional Holiday Bowl)." The "worst case" scenario is characterized as 11 times per year (10 Charger games and the Holiday Bowl). The 1994 Charger season confirms that the "worst case" scenario is far more likely to represent the typical situation, rather than the worst case. In conjunction with the large-assembly events outlined above, it is clear that the MND has significantly underestimated the impact of the expansion.

#### Traffic Study

1) The current traffic impact analysis states on page 1 that "Some of the discussion contained in this report was obtained from the 'Traffic and Parking Study for San Diego Jack Murphy Stadium' prepared by Wilbur Smith Associates." The Smith study was not made available for public review at the time of its preparation, nor was it reviewed for technical accuracy and completeness by the City Transportation Planning staff. These shortcomings, and its age, suggest that it cannot serve as adequate input for the Linscott analysis.

2) The Linscott study includes in the appendix some excerpts from the Smith study, but selectively excludes other of the Smith recommendations, such as for off-site improvements including widening of Friars Road and I-15 ramp widening. Are these not necessary and appropriate mitigation measures which should be made conditions of approval of the stadium expansion?

3) The traffic analysis on page 11 indicates that 3,150 additional parking spaces will be needed in Mission Valley. It does not, however, describe what traffic impacts these additional 3,150 vehicles will have at adjacent freeway ramp and surface street intersections that are already over-capacity one hour before game time, especially on Monday night football games and during weekend day games in the holiday shopping season.

4) The traffic analysis, on page 17, discusses a video surveillance program including installation of closed circuit television cameras. This system would be of no benefit unless installed also on freeways so traffic congestion can be monitored as regional traffic increases in future years. That is, there is currently continuous congestion on I-15 in both directions at the Friars Road intersections during sellouts, so of what good are televised observations? What actions would be taken after televised observations of congested conditions?

11. The project would add 10,600 new seats; it would not generate 10,600 new trips; approximately 4,077 new trips would be added. Page 29 of the traffic report describes traffic impacts near off-site parking lots. Given the existing street capacities and the infrequent occasions and duration of the traffic, these impacts are not significant. The initial study and traffic report conclude that, "[a]dditional traffic in the vicinity of the stadium is expected to be limited to those persons who are not aware that the stadium parking lot is full. The proposed message signs...would reduce congestion on surface streets around the stadium by advising drivers that the stadium lot is full and of other available parking locations." The addition of 4,077 trips on freeways surrounding the stadium would be negligible compared to their capacity. Therefore, there would be no increase in traffic which is substantial to the existing traffic load and capacity of the street system.
12. The Mitigated Negative Declaration evaluates the impacts of the worst case, rather than the average, condition.
13. The traffic study, complete with the 1990 Smith study as a basis for its preparation, was approved by Transportation Planning staff. References to technical reports are generally not circulated with environmental documents.
14. The referenced mitigation measures are not necessary for this project.
15. See response to comment 11.
16. The Mitigated Negative Declaration, under mitigation measures for "Traffic Control", requires installation not only of the surveillance equipment but also of remote control signal timing equipment. When congestion is observed at an intersection, the remote control signal timing equipment would be used to improve traffic flow.



5) The traffic analysis, on page 20, anticipates 915 current bus service riders, plus 5,185 new patrons using buses or shuttles, will result in an increase in bus ridership to 6,100 patrons. Assuming an average bus ridership of 55 persons, 111 bus trips would be needed within an approximate 2-hour period prior to a sellout.

Page 30 of the traffic analysis indicates that 8,100 people (3,100 cars) currently park outside of the stadium, a practice which will no longer be permitted. If these patrons switch to buses, an additional 148 trips will be generated. In order to operate satisfactorily, such a large number of buses would require an entirely separate traffic flow pattern. Since only one existing one-lane bus entrance is planned to accommodate the demand in the future, the effect of these additional bus trips needs to be quantified, and required mitigation discussed. A bus access by way of a Milly Way/Mission City Parkway bridge connected to Camino del Rio North should be considered.

6) The City of San Diego Traffic Impact Study Manual includes the attached checklist. An analysis as outlined in the checklist was not prepared for the stadium expansion, contrary to normal City practice for every private development proposal. Each of the items included on this checklist, particularly items 9 and 10, should be included in the traffic study.

7) The traffic study includes no cumulative analysis. Near-term and future impacts are not assessed. Completion of I-15 (40th Street) is expected to occur at approximately the same time as the stadium is expanded. The improved I-15 will create a significant change in the structure of the circulation system near the stadium. The impacts of such an event can only be determined by completing a cumulative analysis.

In Mission Valley and surrounding communities property owners are making significant changes to the type and intensity of land uses proposed for their properties. How these changes will affect and be affected by the stadium expansion have not been considered. A private development proposal would be required to provide a cumulative analysis. Why was this not done for the stadium expansion?

8) State law and the Regional Congestion Management Program require a determination of study area traffic impacts for projects which generate a certain volume of traffic. The CMP guidelines require an analysis consistent with its requirements for any projects which will "generate traffic greater than 2400 average daily trips or 200 peak hour trips." A study has not been conducted. New bus traffic alone (more than 200 peak hour trips) would trigger the need for a CMP analysis. It is unrealistic to assume, as the traffic analysis does, that no new automobile trips will be generated by stadium expansion. Lack of new parking at the stadium does not mean that new trips will not be generated; they will simply occur off-site instead. Certainly the trips will number at least 2400 ADT. The impacts identified by a peak hour intersection impact analysis, as required by the CMP, need to be identified.

The San Diego Association of Governments is the local agency responsible for coordinating implementation of the Regional Congestion Management Program. SANDAG does not appear on

17. Stadium access from Rancho Mission Road west of Ward Road is reserved for buses. This two lane, undivided road can accommodate all of the bus trips.
18. See response to comment 13.
19. The "Special Event" nature of the traffic generation at the stadium is not comparable to everyday residential or commercial traffic generation. Traffic impacts from this project would occur only 11 times per year (worst case). It is not reasonable to design roadway or intersection improvements in the area for the additional traffic that stadium events generate. With the mitigation proposed, direct traffic impacts are not significant. Only a Holiday Bowl or a Monday Night Football game (major events during peak hour traffic) would contribute to area-wide significant traffic impacts in Mission Valley. The incremental contribution of this project to cumulative traffic impacts is not significant.
20. The project is not required to provide a CMP analysis because it will not generate trips in excess of 2,400 ADT or peak hour trips of an average of over 200 ADT. Traffic generation is well below these levels because of the days between events and the fact that all but one or two events per year occur outside of the peak hour.



the distribution list for the draft MND. Were they provided an opportunity to comment on a project of regional significance?

9) The MND and traffic analysis do not discuss the impacts associated with the proposed elimination of recreational vehicle parking at the stadium. Prohibiting RVs will have at least three significant consequences: a) RVs generally carry more people per vehicle than do passenger cars. Will the average occupancy per vehicle decrease with the elimination of RVs (and thus result in a greater number of passenger cars on roadways)?; b) RVs generally arrive at the stadium earlier, spreading out the peak traffic. Without this beneficial effect the actual peak will not be consistent with the earlier reports used as the basis for the traffic analysis and MND, and the true impact will be greater than that identified; and c) RVs may choose to tailgate on other off-site properties, after which their passengers may then choose to walk or use a number of smaller private vehicles to travel to the stadium. If tailgating is done at park-and-ride facilities there may be inadequate capacity for other automobiles, forcing away other persons seeking parking.

10) The parking layout in the stadium lot will be changed as a result of elimination of RVs and other factors. The traffic analysis provides no conceptual layout of the revised parking configuration. Assessment of its impacts thus cannot be conducted.

11) Construction activities associated with stadium expansion and extension of the LRT will have their own significant effect on stadium traffic. Although one paragraph on page 28 of the traffic analysis is provided on this subject, it does not address parking. The effect upon parking availability due to contractors' trailers, materials storage, and construction worker parking has not been considered. How much parking will be displaced? How will concurrent construction of the stadium and LRT affect parking during stadium events?

12) The 1980 Negative Declaration for the first stadium expansion identified as a mitigation measure construction of a 10-year crossing over the San Diego River between Milly Way (Mission City Parkway) and the southwest corner of the stadium property. Implementation of this measure was to be considered as part of a comprehensive transportation plan for the valley. It has been 15 years since that mitigation measure was recommended. If this was necessary mitigation for a stadium of 55,700 seats, is it not even more necessary for a stadium of 71,500 seats? Is it not appropriate that as a condition of stadium expansion the crossing be constructed by the City, with proportionate reimbursement in the future from property owners whose development will also benefit from it?

#### Trolley Ridership

1) The traffic analysis assumes that maximum capacity of the LRT will be available to carry passengers to the stadium. The analysis does not take into account the "background" ridership of office workers, especially during Monday night games and other weekday sold-out events. Neither does it consider displacement of weekend shoppers and tourists. How will these impacts be mitigated?

21.

21. SANDAG was not sent a copy of the draft Mitigated Negative Declaration. The addition of 10,600 seats to an existing 60,766-seat stadium, along with other remodeling work, is not a project of regional significance.

22.

22. No changes to RV parking at the stadium are proposed.

23.

23. See response to comment 22.

24.

24. A Memorandum of Understanding between the City and MTDB limits the number of parking spaces that would be displaced by LRT construction construction activities to 200 at any one time. Overall construction time is not known. Per the MOU, the City may request cessation of construction during major events. Stadium construction would temporarily displace approximately 50 parking spaces for approximately 1 year and 8 months. These impacts are not considered significant.

25.

25. The 1980 Negative Declaration did not require extension of Milly Way across the San Diego River as a mitigation measure for the previous expansion. This extension was one of the circulation improvements recommended by the Mission Valley Unified Planning Group. As noted, this construction, along with other improvements recommended by the planning group, are considered part of a comprehensive transportation plan for Mission Valley.

26.

26. Given the timing of events which would utilize the new seats, background ridership on the trolley is not expected to be substantial. The Holiday Bowl is held during the week between Christmas and New Year's Day a light commute week, (John Keating, personal communication, July 11, 1995). Thus the only event which would be held when commuter ridership is high is a Monday Night Football game. This impact would likely occur only once per year and only during travel to the event. This impact is not considered significant.





2) The traffic analysis makes certain assumptions regarding the number of patrons who will arrive at the stadium via trolley or buses. While it is certainly hoped that the level of ridership will be high, the numbers appear to be unrealistically optimistic. The traffic analysis should compare its assumptions with ridership levels at stadiums in other cities with similar demographic and land use patterns, where the stadium is situated in a similar transportation and land use context, and which are accessed by similar trolley and bus services. What will be the traffic impacts in the circumstances where the assumed transit ridership levels are not achieved?

3) The parking analysis for the stations serving the stadium is incomplete since it is based on only a cursory observation of those stations. It also does not address other events occurring simultaneously in their service areas, such as Old Town events, major shopping mall sales, and/or weekday office traffic.

### Air Quality

Appendix G of the CEQA Guidelines describes as significant a project which will "contribute substantially to an existing or projected air quality violation." The San Diego Air Basin does not comply with adopted ambient air quality standards. The stadium expansion will expand a facility characterized by extreme congestion and stop-and-go traffic, conditions which clearly contribute negatively to the objective of meeting mandated clean air standards.

An environmental impact report should be prepared to include a "hot spot" analysis for the stadium. This analysis should include a discussion of the pollutant levels which are currently being experienced by nearby residents. It should also identify the higher levels which will be experienced in the future by the much closer residents who will occupy units developed on the (already entitled) Mission City/Northside property.

An EIR should specifically address the extent to which air quality and traffic impacts would be mitigated by including, as a part of stadium expansion, construction of a southern exit from the stadium. Specifically, the value of constructing Milly Way/Mission City Parkway from the stadium, across the San Diego River to a connection with Camino del Rio North, should be assessed.

### Noise

The MND includes no discussion of noise impacts from the current or expanded stadium. Noise complaints are common given the stadium at its present capacity. What noise levels would affect nearby residents and future residents on the Mission City/Northside property? Would these levels violate the City's Noise Ordinance? (Appendix G of the CEQA Guidelines suggests that projects which will "Increase substantially the ambient noise levels for adjoining areas" are to be considered to have a significant effect on the environment).

27. The traffic report provides two scenarios of trolley ridership. Actual ridership would depend on convenience and price which is why the cost of parking at an off-site lot and riding the trolley is required to be less expensive than the cost of parking at the stadium. The number of trolley overflow parking spaces is based on maximum ridership on the trolley because this represents the worst case parking demand in Mission Valley.
28. A parking analysis of trolley stations serving the stadium was not conducted. Project mitigation requires that the applicant identify locations other than trolley stations for stadium patrons using the trolley to park (Trolley Parking Mitigation, page 12) during major stadium events.
29. Based on the current vehicle occupancy rate of 2.6 persons per car, the 10,600 new seats would generate 4,077 trips. These trips would be generated 11 times per year (worst case). The trips would be of various lengths with various destinations. For example, some patrons would park at their local trolley station or one of the trolley overflow parking lots, others would park at the interceptor or overflow parking lots, while others would continue parking at the stadium. In general, the provision of off-site parking lots could minimize air quality impacts in the vicinity of the stadium. Given that the trips would be generated a maximum of 11 times per year, incremental air quality impacts are not significant.
30. As stated in the Mitigated Negative Declaration on page 11, "[a]dditional traffic in the vicinity of the stadium is expected to be limited to those persons who are not aware that the stadium parking lot is full". Message signs on the southbound I-15 and SR-163 would minimize this impact. These vehicles would cause impacts on 11 days per year (worst case). No "hot spot" analysis is required.
31. No additional mitigation is required. The project would not result in unmitigated significant impacts.
32. Historically, complaints regarding noise generated from the stadium have focussed on rock music concerts and the public address system used for auto and motorcycle racing. The project would not affect the volume or frequency of these events. As noted on page 10 of the Mitigated Negative Declaration, the new seats would not be used during special events such as these, except on rare occasions. However, the expected increase due to the additional patrons would be 0.7 dB(A) (Hafner, personal communication, July 10, 1995). In general, a 3 db(A) increase is necessary to perceive a change in noise levels and result in noise impacts.



Thank you very much for providing us with the opportunity to comment. Please call me at 536-7562 if you have any questions.

We would like to receive a copy of the draft environmental impact report when it is distributed for public review.

Sincerely,

Allen M. Jones  
Planning and Land Manager

CITY OF SAN DIEGO  
TRANSPORTATION PLANNING DIVISION  
TRAFFIC IMPACT STUDY  
SCREEN CHECK

Ma

To be completed by consultant (including page #):

Name of Traffic Study \_\_\_\_\_  
Consultant \_\_\_\_\_  
Date Submitted \_\_\_\_\_

Indicate Page # in report:

- pg. \_\_\_\_ 1. Map of the proposed project location
2. General project description and background information:
- pg. \_\_\_\_ a. Proposed project description (acres, dwelling units...)  
pg. \_\_\_\_ b. Total trip generation of proposed project.  
pg. \_\_\_\_ c. Community plan assumption for the proposed site.  
pg. \_\_\_\_ d. Discuss how project affects the Congestion Management program.
- pg. \_\_\_\_ 3. Map of the Transportation Impact Study Area and specific intersections studied in the traffic report.
4. Existing Transportation Conditions:
- pg. \_\_\_\_ a. Figure identifying roadway conditions including raised medians, median openings, separate left and right turn lanes, roadway and intersection dimensions, bike lanes, parking, number of travel lanes, posted speed, intersection controls, turn restrictions and intersection lane configurations.  
pg. \_\_\_\_ b. Figure indicating the daily (ADT) and peak hour volumes.  
pg. \_\_\_\_ c. Figure or table showing level of service (LOS) for intersections during peak hours and roadway sections within the study area (analysis sheets included in the appendix).
5. Project Trip Generation:
- pg. \_\_\_\_ Table showing the calculated project generated daily (ADT) and the peak hour volumes.
- pg. \_\_\_\_ 6. Project Trip Distribution using the TRANPLAN Computer Traffic Model Series 8 (provide a computer plot) or manual assignment if previously approved. (Identify which method was used.)
7. Project Traffic Assignment:
- pg. \_\_\_\_ a. Figure indicating the daily (ADT) and peak hour volumes.  
pg. \_\_\_\_ b. Figure showing pass-by trip adjustments, if cumulative trip rates are used.
8. Existing + Other Pending Projects:
- pg. \_\_\_\_ a. Figure indicating the daily (ADT) and peak hour volumes.  
pg. \_\_\_\_ b. Figure or table showing the projected LOS for intersections during peak hours and roadway sections within the study area (analysis sheets included in the appendix).  
pg. \_\_\_\_ c. Traffic signal warrant analysis for appropriate locations (signal warrants included in the appendix).

To be completed by City  
staff \_\_\_\_\_  
Date Received \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Date Screen Check \_\_\_\_\_  
Completed \_\_\_\_\_  
Satisfactory  
YES NO NOT  
REQUIRED

Indicate Page # in report

Satisfactory  
YES NO NOT  
REQUIRED

- 9. Existing + Project + Other Pending Projects (short term cumulative):
  - pg. \_\_\_ a. Figure or table showing the projected LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).  YES  NO  NOT REQUIRED
  - pg. \_\_\_ b. Figure showing other projects that were included in the study, and the assignment of their site traffic.  YES  NO  NOT REQUIRED
  - pg. \_\_\_ c. Traffic signal warrant analysis for appropriate locations (signal warrants included in the appendix).  YES  NO  NOT REQUIRED
- 10. Build-out Transportation Conditions (if project conforms to the community plan):
  - pg. \_\_\_ a. Build-out ADT and street classification that reflect the community plan.  YES  NO  NOT REQUIRED
  - pg. \_\_\_ b. Figure or table showing the build-out LOS for intersections during peak hours and roadway sections with the project (analysis sheets included in the appendix).  YES  NO  NOT REQUIRED
  - pg. \_\_\_ c. Traffic signal warrant analysis at appropriate locations (signal warrants included in the appendix).  YES  NO  NOT REQUIRED
- 11. Build-out Transportation Condition (if project does not conform to the community plan).
  - pg. \_\_\_ a. Build-out ADT and street classification as shown in the community plan.  YES  NO  NOT REQUIRED
  - pg. \_\_\_ b. Build-out ADT and street classification for two scenarios: with the proposed project and with the land use assumed in the community plan.  YES  NO  NOT REQUIRED
  - pg. \_\_\_ c. Figure or table showing the build-out LOS for intersections during peak hours and roadway sections for two scenarios: with the proposed project and with the land use assumed in the community plan (analysis sheets included in the appendix).  YES  NO  NOT REQUIRED
  - pg. \_\_\_ d. Traffic signal warrant analysis at appropriate locations with the land use assumed in the community plan (signal warrants included in the appendix).  YES  NO  NOT REQUIRED
- 12. A summary table showing the comparison of Existing, Existing + Other Pending Projects, Existing + Other Pending Projects + Proposed Project, and Buildout, LOS roadway sections and intersections during peak hours.  YES  NO  NOT REQUIRED
- 13. Transportation Mitigation Measures.
  - pg. \_\_\_ a. Table identifying the mitigations required that are the responsibility of the developer and others. A phasing plan is required if mitigations are proposed in phases.  YES  NO  NOT REQUIRED
  - pg. \_\_\_ b. Figure showing all proposed mitigations that include: intersection lane configurations, lane widths, raised medians, median openings, roadway and intersections dimensions, right-of-way, offset, etc.  YES  NO  NOT REQUIRED
- 14. The traffic study is signed by a California Registered Traffic Engineer.  YES  NO  NOT REQUIRED
- 15. The Highway Capacity Manual Operational Method or the Intersections Capacity Utilization (ICU) method with the modified scale is used at appropriate locations within the study area.  YES  NO  NOT REQUIRED
- 16. Analysis complies with Congestion Management requirements.  YES  NO  NOT REQUIRED
- 17. Transportation Demand Management (TDM) Plan proposed.  YES  NO  NOT REQUIRED

THE TRAFFIC STUDY SCREEN CHECK FOR THE SUBJECT PROJECT IS:

- Approved
- Not approved because the following items are missing:

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MEMORANDUM

DATE: July 6, 1995 CIP 416.1 (PC 220)  
TO: Chris Zirkla, City of San Diego  
FROM: Nancy S. Bragado, City Planning/MTDB Liaison  
Jim Hecht, MTDB  
SUBJECT: DRAFT MITIGATED NEGATIVE DECLARATION FOR STADIUM EXPANSION

Thank you for the opportunity to review the above-referenced document. Our comments are as follows:

Traffic Circulation

Page 4 Trolley Parking. It's stated that the price of off-site parking, including any fares for bus or trolley service, shall not exceed the price to park at the stadium. It should be made clear that the city of San Diego does not have control over bus and trolley fares, since the MTD Board of Directors has that responsibility.

How will this price parity be achieved? In determining the comparable price to park at the stadium, will it be a per-person or per-vehicle price? At a stadium event with a vehicle occupancy rate of 2.6, the per-person price is 2.6 times less than the vehicle price. If a per-person price is assumed, please indicate how the fares will be subsidized (by other than transit agencies) to a level necessary for the price of the bus/trolley service to remain below the price of parking at the stadium. Another option would be to increase the cost of stadium parking.

This section needs to be rewritten to clarify the above-noted comments.

Page 5, #B Trolley Parking Mitigation Measures. We are unclear on what is being proposed as a "validation system" to board the trolley, since trolley patrons are currently required to purchase tickets prior to boarding the trolley. Please explain how the validator system will work. Any such system should not interfere with normal trolley operations or inconvenience trolley patrons. Not all trolley riders will be stadium event attendees!

33. The price parity would be achieved by manipulating either the stadium parking lot price, the off-site parking lot price or the off-site parking lot shuttle price, not by changing the trolley fare. If necessary, subsidization of these prices would be the responsibility of the City of San Diego. It is also possible that negotiations with the MTDB could result in special fares for stadium events to achieve price parity; however, this would require MTDB approval as noted in the comment.
34. Implementation of any one of the three mitigation measures listed on page 5 of the mitigated negative declaration would reduce the neighborhood parking intrusion impact to a level below significance; however, it is recognized that MTDB approval would be required to implement measure two or three. Measure one, posting security officers at the shopping centers, has been selected as the mitigation measure for this impact unless this measure is replaced by an equivalent measure by the City Council at a public hearing. If MTDB approval is granted, either measure two or three could replace measure one.

DEPT. OF PUBLIC SAFETY  
17700 357 27TH ST  
MIDD. DIV. FLOOR  
CIV. DIV. 352017

Please delete the proposed mitigation measure to "prohibit boarding the trolley for several hours prior to a major stadium event during the Christmas season." The Mission Valley Line is planned as a part of an integrated regional public transportation system that is intended to serve Mission Valley residents, shoppers, employees, and visitors, as well as stadium patrons. In addition, the Fashion Valley Center Station will serve as a bus transfer center for transit patrons making connections to other parts of the metropolitan area.

For information, you may wish to add a discussion that the Fashion Valley parking structure was designed to deter park-and-ride use. There will be no direct pedestrian access from the parking structure to the trolley station.

If you have any questions regarding these comments, please contact Jim Hacht at 557-4542, or Nancy Bragado at 557-4533.

NSB:JRH:bw  
M-STADIU.NSB

cc: Frank Balock, Jr., City of San Diego  
Harvey Estrada  
Roy Meenes  
Jack Limber  
Bill Lorenz

35.

35. Comment noted.



San Diego County Archaeological Society  
Environmental Review Committee

July 3, 1995

To: Mr. Chris Zirkle  
Development and Environmental Planning Division  
Development Services Department  
City of San Diego  
1222 First Avenue, Mail Station 501  
San Diego, California 92101

Subject: Proposed Mitigated Negative Declaration  
Jack Murphy Stadium Expansion and San Diego Chargers  
Training Facility Relocation  
DEP No. 95-0261

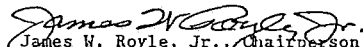
Dear Mr. Zirkle:

I have reviewed the subject PMND on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the PMND and Initial Study, we concur in the impact analysis and mitigation presented.

Thank you for affording us this opportunity to provide our comments on this document.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
file

36.

36. Comment noted.

City of San Diego  
Memorandum

RECEIVED

JUL 5 - 1995

DEVELOPMENT SERVICES  
DIRECTOR

DATE: June 30, 1995

TO: Tina Christiansen, Director, Development Services Department

FROM: Ernest Freeman, Director, Planning Department

SUBJECT: Comments on Proposed Mitigated Negative Declaration for the Jack Murphy Stadium Expansion and San Diego Chargers Training Facility Relocation/ DEP No. 95-0261

The Planning Department has reviewed the proposed Mitigated Negative Declaration for the Jack Murphy Stadium Expansion and San Diego Chargers Training Facility Relocation and requests the following revisions to the document:

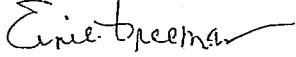
1. SIGNS; Pages 1-2: I. Purpose and Main Features  
Language should be added to clarify that the new display signs will be used for traffic and stadium event information only and not for-premises advertising. If advertising is proposed, then mitigation will be required. 37.
2. COMMUNITY PARK; Page 8, second paragraph  
Language must be added that indicates that the conversion of the Chargers playing field does result in an impact to the existing parks deficit in the Mission Valley community. As indicated in the mitigated negative declaration, the larger site identified in the southeastern corner of the community plan is the designated community park site. The existing Chargers playing field was, however, used in the past for Little League games in the community and could be retained for use by the community. The use of this park by the community would not preempt or replace the eventual development of the community park; it could be used by the community as a park up until and after the designated community park is developed. The use of the playing field site, rather than for parking as the project proposes, is consistent with the following Mission Valley Community Plan language: "Before publicly-owned land is used for non-public activity, it should be reviewed and determined to be not necessary for public use." (p. 129) As identified in the proposed mitigated negative declaration, the eventual development of Milly Way and residential development in the neighboring area, this site would be more physically accessible to the community. In view of this, the environmental document should disclose that the paving of the Chargers playing field is an impact to the existing parks deficit in the community. 38.
37. The changeable message signs referenced on pages 1 and 2 of the Initial Study would be used for traffic and stadium event information only and would not be used for advertising.
38. The conversion of the practice field to a parking lot could be construed to have a land use or recreation impact; however, as described on page 8 of the initial study, the impact would not be significant.



3. WETLANDS IMPACTS; Page 8, fourth paragraph  
Language should be added for the last sentence in the paragraph to read as follows: "The project proposes no improvements within the floodway and no significant impacts to wetlands, therefore, mitigation requirements of the Wetlands Management Plan do not apply."
4. PEDESTRIAN ACCESS TO THE RIVER PARK; Page 8, fifth paragraph  
Language should be added for the last sentence in the paragraph to read as follows: "Because all work would take place on the "stadium" side of the fence, no impacts to existing river access would occur from the project. The Mission Valley Community Plan (Figure 22) identifies pedestrian connections to the river through the stadium property. Although the project does not impact existing pedestrian trails, it must not pre-empt future pedestrian access to the river corridor, as specified by the Community Plan."

Thank you for the consideration of these comments. If you or your staff have any questions concerning these comments, Jennifer Champa (235-5202) and Angeles Leira (235-5213) of my staff are available to discuss them.

Sincerely,



Ernest Freeman, AICP

39. The project would result in no direct impacts to wetlands. Indirect impacts to wetlands resulting from an increase in contaminated storm water runoff would be mitigated to a level below significance by the construction of a grass swale/infiltration trench as described on page 6 of the initial study.
40. Figure 22 of the Mission Valley Community Plan shows three pedestrian paths in the vicinity of the stadium. The first path follows the northern bank of the San Diego River. Another path is aligned from the north side of the river to the west side of the stadium and then north on Mission Village Drive. A more westerly path is shown crossing the river from Camino del Rio North on Milly Way. The project would not impact development of either of the proposed north-south paths. Page 92 of the community plan states that the path along the river should be placed in the buffer areas and in the floodway. As noted on page 8 of the initial study, the project is located outside of the required buffer.

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85408, SAN DIEGO, 92186-5408  
 (619) 688-9424 TDD Number  
 (619) 688-6002



July 14, 1995

11-SD-015  
6.8

Chris Zirkle  
 City of San Diego  
 Development and Environmental Planning Division  
 1222 First Avenue  
 Mail Station 501  
 San Diego, CA 92101

Dear Mr. Zirkle:

Draft Negative Declaration for Jack Murphy Stadium Expansion

Caltrans District 11 comments are as follows:

- Please assess impacts to the Interstate Route 15 (I-15)/Friars Road Interchange, particularly the southbound exit ramps, including the cumulative effects of the Stonecrest Project and I-8. 41.
- The traffic weaving impacts to southbound I-15 at Aero Drive, including the cumulative effects of Stonecrest and I-8, need to be assessed. 42.
- We recommend opening another entrance for buses only at the south end of the stadium parking lot. 43.
- The impacts to Old Town and Kearny Mesa parking should be assessed. 44.
- Portable changeable message signs should be provided as part of this project to assure their availability, rather than relying on other sources. 45.
- We encourage the use of Interceptor parking lots to reduce the volume of traffic in the stadium vicinity. 46.
- Signs stating "No Stopping Anytime" should be installed on I-15 and its ramps whenever the additional seats are in use. 47.

Our contact person for I-15 is Greg Gastelum, Design Branch, (619) 688-6720.

Sincerely,  
*L. Salazar*  
 for BILL DILLON, Chief  
 Planning Studies Branch

BD/LS:ce

41. Trips from the project would impact Interstate 15 approximately 11 times per year (worst case), during events when the new seats are used. Peak hour trip impacts are expected to occur twice per year (patrons travelling to a Monday Night Football game and a Holiday Bowl), and the Holiday Bowl is held during a light commute week. Changeable message signs on surface streets, directional/ advisory signs on Interstate 15 and SR-163, remote control of traffic signals and off-site parking lots have all been incorporated into the project. These measures would improve conditions at the Interstate 15/Friars Road interchange by improving driver awareness of parking conditions and suggesting alternative routes to parking areas when the stadium parking lot is full. See response to comment 11. See response to comment 19 for a discussion of cumulative impacts.
42. See responses to comments 19 and 41. Expected improvements to traffic flow at the Interstate 15/Friars Road interchange should result in a positive impact at the yet-to-be constructed off-ramp at the Stonecrest project. According to DEP EIR 92-0652 for the Stonecrest project, the new ramp would be metered to improve weaving. With improved lane geometrics, the Caltrans PR report for the I-15/Aero Drive interchange, the southbound Interstate 15 ramp from Aero Drive would operate at an acceptable Level of Service D in the p.m. peak hour. Eleven times per year, the project could impact weaving speeds but no freeway improvements are proposed and therefore, no impacts to weaving patterns or weaving movements would occur. Of these eleven occurrences, only two would take place during peak hour traffic.
43. See response to comment 17.
44. See responses to comments 11 and 28. With the exception of interceptor lots, limits have been placed on the maximum distance of off-site parking lots from the stadium. It is anticipated that the lots proposed for off-site stadium parking would not be needed for use by the lessor during major stadium events.
45. As described on page 2 of the initial study and mitigation measure 3(A)(1), installation of these signs would occur prior to the first stadium event during which the new seats are expected to be used.
46. Comment noted. Interceptor lots are proposed.
47. The freeway signs referenced in mitigation measure 3(A)(2) could include this message. In order to install these signs, Caltrans and the City would have to agree on their content. It is expected that the improvements mentioned in response to comment 41 would improve traffic flow on Interstate 15 during major stadium events, therefore no additional mitigation measures are required.

MEMORANDUM

DATE: July 18, 1995  
TO: Gene Kemp  
CC: Chris Zirkle (Fax) 236-6620  
Valerie Stallings (Fax) 236-6529  
FROM: Mike Tewalt  
RE: Jack Murphy Stadium Expansion

I have reviewed the following materials related to the above referenced matter.

1. Mitigated Negative Declaration, DEP #95-0261, prepared by the City of San Diego Development Services Department.
2. Initial Study, DEP #95-0261, prepared by the City of San Diego Development Services Department.
3. Traffic and Parking Analysis, prepared by Linscott, Law & Greenspan Dated June 16, 1995.

I recognize that the expansion for the seating of Jack Murphy Stadium will be a benefit to the City and community, in terms of the revenues that will generate and the potential to attract more special events to the City of San Diego. However, it would appear that this expansion will have some adverse effects upon the surrounding area that should be resolved. The most severe impact is brought about by the fact that no additional on-site parking at the Stadium is being proposed in conjunction with the additional seating.

With respect to Fashion Valley Shopping Center, most of the events utilizing the additional Stadium seating will coincide with the Center's peak demand for parking spaces and the greatest traffic volumes. The Traffic and Parking Analysis report by Linscott, Law & Greenspan is correct when it indicates:

1. Parking spaces at Fashion Valley could not be made available for Trolley patrons to the Stadium.
2. There would be a significant detrimental impact to Fashion Valley if Trolley patrons to the Stadium use the center's parking spaces, and thus displace shopping center customers.

ENT BY:

7-18-95 5:52PM

FASHION VLY VENTURE-

6192948291

619 236 6620: #1

3. It may be impossible to completely stop poachers from the Center and taking the trolley to the Stadium.

The proposed Parking Management Plan recommendation to mitigate the parking impacts requires more thought in terms of its solutions, and must address the operational cost (personnel, equipment, etc.) and provide better warranties that the events utilizing the additional seating will not create hardships to the surrounding properties. For example, The Parking Management Plan recommends posting security officers in the shopping center parking lots to inform trolley patrons they are not allowed to park and take the trolley to the Stadium. However even if the security officers are discreet about whom they prohibit from parking in the lots, they will disrupt traffic circulation in and around the Center, and will adversely effect customer relations at the Center, to the point of reversing sales volumes. Further, if this measure were implemented, I would assume the security personnel would be at no cost to the Center. Further, the recommendation to prohibit boarding of the trolley several hours prior to major Stadium events would also have a detrimental economic effect to the Center's sales.

Neither the Mitigated Negative Declaration, the Initial Study, or the traffic and parking Analysis appear to provide any data on the background traffic or bus/trolley rider volumes of existing or future development in the Mission Valley area. It assumes that during the stadium events, the only passengers in the busses or trolleys are Stadium patrons, there are no shoppers, workers, etc. utilizing the busses or trolleys at that time.

It would seem that the current Mitigated Negative Declaration does not adequately evaluate all of the impacts that the Stadium expansion will create. As a result, a more comprehensive analysis is required.

If you have any questions regarding the above, please contact me at (213) 955-7979 or fax (213) 955-7999.

48.

48. Mitigation to reduce impacts from stadium event parking at the shopping center shall be provided by posting security personnel at the shopping centers. Details of how these personnel would intercept stadium patrons would be developed in cooperation with shopping center management.

49.

49. Financially, providing mitigation for parking impacts to shopping centers would be the responsibility of the City of San Diego.

50.

50. See response to comment 34. Prohibition of trolley boarding prior to major stadium events is no longer proposed as the primary, certain mitigation measure.

51.

51. See response to comment 26.

ENT BY:

7-18-95 : 5:52PM : FASHION VLY VENTURE+

619 236 6620 : # 2 / 2

JERALD A. ALFORD  
Chairman - Mission Valley Unified Planning Committee  
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July 19, 1995

VIA TELECOPIER (236-6620) AND MAIL

City of San Diego  
Development Services Department  
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION  
1222 First Avenue, Mail Station 501  
San Diego, CA 92101

Re: Proposed Mitigated Negative Declaration  
Jack Murphy Stadium Expansion  
DEP No. 95-0261

Attention: Lawrence C. Monserrate, Principal Planner

Dear Mr. Monserrate:

On Wednesday, July 12, 1995, a meeting was held with members of the Mission Valley Unified Planning Committee (MVUPC), the Mission Valley Design Advisory Board (MVDAB), and concerned Mission Valley residents and property owners regarding the proposed San Diego Jack Murphy Stadium expansion. Perry Dealy, representing the design team for the City of San Diego was also present as well as a member of the City of San Diego Engineering Staff. There was no quorum of either the Mission Valley Unified Planning Committee or Design Advisory Board present so no official action could be taken by either of these bodies. Mr. Dealy represented to the group that the project would be presented to both groups for them to take action and make recommendations to the Planning Director before action would be taken by the City Council. This will satisfy the concerns of the Mission Valley Unified Planning Committee, the Mission Valley Design Advisory Board, and The Mission Valley Community Council that they were not going to have the opportunity to comment on this project and make their recommendations as required under the Mission Valley Planned District Ordinance. The enumerated discussion which follows sets forth the consensus of those in attendance at this meeting.

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1. The requirement for remote parking and transportation to the Stadium for events is extremely vague and the group felt it to be inadequate. Despite the requirement that functions at the Stadium will be required to submit and have a parking and transportation plan approved before the function is possible, it is hard to believe that the City would turn down a permit for a function that promises big revenues for the City. Virtually every other business in Mission Valley has had to satisfy on-site parking requirements for their project to be approved. Remote parking was not even an option. The same standard should apply to the Stadium, utilizing parking structures or acquiring adjacent property to satisfy parking requirements. This could be in the form of utilizing the property formerly occupied by the water treatment plant and providing a pedestrian bridge from that parking to the Stadium. Lack of adequate on-site parking is a problem even without the Stadium expansion.

2. There was considerable concern from the shopping centers with LRT stations that those attending Stadium events would park their cars at those shopping centers for the free parking, board the LRT for the Stadium, and use up parking for intended for customers desiring to shop at the centers. This could result not only in lost sales, but also tax revenues for the City. The shopping center owners are concerned they would have to hire additional personnel to patrol the parking lots or install and maintain expensive parking gates to prevent people from leaving their cars in the center and attend events at the Stadium. Besides the fear of lost sales, both of these options result in unfair increases in the expense of operating the shopping center, and are tantamount to a tax on these property owners to subsidize the lack of parking for the Stadium. There was discussion regarding the possibility that during Stadium events, all trains to the Stadium would be boarded only at the park and ride stations (e.g. the Napa & Morena Blvd. station), and would be express trains to the Stadium with no stops at the shopping centers. This would prevent those attending a Stadium event from parking in one of the shopping centers and boarding a train for the Stadium. Trains serving the shopping centers would not go to the Stadium. The proposed mitigation for impact at the LRT stations is inadequate and needs to be more thoroughly discussed addressing the impacts at all LRT stations and provide detailed solutions for mitigation. Consideration should be given to have the MTDB participate in providing solutions to the impacts LRT ridership to Stadium events will have on the property owners with LRT stations.

3. Milly Way should be extended into the Mission City development and linked to the Stadium parking lot and a reimbursement district formed to pay for the improvements. An additional route for handling the traffic is definitely needed even without the Stadium expansion. This would also serve as pedestrian access from the possible utilization of the old water filtration plant property for parking.

52. The requirements for off-site parking and transportation to the stadium are adequately specific. As stated in the mitigated negative declaration, implementation of these measures would be required to occur prior to the first major event occurring after the new seats are available; monitoring of the mitigation is the responsibility of the Principal Planner, Environmental Analysis Section.

53. This comment addresses the proposed project design (not to provide on-site parking spaces), not the adequacy of the mitigated negative declaration.

54. See response to comment 49.

55. See response to comments 34 and 50.

56. Mitigation for neighborhood parking intrusion impacts to shopping centers has been specified in more detail. Please see response to comment 48. No impacts would occur at park and ride stations not located within the shopping centers because the purpose of the park and ride stations is to provide parking for trolley patrons regardless of where they are travelling.

57. See response to comment 19.

4. Consideration should be given to have Stadium employees and players park at the new training facility at Aero and I-15 and shuttled to the Stadium. This would open up additional parking at the Stadium for those attending events.

5. A pedestrian/bike path should be extended to continue from the end of the First San Diego River Improvement Project (FSDRIP) walkway at Stadium Way all the way to the Stadium along the San Diego River. It could be installed on top of the recently installed sewer pipe line located there. A suggestion was made, and Mr. Dealy agreed it may be possible, that at a minimum a sidewalk should be constructed on Friars Road from River Run Drive to the Stadium in order to provide a safe pedestrian walkway from the end of the FSDRIP walkway at Stadium Way via Rio San Diego Drive to River Run Drive to Friars Road then to the Stadium.

6. The Stadium should be required to make some off site improvements to upgrade the traffic light at Friars Road and Rancho Mission Road to allow manual control for Stadium events, and install improvements to provide a safe route for pedestrians crossing Friars Road from the La Mirage project, and any other off-site traffic improvements required to mitigate the additional traffic on surrounding streets, intersections, etc.

7. Mr. Dealy indicated that the MTDB would be installing a pedestrian walkway on Rancho Mission Road under I-15 from the Fitness Center to the Stadium. This needs to be included in the conditions of mitigation.

8. Mr. Dealy indicated that there was to be some landscape enhancement of the entrances to the Stadium. This is to be presented to the MVUPC and MVDAB at their August or September meetings prior to approval by City Council.

9. Those in attendance expressed their concern that the Stadium has been closed to various public uses such as bicycling and rollerblading. With so few areas of the City available for these activities where there is no threat of automobile traffic, it would be appreciated if the Stadium Authority would consider reopening of the parking lot for these activities. Further, concern was expressed that converting the practice field to additional parking conflicted with the Community Plan goal to create a passive park for Mission Valley.

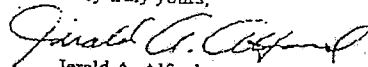
In conclusion, the consensus among those in attendance was not to oppose or delay the Stadium expansion. Rather, the concern was to ensure the City and/or Stadium Authority adequately addressed

- 58. The training facility parking lot could serve as a portion of the required off-site interceptor parking lot requirement.
- 59. The applicant may agree to construct one of these improvements; however, neither sidewalk would be considered mitigation for a potentially significant environmental impact.
- 60. Measures required to reduce traffic impacts, including manual control of traffic signal phasing, are specified on page 5 of the mitigated negative declaration. The applicant may agree to construct additional improvements; however, these improvements are not considered to be mitigation for potentially significant impacts.
- 61. The referenced walkway is not considered to be a mitigation measure of this project.
- 62. Comment noted.
- 63. Comment noted.
- 64. See response to comment 38.

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and mitigated its impacts on the Mission Valley Community, many of which have existed since the Stadium was originally built.

Very truly yours,



Jerald A. Alford

cc: Councilperson Valerie Stallings  
Ernie Freeman  
Chris Zirkle  
Perry Dealy



City of San Diego  
Development Services Department  
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION  
1222 First Avenue, Mail Station 501  
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INITIAL STUDY  
DEP No. 95-0261

SUBJECT: Jack Murphy Stadium Expansion and San Diego Chargers Training Facility Relocation CITY COUNCIL APPROVAL OF DESIGN and AUTHORIZATION OF FUNDING to add approximately 10,600 seats to Jack Murphy Stadium and relocate the San Diego Chargers practice field from the southwest corner of the stadium site to Murphy Canyon. The existing practice field would be paved and used as a parking lot. The 166-acre stadium/practice field site is located at 9449 Friars Road in the Mission Valley community (Lots 35 and 36 of Rancho Mission Referees Partition, Map No. 348). The 14-acre site proposed for the new Chargers training facility is located on the west side of Murphy Canyon Road, immediately south of Balboa Avenue in the Kearny Mesa community (Lots 11-16 of Murphy Canyon Gateway Unit 1, Map No. 11502). Applicant: City of San Diego Engineering Department.

I. PURPOSE AND MAIN FEATURES:

The proposed project would add 10,600 seats to Jack Murphy Stadium to increase the capacity of the stadium to 71,500 patrons for football games (fewer patrons can be accommodated during baseball games). Enclosing the eastern end of the stadium would add 4,994 new view level seats. The remainder of the new seating would be provided as follows:

- 5,798 new field level seats
- 3,780 new loge level suite seats
- 1,184 new press level suite seats

Some seats would be removed to accommodate the new seats. The result would be a net gain of 10,600 new seats.

In addition, both scoreboards inside the stadium would be modified. Twenty thousand square feet of office space for the San Diego Padres baseball team would be constructed within the footprint of the stadium. New concession areas and restrooms would also be provided. Other renovations, such as new elevators, office and seating renovations, compliance with Americans with Disabilities Act requirements and new gates and perimeter wall, are also proposed. The stadium would remain open during construction and the expansion is expected to be completed by August, 1997.

Off-site, changeable message signs would be installed on overhead sign standards to direct motorists to parking areas and alternate routes. These signs would be located on Friars Road at River Run

Drive and Mission Village Drive and would display information all day everyday. The signs would be five or six feet high and 26 to 28 feet long and would display special characters, directional arrowheads, travelling arrows and other graphic images. The existing message signs around the stadium would remain.

The existing, four-acre San Diego Chargers practice field located southwest of the stadium would be paved and used for a 500-space parking lot. These parking spaces would replace the spaces that are expected to be removed when the trolley is extended to the stadium. Only finish grading would be required to construct the parking lot, as the site is currently flat. Landscaping would be installed in the new parking area as required by Division 7 of the Zoning Ordinance and the Landscape Technical Manual (LTM). The LTM would prohibit the use of invasive plant species in the parking lot.

A new training facility would be constructed in Murphy Canyon and would consist of three practice fields, tennis and basketball courts, parking lots and a 70,000-square-foot, two-story building to house training facilities and administrative offices. The new training facility would be accessed from Murphy Canyon Road, just south of Balboa Avenue. This site has also been previously graded pursuant to Planned Industrial Permit (PID) and Environmental Impact Report 85-0737 and only finish grading would be needed to construct the project.

## II. ENVIRONMENTAL SETTING:

Jack Murphy stadium was built in 1967. An addition consisting of a loge and press section at the eastern end of the stadium was constructed in 1984 (negative declaration 80-0727) to bring the total number of seats (during football games) to 60,766 with 19,241 parking spaces for automobiles and 156 spaces for buses. About 17,700 of the parking spaces are for patrons. The stadium site is zoned MV-CV (Mission Valley commercial visitor) by the Mission Valley Planned District Ordinance. The Floodplain Fringe Overlay Zone also covers the majority of the site, except for the footprint of the stadium itself. The site is designated for commercial-recreation uses by the Mission Valley Community Plan. In addition, areas of the site within 150 feet of the Floodway Overlay Zone are located in the San Diego River subdistrict of the Mission Valley Planned District Ordinance (PDO). The southeastern portion of the stadium parking lot is designated for public recreation uses by the Mission Valley Community Plan.

The San Diego River, with associated wetland vegetation, bounds the stadium site to the south. A fence separates the site from the river. Vacant land, land used for aggregate extraction, a petroleum products tank farm and Friars Road are located to the west and north. Interstate 15 and multi-family residences are located to the east.

The entire stadium site has been developed and is covered with either buildings, turf or pavement.

The existing Chargers practice field is located within the stadium complex, southwest of the stadium and just north of the San Diego river. Other facilities located in this area include a restroom building, a sod farm and a maintenance building. The remainder of this area is an unused parking lot. Disturbed wetlands are located along a drainage north of the practice field and unused parking lot. Fill dirt used for off-road racing events in the stadium is stockpiled immediately west of the practice field and a staging area for trolley track construction is located west of the fill stockpile.

The San Diego Metropolitan Development Board (MTDB) has plans to build a trolley line between Old Town and the stadium. This track, called the west segment of the Mission Valley trolley line, is scheduled for completion in December, 1997. Nine stations would be located along the west segment. A station would be located on the south side of the stadium.

The proposed site of the relocated training facility and administrative offices is located at the north end of PID 85-0737. This site is located on the west side of Murphy Canyon Road, just south of Balboa Avenue. The PID is built out except for the subject site. Topographically, the western half of the site is an undisturbed, east-facing hillside covered with native vegetation. The portion of the site which would be developed has been graded flat and is covered with ruderal vegetation. A wetlands mitigation area has been established and is enclosed by fencing north of the site. The site is zoned M-1B and is designated for industrial land uses by the Kearny Mesa Community Plan.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

IV. DISCUSSION:

Geology/Soils.

The stadium is located within the floodplain of the San Diego river and the City's Seismic Safety Study indicates that the project is located in an area which may be subject to liquefaction hazards. A report prepared for the stadium expansion (Leighton and Associates, 1995) indicates that the site is underlain by fill soils, alluvial soils of the San Diego River and siltstone/ sandstone of the Mission Valley formation. Fill has been placed to depths of between 32 and 35 feet below existing site grades. According to the report, significant liquefaction effects on surface structures are unlikely because of the on-site fill characteristics and the depth to the water table.

The project site is located in a seismically active region of California, and therefore, the potential exists for geologic hazards, such as earthquakes and ground failure. However, no faults have been mapped on site (City of San Diego 1974). Because the site is currently developed and seismic considerations were required in the existing building design, the impacts to the existing structures would likely be minimal. Proper engineering design of all new structures would ensure that the potential for geologic impacts from regional hazards would be insignificant.

Remedial grading was conducted at the Murphy Canyon training facility site to repair and improve the landslide-prone east-facing hillside. Retaining walls have been constructed at the base of the hillside and no hazards remain associated with this site.

#### Cultural Resources.

As noted above, the entire stadium site has been previously disturbed by site development activities. However, site development occurred largely prior to the passage of the California Environmental Quality Act. No known cultural resource surveys of the site has occurred. Any cultural resources which may be located on the site are obscured by pavement, buildings and/or turf. The practice field was constructed more recently (Matt Souterre, personal communication, June 5, 1995); however no grading plans have been located and no environmental documentation was conducted to assess potential impacts to cultural resources during construction of the practice field.

The practice field is located adjacent to the San Diego River which, during a 100-year flood, inundates the field. The location of the practice field next to the river, coupled with prior disturbance from grading, reduces the potential for intact cultural resources to be located below existing ground level. However, cultural resources have been located in other parts of Mission Valley, and there is a potential for cultural resources to be located within the limits of the proposed grading.

Any impacts to significant cultural resources would be considered significant. In order to reduce the potential for impacts to cultural resources to below a level of significance, the applicant has agreed to the following mitigation monitoring and reporting program:

- A. Prior to issuance of a Notice to Proceed, grading plans shall be reviewed by the Development Services Department and shall include the following notes.
- B. A qualified archaeologist is defined as an individual who is certified in prehistoric archaeology by the Society of Professional Archaeologists (SOPA). At least 200 hours of the

field experience required for certification must be obtained in Southern California.

An archaeological monitor is defined as an individual who has expertise in the salvage and collection of cultural resources and who is working under the direction of a qualified archaeologist.

A qualified archaeologist shall consult with the contractor responsible for clearing/brushing the site and shall make comments and/or suggestions concerning the monitoring program. The archaeologist's duties shall consist of monitoring, evaluation, analysis of collected materials, and preparation of a monitoring results report. These duties are further defined as follows:

1. Monitoring

The qualified archaeologist or archaeological monitor shall be present on-site (or specified stations) during construction activities that involve removal of previously undisturbed native materials from surface level to the depth at which the underlying formations are exposed.

2. Evaluation

In the event that archaeological resources are discovered, the archaeologist shall have the authority to divert, direct, or temporarily halt any ground disturbance operations in the area of discovery to allow evaluation of potentially significant archaeological resources. THE ARCHAEOLOGIST SHALL NOTIFY EAS AND THE RESIDENT ENGINEER AT THE TIME OF DISCOVERY. The process of determining the significance of the discovered resources shall be determined by the archaeologist, in consultation with EAS staff. For significant archaeological resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts. EAS must concur with the evaluation procedures to be performed before construction activities are allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.

3. Analysis

All collected cultural remains shall be cleaned, catalogued, and permanently curated with an appropriate scientific institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the

area. Faunal material shall be identified as to species and specially studies shall be completed as appropriate.

4. Report Preparation

A monitoring results report (with appropriate graphics) summarizing the results, analyses, any conclusions of the above program shall be prepared and submitted to EAS within three months following termination of the archaeological monitoring program. Also, any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and at the San Diego Museum of Man.

Hydrology/Water Quality.

The stadium is located within the floodplain of the San Diego River. Fill placed under the stadium has raised the stadium itself from the floodplain; however, portions of the parking lot are still subject to flooding during a 100-year storm.

Minor grading and a minor increase in impervious surface would occur adjacent to the San Diego river to construct the new overflow parking lot. Exposed, disturbed soil has the potential to erode into the river during construction. This potentially significant impact would be mitigated by implementing erosion control mitigation measures as described below.

After construction, parking lot drainage would be accommodated by an existing storm drain which empties into the San Diego River. Parking lot runoff would have the potential to carry with it heavy metals and petroleum products from automobiles. Without mitigation, the sediment and pollutants would enter the storm drain and be discharged into the river, a sensitive biological resource. A grass swale/infiltration trench is one of the best management practices available to remove sediment and pollutants from runoff. In order to mitigate potentially significant water quality impacts, the applicant has agreed to install this filter at the south edge of the new parking area as shown on the site plan. The applicant has also agreed to the following mitigation monitoring and reporting program to reduce water quality impacts to a level below significance:

- A. Construction plans shall be reviewed by the Development Services Department and shall indicate that erosion control measures will be implemented during grading of the existing practice field and construction of the overflow parking lot. These measures shall include sandbagging, hay bales and/or temporary desilting structures on all flat graded areas and routing of all runoff through ditches to collection points or drain inlets.

- B. A grass swale/infiltration trench shall be installed as shown on the site plan. This requirement shall be specified on the construction drawings and specifications which shall be reviewed by the Development Services Department.

Within three months of grading the site, the applicant shall request a site inspection in writing from the Principal Planner, Environmental Analysis Section (EAS). A representative of EAS shall conduct an inspection of the site to ensure that the grass swale/infiltration trench has been installed as shown on the site plan.

The applicant shall maintain the site and the grass swale/infiltration trench so that all runoff from the site flows in a sheet across the grass. The filter, including the grass, shall be maintained in a healthy and functional condition. The applicant shall submit a letter to the Principal Planner, EAS annually, to certify that this condition is being met.

#### Land Use.

The Mission Valley Community Plan recommends development of parks within the community in order to meet General Plan standards; however, the community is deficient in park space. An area of land in the southeast corner of the stadium parking lot is designated for public recreation use in the community plan. This site is currently used for parking. The project would not affect or pre-empt the potential of this site to fulfill the community plan goal of providing a community park, "an active park, oriented to organized sports", in the vicinity of the San Diego Jack Murphy Stadium. The general plan standard for community park size is 20 acres, or 13 acres if located next to a junior high school.

The Mission Valley Community Plan has two separate recommendations for the existing Chargers practice field. Appendix G to the plan, the Wetlands Management Plan, notes on page G-45 the possibility of creating wetlands at "the practice field or the undeveloped areas east and west of the practice field". The project would preclude future construction of wetlands on the practice field if needed to mitigate impacts from another project; however, particularly since alternative locations are specified, this impact is not considered significant.

Page 114 of the community plan recommends expansion of "the existing sports facility abutting the stadium parking lot" and this reference is presumed to refer to the existing practice field. According to a Planning Department memorandum (Freeman, 1995), the original intent of this expansion was to use this area for a practice field and a community park. However, the same memo also notes that "a better location for an expanded combined training/practice field and

community park facility would exist in the stadium's eastern area". As noted above, the area being referred to is designated for public recreation use in the community plan.

In addition to its location next to sensitive wetlands, the practice field is about four acres in size, is only accessible through the stadium entrance and is not located near any residences. It is possible that residential development in the surrounding area could occur and that Milly Way could be extended to the site as recommended in the community plan, thereby improving access to the site and making the site proximate to potential park users. However, the larger site in the southeast corner of the parking lot provides the necessary acreage for a community park, is designated for public recreation and provides a better location. Therefore, conversion of the practice field to a parking lot would not result in a significant land use impact.

The practice field and portions of the larger stadium site fall within 150 feet of the Floodway (FW) zone (but not within the TW zone) and, therefore, these sites are within the San Diego River Subdistrict identified in the Mission Valley Planned District Ordinance (PDO). The PDO includes a requirement for a 35-foot average width buffer extending away from the San Diego River, measured from the 100-year floodway line. The project would pave the existing practice field and install a 20-foot wide grass filter strip to intercept parking lot runoff. These improvements would occur in disturbed areas and would observe the required buffer. The existing fence would remain. No significant impacts would result.

Another provision of the Mission Valley PDO requires application of the San Diego River Wetlands Management Plan to projects within the San Diego River Subdistrict. According to the Wetlands Management Plan, "[t]he floodway in this section is designated for conservation due to the quality of the existing wetlands. The only improvement which should occur within the floodway is the creation of a flood control channel." The project proposes no improvements within the floodway and no impacts to wetlands, therefore, mitigation requirements of the Wetlands Management Plan do not apply.

A fence (which would remain) currently exists between the stadium site and the river. Because all work would take place on the "stadium" side of the fence, no impacts to river access would occur from the project.

The Murphy Canyon site proposed for the relocated training facility is located within PID 84-0902, as amended by PID 85-0737. The training facility is proposed for lots 11-16 of the PID, which are zoned M-1B and specified for a mixture of light industrial and office uses. With the exception of the subject site, the PID has been built out. The training facility would consist of one two- or three-story



building, playing fields and parking lots. The site plan indicates a circulation layout consistent with other projects that have been developed in the PID. Landscaping would be provided consistent with the City's Landscape Technical Manual. Neither the PID nor the M-1B zone allow this type of facility; however, the use would not be incompatible with surrounding development. The training facility would not result in a significant land use impact.

Transportation/Circulation.

As noted above, the stadium currently seats 60,900 patrons (during a football game), while providing 17,700 parking spaces for patrons. The project would add 10,600 seats, with no net increase of parking spaces on the stadium site. With the proposed expansion, an additional 10,600 seats would translate into an additional 10,600 patrons, assuming a sold-out event. The stadium parking lot is expected to be full when the additional seats are utilized.

Residential areas north of the stadium are currently impacted by off-site parking for stadium events. These impacts include loitering and littering. According to the Serra Mesa Community Plan (page 35), "patrons of San Diego Stadium park along Mission Village Drive and adjacent residential streets to avoid parking fees". The community plan recognizes on street parking as a source of irritation and states, "[a]lthough there is no practical way to discourage these kinds of parking, the community should look into means of persuading people to park elsewhere".

The addition of new seats to the stadium would not, in and of itself, generate more traffic and parking demand during stadium events - the new seats would result in more people attending an event only if the event currently would be sold out. A traffic report prepared for the project (Linscott, Law and Greenspan, 1995) summarizes seating and parking demand over the last 11 years as follows:

- The San Diego Padres baseball team have drawn a crowd of over 50,000 patrons only twice in the last 11 years. There has been one sell-out in the past 11 years. It is anticipated that additional seats would only be used on extremely rare occasions for Padres games and may never be used.
- Over the last 11 years, 39 of 89 (44%) of Charger games have sold-out, including all games except one in the past two seasons. Only one exhibition game in the past 6 years drew over 50,000 patrons. It is anticipated that a portion and possibly all additional seats would be used for each regular and post-season game. Specifically, it is anticipated that a maximum of 10 Charger games (8 regular season and 2 post season) per year would utilize a portion or all of the additional seats. Over

the last 11 years, the Chargers have averaged 3.5 sold-out games per year.

- The Holiday Bowl has sold out the stadium in 7 of the last 11 games. None of the games during the last three years have sold out. It is anticipated that a portion and possibly all of the additional seats could be used for a Holiday Bowl.
- The highest attendance ever for a San Diego State University football game was 50,933 (November 28, 1992). Therefore, additional seats are never expected to be utilized for San Diego State college football games.
- Other special events are held semi-regularly at the stadium: Mud Bog, Supercross, Harvest Festival and concerts. During 1993 and 1994, no event drew an attendance of over 52,000. The Pink Floyd concert on April 24, 1994 had the largest attendance at 51,796. Extra seats would not generally be available for concerts since the seats would be behind the stage. It is anticipated that extra seats would not be used by special events patrons, except on rare occasions. It is likely that the additional seats could be used for a baseball All-Star game or Superbowl, on the infrequent occasions when these events are held at the stadium.

The report concludes that, on a worst case basis, the extra seats would be used 11 days per year (8 Charger regular season games, 2 Charger post-season games and the Holiday Bowl). During an average year, the extra seats would be utilized about 4 days per year (3.5 Charger games and an occasional Holiday Bowl).

Stadium patrons currently take various modes of transportation to attend stadium events. During the 1994 Chargers season, ridership various public and private shuttles and buses provided transportation for 8,497 attendees (14.1% of the total). Patrons who drive to the stadium or to an off-site parking location have an average Vehicle Occupancy Rate (VOR) of 2.6 people per car. Based on stadium parking lot capacity and known bus/shuttle usage, the number of attendees who currently walk to the stadium during a sold-out event is estimated to be 8,100 (13%). Based on a VOR of 2.6, this results in 3,417 cars parking in off-site areas.

Under future conditions, it is expected that vehicle occupancy rates and the percent of attendees using alternative modes of transportation will remain essentially constant. Bus usage is assumed to increase from 14% to 15%. However, when the San Diego trolley is extended to the stadium, it is expected that between 4,500 and 9,600 patrons would park in an off-site parking lot and take the trolley to the stadium. Estimated trolley usage is based on costs

and the maximum number of passengers that the trolley could take westbound from the stadium within 45 minutes of the end of an event.

A total of about 4,080 parking spaces are needed to serve attendees who would occupy the new seats. Based on the origin from which stadium patrons travel to the stadium, it is estimated that a minimum of 3,150 parking spaces would be used by trolley patrons in the Mission Valley area (assuming trolley ridership of 9,600). Other trolley patrons are assumed to park outside of Mission Valley. Twenty three hundred additional overflow parking spaces would also be needed to serve patrons using bus/shuttle services. Attendees who would be forced to park elsewhere because of the neighborhood parking intrusion mitigation measures described below would need 2,180 spaces to park. Of these 2,180 vehicles, 1,370 are expected to park in the aforementioned overflow and trolley patron parking areas. The remaining 810 vehicles must be accommodated in other locations such as "interceptor" lots.

A survey by the traffic consultant indicates that there are more than 10,000 parking spaces in Mission Valley that could be used for parking during an event held outside of normal office hours (only parking spaces at office use locations were counted, not parking for commercial/retail facilities).

Traffic counts during stadium events are not available; however, it is evident that conditions reach unacceptable levels of service on southbound I-15 and surface streets in the vicinity of the stadium during the beginning and/or end of events. Additional traffic in the vicinity of the stadium is expected to be limited to those persons who are not aware that the stadium parking lot is full. The proposed changeable message signs described above as a project feature would reduce congestion on surface streets around the stadium by advising drivers that the stadium lot is full and of other available parking locations. However, these signs would not inform drivers on freeways to not exit at Friars Road.

The shortfall of parking spaces could result in a significant impact to future patrons and the surrounding landowners (including nearby shopping centers) on or in front of whose property patrons would park. Additional traffic around the stadium could also result in a significant impact. The applicant has agreed to the following mitigation monitoring and reporting program which would reduce traffic/circulation impacts to a level below significance:

1. Additional Parking

Prior to the first major event occurring after new seats are available, the City of San Diego shall ensure by written agreement to the satisfaction of the Principal Planner, Environmental Analysis Section that 6,260 off-site parking

spaces are available for use by stadium patrons, 3,150 for attendees who would ride the trolley and 3,110 for attendees who would utilize a bus/shuttle service. A major event is defined as the first Chargers football game, a Padres playoff game, All-Star baseball game, Holiday Bowl, Superbowl or other event where it is expected that the new seats would be utilized. The parking spaces shall meet the following criteria:

A. Overflow Parking

A minimum of 2,300 off-site parking spaces shall be provided and shall meet the following criteria:

1. The spaces shall be located within three miles of the stadium.
2. A shuttle or direct bus service shall be provided to transport parking lot users to and from the stadium at the beginning and end of the event.
3. The price of the parking, including any fares for shuttle or bus service, shall not exceed the price to park at the stadium.
4. The distance between an off-site parking space and a trolley station shall be not less than 1/4 mile.

B. Trolley Parking

A minimum of 3,150 off-site parking spaces shall be provided and shall meet the following criteria:

1. The spaces shall be located within walking distance (1/2 mile) from a trolley station.
2. The price of the parking, including any fares for trolley service, shall not exceed the price to park at the stadium.

C. Interceptor Lot Parking

A minimum of 810 off-site parking spaces shall be provided and shall meet the following criteria:

1. A shuttle or direct bus service shall be provided to transport parking lot users to and from the stadium at the beginning and end of the event.
2. The price of the parking, including any fares for shuttle or bus service, shall not exceed the price to park at the stadium.

2. Neighborhood Parking Intrusion

Prior to the first major event occurring after new seats are available, the City of San Diego shall provide the following from four hours before the start of the event to 30 minutes after the conclusion of the event:

- A. Place barricades reading "Residents Only" and enforce restricted access to the following streets at their intersection with Mission Village Drive: Admiral Avenue, Fermi Avenue, Fullerton Avenue, Irvington Avenue, Shawn Avenue and Ronda Avenue. Alternatively, a neighborhood parking district shall be established which would prohibit non-residents from parking on these streets during major stadium events.
- B. Implementation of one of the following mitigation measures is required to mitigate the impacts from stadium event attendees taking the trolley after parking at Fashion Valley Mall, Mission Center Mall and Hazard Center:
  - 1. Post security officers in the shopping center parking lots in the path to the trolley station. Officers shall inform trolley patrons that they are not allowed to park in the parking lots.
  - 2. Implement a validation system to board the trolley.
  - 3. Prohibit boarding the trolley for several hours prior to a major stadium event during the Christmas season.

3. Traffic Control

- A. Prior to the first major event occurring after new seats are available, the City of San Diego Engineering Department shall:
  - 1. Install the proposed directional signage to direct patrons to alternative parking locations on Friars Road at River Run Drive and Mission Village Drive.
  - 2. Install additional directional signs on Friars Road east of Mission Village Road, on Friars Road west of Northside Drive, on southbound I-15 north of Aero Drive and on southbound SR-163 north of Balboa Avenue. These signs shall be in operation during any event which is expected to utilize the new seats.
  - 3. Install the balance of Phase 1 of the Stadium Information and Monitoring System Project to include installation of 1) closed circuit surveillance cameras, 2) remote control signal timing equipment and 3) a

Highway Advisory Radio Station to provide listeners with lengthier advisory information regarding congestion, accidents and parking availability.

- B. Existing traffic control methods shall continue to be implemented.

V. RECOMMENDATION:

On the basis of this initial evaluation:

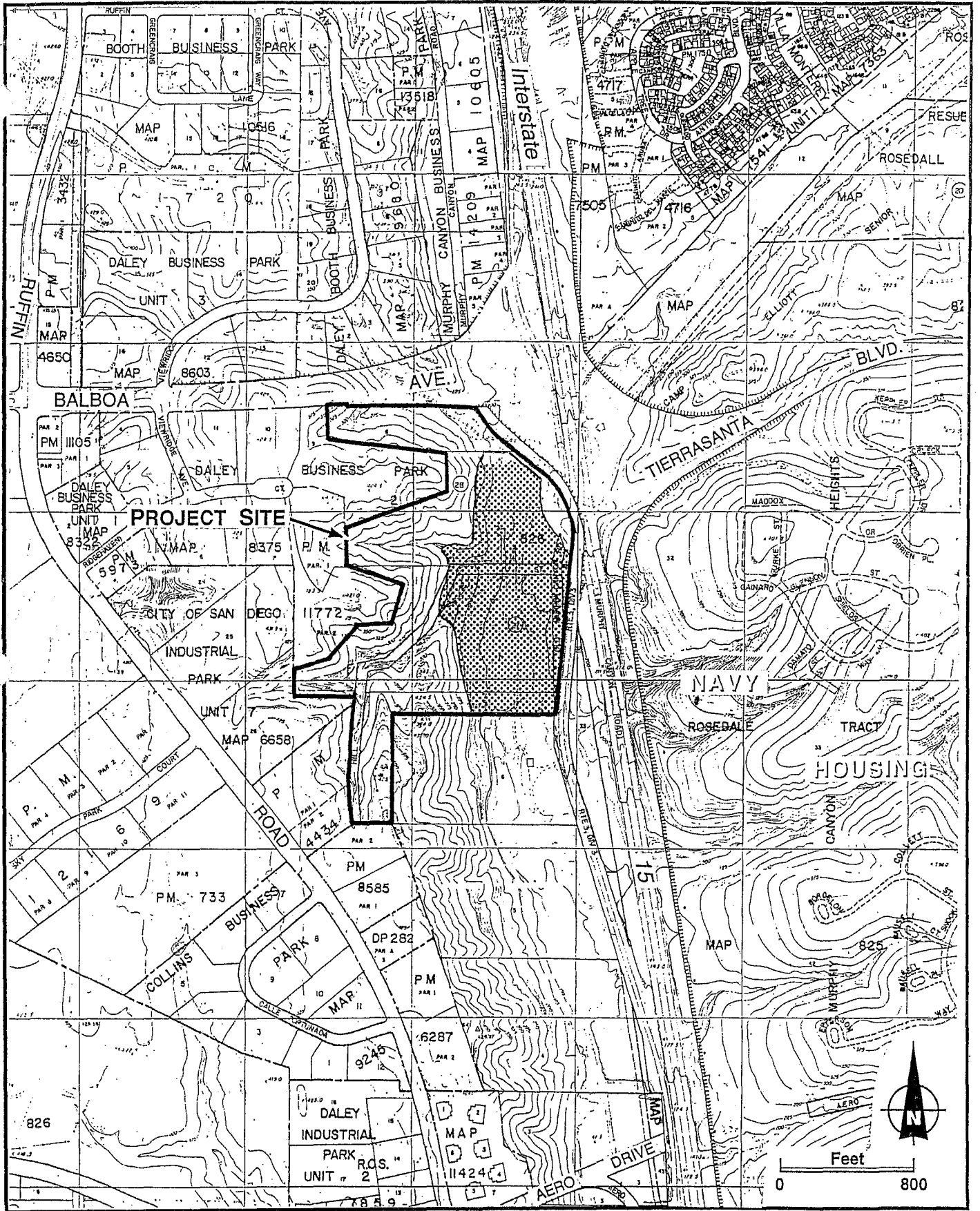
The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.

The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

PROJECT ANALYST: Zirkle \_\_\_\_\_

Attachments:           Location Maps  
                          Initial Study Checklist



(238-1733) 6-6-95 bf.



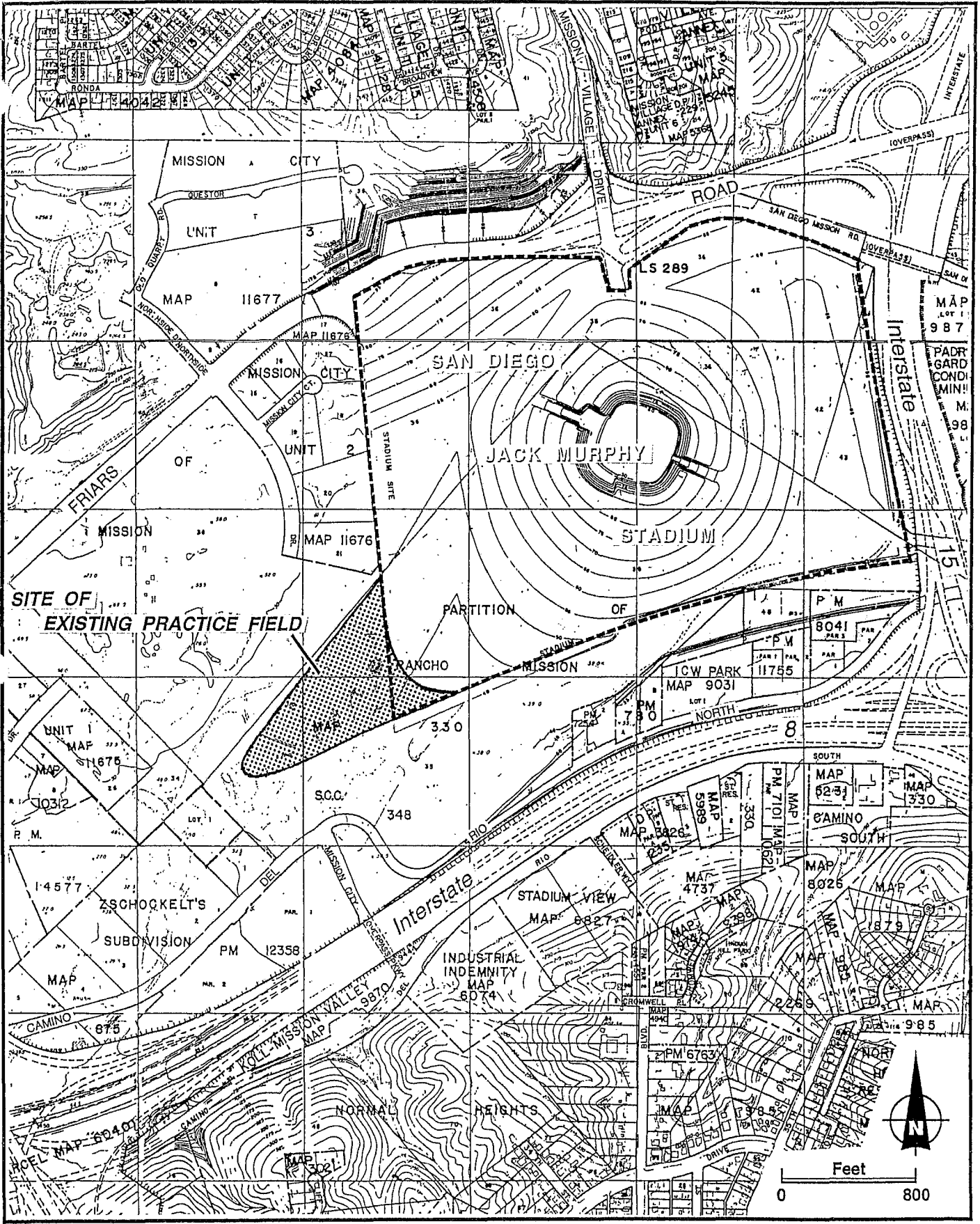
**Proposed Chargers Training Facility**  
 Environmental Analysis Section  
 CITY OF SAN DIEGO • DEVELOPMENT SERVICES DEPARTMENT

Figure  
**1**



←





(223-1730) 6-6-95 bf.

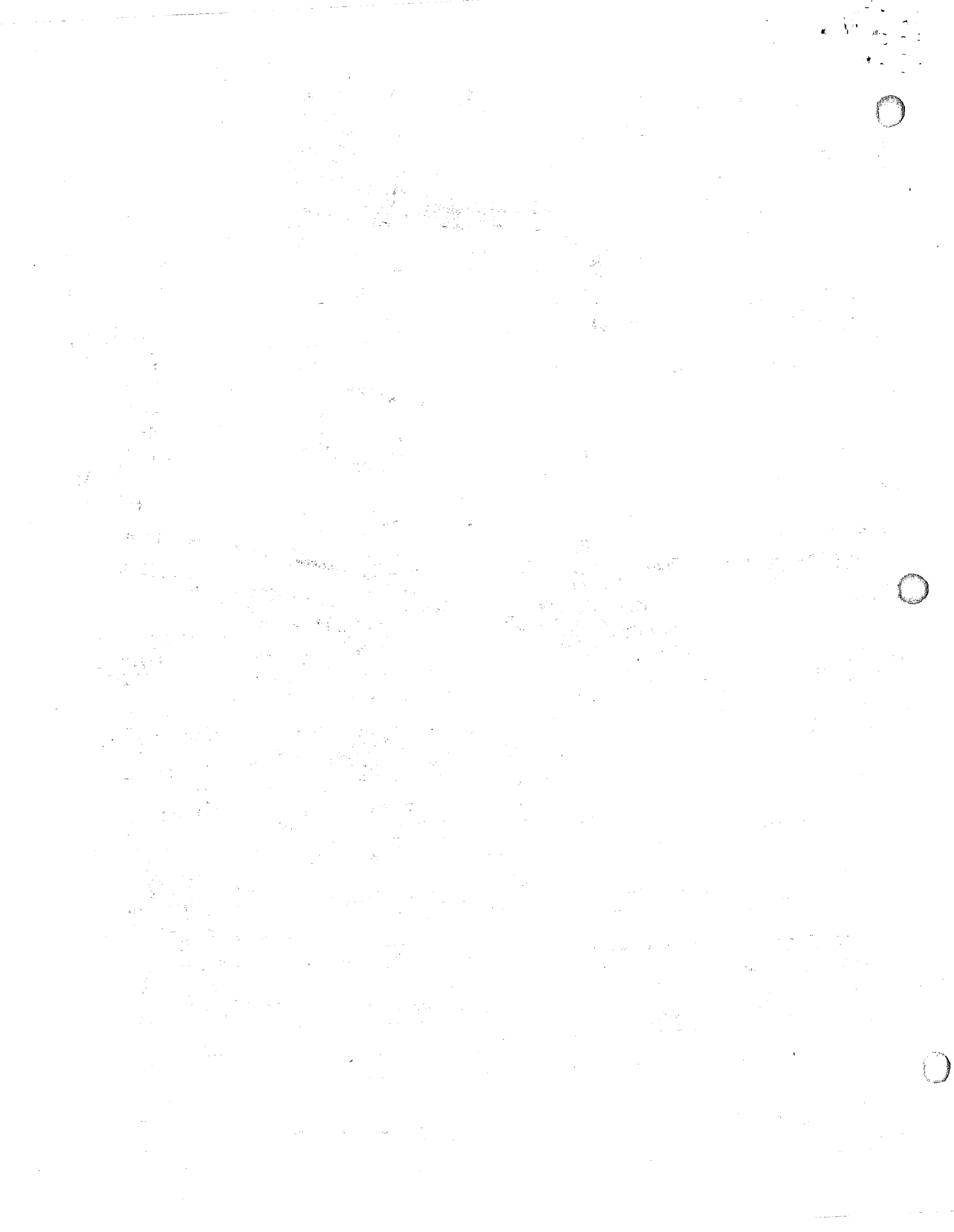


# Existing Chargers Training Facility

Environmental Analysis Section

CITY OF SAN DIEGO • DEVELOPMENT SERVICES DEPARTMENT

Figure  
**2**



III. ENVIRONMENTAL ANALYSIS:

This Initial Study checklist is designed to identify the potential for significant environmental impacts which could be associated with a project. All answers of "yes" and "maybe" indicate that there is a potential for significant environmental impacts and these determinations are explained in Section IV.

Yes    Maybe    No

A. Geology/Soils. Will the proposal result in:

1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?                          X    
SEE DISCUSSION
  
2. Any increase in wind or water erosion of soils, either on or off the site?                          X    
MINOR INCREASE FROM FOUR-ACRE PARKING LOT AT STADIUM AND PARKING AND BUILDING AREA AT TRAINING FACILITY

B. Air. Will the proposal result in:

1. Air emissions which would substantially deteriorate ambient air quality?                          X    
STADIUM EXPANSION AND NEW TRAINING FACILITY
  
2. The exposure of sensitive receptors to substantial pollutant concentrations?                          X    
STADIUM EXPANSION AND NEW TRAINING FACILITY
  
3. The creation of objectionable odors?                          X    
STADIUM EXPANSION AND NEW TRAINING FACILITY
  
4. The creation of dust?                          X    
TEMPORARY DURING CONSTRUCTION

Yes    Maybe    No

5. Any alteration of air movement in the area of the project?    \_\_\_    \_\_\_    X  
STADIUM EXPANSION AND NEW TRAINING FACILITY

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6. A substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally?    \_\_\_    \_\_\_    X  
STADIUM EXPANSION AND NEW TRAINING FACILITY

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C. Hydrology/Water Quality. Will the proposal result in:

1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?    \_\_\_    \_\_\_    X  
NO SUCH IMPACT

2. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?    \_\_\_    \_\_\_    X  
MINOR INCREASE IN RUNOFF DUE TO INCREASE IN IMPERVIOUS SURFACES

3. Alterations to the course or flow of flood waters?    \_\_\_    \_\_\_    X  
ONLY PARKING LOT IN FLOODPLAIN FRINGE. PRACTICE FIELD INUNDATED 1.2 TO 1.8 FEET BY 100 YEAR FLOOD

4. Discharge into surface or ground waters, or in any alteration of surface or ground water quality, including, but not limited to temperature, dissolved oxygen or turbidity?    \_\_\_    \_\_\_    X  
STADIUM EXPANSION AND NEW TRAINING FACILITY

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5. Discharge into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals?    \_\_\_    X    \_\_\_  
SEE DISCUSSION

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
6. Change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? <u>SEE DISCUSSION</u>	___	X	___
7. Exposure of people or property to water related hazards such as flooding? <u>FOUR-ACRE OVERFLOW PARKING LOT IN FLOODPLAIN HAS NO POTENTIAL FOR SIGNIFICANT IMPACTS</u>	___	___	X
8. Change in the amount of surface water in any water body? <u>FOUR- ACRE OVERFLOW PARKING LOT IN FLOODPLAIN</u>	___	___	X
D. <u>Biology.</u> Will the proposal result in:			
1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals? <u>PARKING LOT AND TRAINING FACILITY LOCATED IN DISTURBED AREAS</u>	___	___	X
2. A substantial change in the diversity of any species of animals or plants? <u>PARKING LOT AND TRAINING FACILITY LOCATED IN DISTURBED AREAS</u>	___	___	X
3. Introduction of invasive species of plants into the area? <u>NON-INVASIVE SPECIES PROPOSED AT TRAINING FACILITY AND PARKING LOT SITES</u>	___	___	X
4. Interference with the movement of any resident or migratory fish or wildlife species? <u>BUFFER PROVIDED BETWEEN BOTH CONSTRUCTION AREAS AND THE NEARBY WETLANDS</u>	___	___	X
5. An impact on a sensitive habitat, including, but not limited to streamside vegetation, oak woodland, vernal pools, coastal salt marsh, lagoon, wetland, or coastal sage scrub or chaparral? <u>SEE D.1 AND D.4</u>	___	___	X

- |  | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| g. Solid waste disposal?<br><u>URBANIZED AREA, ALL UTILITIES AVAIL.</u>  | ___        | ___          | <u>X</u>  |
| O. <u>Energy.</u> Will the proposal result in the use<br>of excessive amounts of fuel or energy?<br><u>STADIUM EXPANSION AND NEW TRAINING FACILITY</u>   | ___        | ___          | <u>X</u>  |
| P. <u>Water Conservation.</u> Will the proposal result in:   |            |              |           |
| 1. Use of excessive amounts of water?<br><u>PROPOSED USES WOULD NOT; MINOR INCREASE IN TURFED AREAS;<br/>OTHERWISE DROUGHT-TOLERANT VEGETATION WOULD BE USED</u>   | ___        | ___          | <u>X</u>  |
| 2. Landscaping which is predominantly<br>non-drought resistant vegetation?<br><u>DROUGHT RESISTANT VEGETATION PROPOSED<br/>EXCEPT SMALL INCREASE IN TURFED AREA</u>  | ___        | ___          | <u>X</u>  |
| Q. <u>Neighborhood Character/Aesthetics.</u> Will the<br>proposal result in:   |            |              |           |
| 1. The obstruction of any vista or scenic<br>view from a public viewing area?<br><u>LOSS OF VIEW OF PLAYING FIELD FROM FREEWAY IS NOT<br/>SIGNIFICANT; NO SUCH IMPACT FROM TRAINING FACILITY</u>                                   | ___        | ___          | <u>X</u>  |
| 2. The creation of a negative aesthetic<br>site or project?<br><u>NO SUCH IMPACT</u>   | ___        | ___          | <u>X</u>  |
| 3. Project bulk, scale, materials, or style<br>which will be incompatible with surrounding<br>development?<br><u>STADIUM EXPANSION WOULD HAVE COMPATIBLE DESIGN<br/>TRAINING FACILITY WOULD BE CONSISTENT WITH INDUSTRIAL PARK</u> | ___        | ___          | <u>X</u>  |
| 4. Substantial alteration to the existing<br>character of the area?<br><u>NO SUCH IMPACT</u>   | ___        | ___          | <u>X</u>  |
| 5. The loss of any distinctive or landmark<br>tree(s), or a stand of mature trees?<br><u>NO SUCH LOSS</u>  | ___        | ___          | <u>X</u>  |

- |  | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| 6. Substantial change in topography or ground surface relief features?<br><u>MINOR GRADING ONLY</u>  | —          | —            | <u>X</u>  |
| 7. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent?<br><u>NO SUCH FEATURES EXIST ON EITHER SITE</u> | —          | —            | <u>X</u>  |
| <br>   |            |              |           |
| R. <u>Cultural Resources.</u> Will the proposal result in:   |            |              |           |
| 1. Alteration of or the destruction of a prehistoric or historic archaeological site?<br><u>NEW TRAINING FACILITY LOCATION PREVIOUSLY GRADED</u><br><u>SEE DISCUSSION REGARDING EXISTING PRACTICE FIELD</u>                                  | —          | —            | <u>X</u>  |
| 2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site?<br><u>SEE R.1</u>  | —          | —            | <u>X</u>  |
| 3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object?<br><u>NO SUCH FEATURES ON EITHER SITE</u>   | —          | —            | <u>X</u>  |
| 4. Any impact to existing religious or sacred uses within the potential impact area?<br><u>NO SUCH USES ON EITHER SITE</u>   | —          | —            | <u>X</u>  |
| <br>   |            |              |           |
| S. <u>Paleontological Resources.</u> Will the proposal result in the loss of paleontological resources?<br><u>MINOR GRADING FOR BOTH SITES WOULD BE CONDUCTED ON PREVIOUSLY GRADED GROUND</u>  | —          | —            | <u>X</u>  |

Yes    Maybe    No

T. Human Health/Public Safety. Will the proposal result in:

1. Creation of any health hazard or potential health hazard (excluding mental health)? \_\_\_\_\_ X  
STADIUM EXPANSION AND NEW TRAINING FACILITY

2. Exposure of people to potential health hazards? \_\_\_\_\_ X  
STADIUM EXPANSION AND NEW TRAINING FACILITY

3. A future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)? \_\_\_\_\_ X  
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U. Mandatory Findings of Significance.

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? \_\_\_\_\_ X  
NO SUCH BIOLOGICAL OR PRE/HISTORICAL RESOURCE IMPACTS  
STADIUM EXPANSION AND NEW TRAINING FACILITY ONLY



Yes   Maybe   No

2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)?      \_\_\_\_\_      \_\_\_\_\_        X

NO SUCH IMPACTS ON LONG TERM ENVIRONMENTAL GOALS

3. Does the project have impacts which are individually limited, but cumulatively considerable (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)?      \_\_\_\_\_      \_\_\_\_\_        X

NO SUCH CUMULATIVE IMPACT

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?      \_\_\_\_\_      \_\_\_\_\_        X

STADIUM EXPANSION AND NEW TRAINING FACILITY

