

# STATE ROUTE-94 IMPROVEMENT PROJECT



## Community Impact Assessment

Jamul, California

District 11 – San Diego County – State Route 94 – PM: 13.4-14.2; 17.1-17.6; 19.2-20.2; 20.4-21.4

**JUNE 2014**

Prepared for:  
California Department of Transportation District 11  
4050 Taylor Street San Diego, CA 92110





## Summary

This Community Impact Assessment (CIA) was prepared to address potential land use, community character and economic impacts resulting from the State Route 94 (SR-94) Improvement Project. The Jamul Indian Village (JIV) is proposing to construct signalized driveway access to their separately and independently approved future gaming facility and also to improve five intersection locations along SR-94, as a result of traffic generate from the operation of their future gaming facility. Caltrans is required to review encroachments on State right of way and anticipates the JIV to apply for one or more encroachment permits to perform the proposed construction. In conjunction with the proposed improvements and impact to State right of way, the requirements of the CEQA must be met before the issuance of a future encroachment permit. With Caltrans' oversight, the JIV is preparing the necessary environmental and engineering technical studies and will prepare an Environmental Impact Report (EIR) on Caltrans' behalf under CEQA and Caltrans guidelines to address the potential impacts from the proposed access alternatives and five intersection improvement locations. Caltrans will be the lead agency on the EIR and will independently review the EIR to ensure that the EIR meets CEQA requirements.

The JIV is proposing three alternatives to access the future gaming facility adjacent to their property along SR-94. In addition, improvements to five intersections along SR-94 west of the future gaming facility will be a project feature of each of the three proposed access road alternatives. These access alternatives are proposed at the following locations: (1) the existing "Reservation Road", which connects the JIV property to SR-94, (2) an adjacent 4-acre parcel (north of the JIV property), which is currently owned by the JIV, or (3) via a new roadway constructed from Melody Road south to the JIV property. Under the 4-acre parcel access alternative, there are three potential build options which are described in more detail below. The third access alternative at Melody Road would connect off of the County of San Diego's property. This access alternative would still require improvements to SR-94 resulting in the need for an encroachment permit from Caltrans. In addition to the driveway access alternatives and the five intersection improvements a No Build alternative will be under consideration.

Each proposed Access Alternative would include improvements in and around the SR-94/Melody Road intersection down to the JIV and beyond. Each Access Alternative would include lane improvements including left-turn pockets, improved

SR-94 alignment, deceleration lane, and new traffic signals at the SR-94/Melody Road Intersection and at the proposed access driveway.

Each Access Alternative would require additional ROW from public/private land owners including: (1) the conveyance of a 20-acre irrevocable offer of dedication (IOD) on the east side of SR-94 from San Diego County to the State, (2) the State's Hollenbeck Canyon Wildlife Preserve (except Alternative 2: Option 3), and (3) the State's Rancho Jamul Ecological Reserve (except Alternative 2: Options 2 and 3). None of these ROW requirements for the proposed improvements would reduce adjoining parcel sizes below County thresholds for underlying zoning. Additionally, no buildings or structures would need to be removed for any of the Access Alternatives. Assuming all ROW could be successfully acquired, the only potentially adverse land use/economic impact would occur at SR-94/Steele Canyon Road. The No Build Alternative would not result in improvements along SR-94 and, therefore, would be considered inconsistent with adopted County plans to provide a safe, efficient transportation system through the affected communities.

Two of the five intersections would require additional ROW: (1) SR-94/Jamacha Road, and (2) SR-94/Steele Canyon Road. The remaining three intersections would not require additional ROW nor would they result in adverse land use, community character, or economic impacts.

The improvement at SR-94/Jamacha Road would require an additional 0.28 acres from an adjacent parcel. The proposed improvement would occur on an undeveloped portion of adjacent property and would not impact buildings or structures. Assuming a lot line adjustment is successfully processed through San Diego County and the ROW is conveyed to the State, no land use impact would result. Additionally, no economic or community character impacts would result from this proposed improvement.

The improvement at the SR-94/Steele Canyon Road intersection would require an additional 0.46 acres of land from adjoining parcels on the north and south of SR-94. The proposed improvements would not result in the removal of buildings or structures. This proposed improvement would impact surface parking and internal circulation of adjacent commercial establishments to the south of SR-94. In addition, the improvement would bring the highway in very close proximity to a portion of the commercial business. There is a possibility that the proposed improvement could result in an adverse land use and economic impact to these businesses if replacement

parking were not provided and if internal circulation were not adequately reconfigured.

All Access Road Alternatives would necessitate relocation/reconstruction of utilities, fencing, drainage, highway signage, etc. None of these relocations/reconstructions would result in adverse land use, community character or economic impacts. Each of the Access Road Alternatives would also necessitate the reconstruction of the Willow Creek culvert below Melody Road, which would necessitate a Section 404 Permit from the U.S. Army Corps of Engineers (Corps), a 401 Certification from the California Regional Water Control Board (CRWCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Habitat replacement mitigation would be required to ensure compliance with federal law.

The SR-94 Improvement Project is not considered growth inducing due to the fact that the proposed transportation improvements address traffic impacts that will result from future operation of the recently approved Jamul Tribal gaming project, which will be constructed on the JIV. Failure to approve and construct the proposed transportation improvements does not dictate whether or not the Jamul gaming project gets built. The gaming project will be operational and congestion along SR-94 will increase if the SR-94 Improvement Project is rejected. Commercial growth on the JIV is not a result of the SR-94 Improvement Project; therefore, the SR-94 Project is not growth inducing.

Lastly, projected cumulative growth necessitates improvements to five additional intersections along SR-94 (in addition to those addressed in the Project Description). All improvements for these intersections are expected to occur within the existing Caltrans ROW; therefore, no adverse land use (parcel size, adjoining parking, business/residential operations, Multi-Species Conservation Plan (MSCP), community character (improvements include minor turning and through lanes) or economic (would not impact existing or planned future adjoining businesses) impacts would result.

# Table of Contents

Summary .....	1
Chapter 1 Introduction .....	11
1.1 What is a Community Impact Assessment .....	14
1.2 Laws and Regulation .....	15
1.3 Assessment Process and Methodology Used.....	16
1.4 Project Description, Purpose and Need, and Alternatives .....	17
1.4.1 Project Description .....	17
1.4.2 Alternatives.....	19
1.4.2.1 Alternative 1: Reservation Road Access .....	20
1.4.2.2 Alternative 2: Daisy Drive Access .....	26
1.4.2.3 Alternative 3: Melody Road Access .....	34
1.4.2.4 No Build Alternative .....	39
1.5 Study Area.....	39
1.5.1 Primary Impact Area .....	39
1.5.2 Secondary Impact Area .....	40
Chapter 2 Land Use .....	47
2.1 Introduction .....	47
2.1.1 Affected Environment .....	47
2.1.1.1 Regional Setting .....	47
2.1.1.2 Valle de Oro Community Plan Setting.....	48
2.1.1.3 Jamul/Dulzura Subregion Setting.....	49
2.1.1.4 Jamul Community Setting .....	49
2.1.1.5 Intersection Setting .....	51
2.1.1.6 Access Road Setting .....	55
2.1.1.7 Secondary Impact Area Setting (SIA) .....	57
2.1.2 Environmental Consequences.....	57
2.1.2.1 State Route 94/Jamacha Boulevard Intersection .....	57
2.1.2.2 State Route 94/Jamacha Road Intersection .....	58
2.1.2.3 State Route 94/Steele Canyon Road Intersection .....	59
2.1.2.4 State Route 94/Lyons Valley Road Intersection.....	62
2.1.2.5 State Route 94/Maxfield Road Intersection.....	62
2.1.2.6 Access Road Alternatives.....	63
2.1.2.7 No Build Alternative .....	71
2.1.3 Avoidance, Minimization, and Mitigation Measures .....	73
2.2 Consistency with State, Regional, and Local Plans.....	74
2.2.1 Affected Environment .....	74
2.2.1.1 San Diego County General Plan Update .....	74
2.2.1.2 Valle de Oro Community Plan .....	75
2.2.1.3 Jamul/Dulzura Subregional Plan .....	75
2.2.1.4 San Diego County Multiple Species Conservation Plan (MSCP).....	78
2.2.1.5 State Route 94 Rural Transportation Concept Summary .....	79
2.2.2 Environmental Consequences.....	80
2.2.2.1 State Route 94/Jamacha Boulevard Intersection .....	80
2.2.2.2 State Route 94/Jamacha Road Intersection .....	81
2.2.2.3 State Route 94/Steele Canyon Road Intersection .....	81
2.2.2.4 State Route 94/Lyons Valley Road Intersection.....	82
2.2.2.5 State Route 94/Maxfield Road Intersection.....	82

2.2.2.6	Access Road Alternatives .....	82
2.2.2.7	No Build Alternative.....	85
2.2.3	Avoidance, Minimization, and Mitigation Measures.....	85
Chapter 3	Public Facilities and Services.....	86
3.1	Affected Environment.....	86
3.1.1	Fire and Emergency Services.....	86
3.1.2	Law Enforcement.....	87
3.1.3	Pedestrian, Transit and Bike Lanes.....	88
3.1.3.1	Pedestrian.....	88
3.1.3.2	Transit .....	88
3.1.3.3	Bike Lanes .....	89
3.2	Environmental Consequences .....	89
3.2.1	Fire, Emergency Services and Law Enforcement .....	89
3.2.1.1	State Route 94/Jamacha Boulevard Intersection.....	89
3.2.1.2	State Route 94/Jamacha Road Intersection.....	90
3.2.1.3	State Route 94/Steele Canyon Road Intersection.....	90
3.2.1.4	State Route 94/Lyons Valley Road Intersection .....	90
3.2.1.5	State Route 94/Maxfield Road Intersection .....	91
3.2.1.6	Access Road Alternatives .....	91
3.2.1.7	No Build Alternative.....	91
3.2.2	Pedestrian, Transit and Bike Lanes.....	91
3.2.2.1	State Route 94/Jamacha Boulevard Intersection.....	91
3.2.2.2	State Route 94/Jamacha Road Intersection.....	92
3.2.2.3	State Route 94/Steele Canyon Road Intersection.....	92
3.2.2.4	State Route 94/Lyons Valley Road Intersection .....	92
3.2.2.5	State Route 94/Maxfield Road Intersection .....	93
3.2.2.6	Access Road Alternatives .....	93
3.2.2.7	No Build Alternative.....	93
3.3	Avoidance, Mitigation and Minimization Measures.....	94
Chapter 4	Public Utilities.....	94
4.1	Affected Environment.....	94
4.1.1	Water Supply .....	94
4.1.2	Wastewater Service.....	95
4.1.3	Electricity, Natural Gas, and Telecommunications.....	95
4.2	Environmental Consequences .....	96
4.2.1	Water Supply .....	96
4.2.1.1	State Route 94/Jamacha Boulevard Intersection.....	96
4.2.1.2	State Route 94/Jamacha Road Intersection.....	96
4.2.1.3	State Route 94/Steele Canyon Road Intersection.....	96
4.2.1.4	State Route 94/Lyons Valley Road Intersection .....	96
4.2.1.5	State Route 94/Maxfield Road Intersection .....	97
4.2.1.6	Access Road Alternatives .....	97
4.2.1.7	No Build Alternative.....	97
4.2.2	Wastewater Service.....	97
4.2.2.1	State Route 94/Jamacha Boulevard Intersection.....	97
4.2.2.2	State Route 94/Jamacha Road Intersection.....	97
4.2.2.3	State Route 94/Steele Canyon Road Intersection.....	98
4.2.2.4	State Route 94/Lyons Valley Road Intersection .....	98
4.2.2.5	State Route 94/Maxfield Road Intersection .....	98
4.2.2.6	Access Road Alternatives .....	98

4.2.2.7	No Build Alternative .....	98
4.2.3	Electricity, Natural Gas and Telecommunications .....	99
4.2.3.1	State Route 94/Jamacha Boulevard Intersection .....	99
4.2.3.2	State Route 94/Jamacha Road Intersection .....	99
4.2.3.3	State Route 94/Steele Canyon Road Intersection .....	99
4.2.3.4	State Route 94/Lyons Valley Road Intersection.....	99
4.2.3.5	State Route 94/Maxfield Road Intersection.....	99
4.2.3.6	Access Road Alternatives .....	100
4.2.3.7	No Build Alternative .....	100
4.3	Avoidance, Mitigation and Minimization Measures .....	100
Chapter 5	Community Character .....	101
5.1	Population and Housing .....	101
5.1.1	Affected Environment .....	101
5.1.1.1	Population and Housing Characteristics.....	101
5.1.1.2	Neighborhood/Community Character .....	104
5.1.2	Environmental Consequences.....	106
5.1.2.1	Population and Housing Characteristics.....	106
5.1.2.2	Neighborhood/Community Character .....	109
5.1.3	Avoidance, Minimization, and Mitigation Measures .....	112
Chapter 6	Economic Conditions .....	113
6.1	Affected Environment .....	113
6.1.1	Employment and Income.....	113
6.1.2	Business Activity.....	114
6.2	Environmental Consequences .....	115
6.2.1	Employment and Income.....	115
6.2.1.1	State Route 94/Jamacha Boulevard Intersection .....	115
6.2.1.2	State Route 94/Jamacha Road Intersection .....	115
6.2.1.3	State Route 94/Steele Canyon Road Intersection .....	115
6.2.1.4	State Route 94/Lyons Valley Road Intersection.....	115
6.2.1.5	State Route 94/Maxfield Road Intersection.....	116
6.2.1.6	Access Road Alternatives .....	116
6.2.1.7	No Build Alternative .....	116
6.2.2	Business Activity.....	116
6.2.2.1	State Route 94/Jamacha Boulevard Intersection .....	116
6.2.2.2	State Route 94/Jamacha Road Intersection .....	117
6.2.2.3	State Route 94/Steele Canyon Road Intersection .....	117
6.2.2.4	State Route 94/Lyons Valley Road Intersection.....	118
6.2.2.5	State Route 94/Maxfield Road Intersection.....	119
6.2.2.6	Access Road Alternatives .....	119
6.2.2.7	No Build Alternative .....	119
6.3	Avoidance, Minimization, and Mitigation Measures .....	119
Chapter 7	Cumulative Impacts.....	120
7.1	Affected Environment .....	120
7.1.1	Introduction .....	120
7.1.2	Cumulative Setting .....	120
7.2	Environmental Consequences .....	123
7.3	Avoidance, Minimization, and Mitigation Measures .....	124
Chapter 8	Public Involvement .....	124
Chapter 9	References .....	126

## List of Tables

1	ROW Details: SR-94/Steele Canyon Road.....	61
2	ROW Details: Alternative 1 Access Route .....	65
3	ROW Details: Alternative 2: Option 1 Access Route.....	68
4	ROW Details: Alternative 2: Option 2 Access Route.....	69
5	ROW Details: Alternative 2: Option 3 Access Route.....	70
6	ROW Details: Alternative 3 Access Route .....	72
7	Valle de Oro Community Plan and Jamul/Dulzura Sub Regional Plan Goals .....	77
8	San Diego County and Jamul Sub-Region Population .....	101
9	Jamul Sub-Region Population by Age & Gender .....	102
10	San Diego County and Jamul Sub-Region Racial/Ethnic Breakdown.....	103
11	Housing Unit Estimates .....	103
12	Impacted Parcel Details: SR-94/Steele Canyon Road .....	118
13	Cumulative Project List .....	121

## List of Figures

1	Regional Location Map .....	12
2	Area Map .....	13
3	SR-94/Jamacha Boulevard Intersection Improvements.....	21
4	SR-94/Jamacha Road Intersections Improvements.....	22
5	SR-94/Steele Canyon Road Intersection Improvements.....	23
6	SR-94/Lyons Valley Road Intersection Improvements .....	24
7	SR-94/Maxfield Road Intersection Improvements .....	25
8	Alternative 1 Improvements (Sheet 1).....	27
8	Alternative 1 Improvements (Sheet 2).....	28
9	Alternative 2 Option 1 Improvements (Sheet 1).....	29
9	Alternative 2 Option 1 Improvements (Sheet 2).....	30
10	Alternative 2 Option 2 Improvements (Sheet 1).....	32
10	Alternative 2 Option 2 Improvements (Sheet 2).....	33
11	Alternative 2: Option 3 Improvements (Sheet 1).....	35
11	Alternative 2: Option 3 Improvements (Sheet 2).....	36
12	Alternative 3 Improvements (Sheet 1).....	37
12	Alternative 3 Improvements (Sheet 2).....	38
13	SR-94/Jamacha Boulevard Primary Impact Area and Setting .....	41
14	SR-94/Jamacha Road Primary Impact Area and Setting .....	42
15	SR-94/Steele Canyon Road Primary Impact Area and Setting.....	43
16	SR-94/Lyons Valley Road Primary Impact Area and Setting .....	44
17	SR-94/Maxfield Road Primary Impact Area and Setting .....	45
18	Access Road Alternatives Primary Impact Area and Secondary Impact Area and Setting.....	46

## **Appendices**

Appendix A: Parking Occupancy Study

Appendix B: Existing Utilities

Appendix C: Public Information Meeting Display Board

Appendix D: List of Preparers

## Acronyms

### **B**

- BIA - Bureau of Indian Affairs
- BMO - Biological Mitigation Ordinance

### **C**

- Caltrans - California Department of Transportation
- CDF - California Department of Forestry and Fire Protection
- CDFG - California Department of Fish and Game
- CDFW - California Department of Fish and Wildlife
- CEQA - California Environmental Quality Act
- CIA - Community Impact Assessment
- Corps - U.S. Army Corps of Engineers
- CPA - Community Plan Area
- CPG - Community Planning Group
- CRWCB - California Regional Water Control Board
- CTS - County Transit Services

### **E**

- EIR - Environmental Impact Report

### **F**

- FCF - Flow Control Facility

### **G**

- GIS - geographic information system
- gpm - gallons per minute

### **I**

- IBTC - International Border Trade Corridor
- IOD - Irrevocable Offer of Dedication
- IRRS - Interregional Road System

### **J**

- JIV - Jamul Indian Village

### **L**

- LOS - level of Service

### **M**

- MLJ Segment - Metro-Lakeside-Jamul Segment
- MHPA - Multiple Habitat Planning Areas
- mph - miles per hour
- MSCP - Multi-Species Conservation Plan

- MTS - Metropolitan Transit System
- MWD - Metropolitan Water District of Southern California

- N**  
 NOP - Notice of Preparation
- P**  
 PIA - Primary Impact Area
- R**  
 ROW - right-of-way  
 RTP - Regional Transit Plan  
 RAQS - Regional Air Quality Strategy  
 RCRA - Resource Conservation and Recovery Act
- S**  
 SANDAG - San Diego Association of Governments  
 SDCWA - San Diego County Water Authority  
 SDGE - San Diego Gas and Electric Company  
 SDRFD - San Diego Fire Protection District  
 SER - Standard Environmental Reference  
 SIA - Secondary Impact Area  
 SR-94 - State Route 94  
 STAA - Surface Transportation Assistance Act
- T**  
 TCS - Transportation Concept Summary  
 TMP - Transportation Management Plan
- U**  
 USFWS - United States Fish and Wildlife Service
- V**  
 VIA - Visual Impact Assessment

# Chapter 1 Introduction

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The California Department of Transportation (Caltrans) will be working with the Jamul Indian Village of California (hereafter “Tribe”) to issue an encroachment permit for the proposed construction of access road improvements on SR-94 and to make improvements to five stand-alone intersections. The Tribe is proposing the improvements to address future traffic operational needs on SR-94 as a result of planned gaming related development on the Jamul Indian Village (JIV). The JIV is located approximately 1-mile south of Jamul, California (**Figures 1 and 2**) (Postmiles: 20.4-21.4).

The Project Study Area is divided between 6 locations along SR-94 in and around the Jamul Community. From north-to-south, these locations include: (1) SR-94/Jamacha Boulevard Intersection, (2) SR-94/Jamacha Road Intersection, (3) SR-94/Steele Canyon Road Intersection, (4) SR-94/Lyons Valley Road Intersection, (5) SR-94/Maxfield Road Intersection, and (6) the access road from an area north of the SR-94/Melody Road Intersection to a location south of the JIV (including the SR-94/Melody Road Intersection and the SR-94/Reservation access intersection).

This CIA is prepared in accordance with Caltrans standards as defined in their Standard Environmental Reference. The information in this document has been prepared to comply with the California Environmental Quality Act (CEQA).

An assumption made in preparing this CIA is that gaming related traffic from the JIV would exist with or without the SR-94 Improvement Project. Future development on the JIV does not stem from the proposed transportation facility improvements. Issues such as JIV growth and JIV traffic are not consequences of the SR-94 Improvement Project. Instead, the proposed improvements would address/mitigate for operational deficiencies along the highway that would result from gaming facility operation. Therefore, growth inducement is not an issue related to the proposed transportation facility improvements.

The analysis contained within this CIA is focused on the issues of (1) land use: land use impacts related transportation facility improvements and the need for additional



SOURCE: Microsoft Streets and Trips, 2013; EDS, 2014

**Figure 1**  
Regional Location Map



SOURCE: Kimley-Horne and Associates, 2014; EDS, 2014

SR-94 Improvement Project Community Impact Assessment ■

**Figure 2**  
Area Map

ROW; (2) public facilities and services: impacts related to fire/emergency services, law enforcement and pedestrian/transit/bike lanes; (3) public utilities: impacts related to water supply, wastewater service, and electricity/natural gas/telecommunications; (4) community character: impacts related to traffic congestion and aesthetics; and (5) economic impacts: impacts to adjacent businesses.

Issues eliminated from consideration include: (1) growth: proposed transportation facility improvements are the result of expected traffic increases from the Tribe's gaming project - no excess capacity would result from the project; (2) relocations: no residences or businesses would be relocated under this project; (3) environmental justice: the proposed road improvements would not disproportionately impact low income or minority populations, nor would it displace people from their homes, or affect the availability of affordable housing; (4) traffic & transportation: through-traffic would not be increased in neighborhoods, nor would pedestrian and/or bicycle connectivity be diminished. Please note that a separate Traffic Impact Study has been prepared to address traffic and transportation related issues.

## **1.1 What is a Community Impact Assessment**

The purpose of this report is to provide information regarding land use, community character, and economic impacts of the project so that final transportation decisions can be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential land use, community character, economic impacts of the project.

A CIA is a document that evaluates the effects of a transportation action on a community and its quality of life. According to Caltrans's Standard Environmental Reference (SER) Environmental Handbook, and Caltrans's Environmental Handbook, Volume 4: *Community Impact Assessment* (CIA Handbook) "...a community impact assessment considers how the proposed project will affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems" (Caltrans, 2014). The SER goes on to state that "(t)opics analyzed in the community impact assessment...are determined based on expected impacts and issues. Extraneous topics should not be discussed in the section (or at least minimized) if irrelevant to the project" (Caltrans, 2014; page 22). As mentioned in the Introduction, issues considered relevant to the SR-94 Improvement Project include: (1) land use, (2) Public Facilities and Services, (3) Public Utilities, (4) Community Character, and (5) Economic Conditions.

## 1.2 Laws and Regulation

This CIA is being prepared for the SR-94 Improvement Project to address land use, community character and economic issues. State environmental law under the CEQA addresses the need to consider these issues during the environmental process. Land use and Economic/Social effects are addressed in Section 15125 and 15131 of the CEQA Guidelines, respectively. Additional guidance is provided in the Caltrans SER Handbook, Volume 4:

Many people in California, including some decision makers, mistakenly believe that CEQA addresses only purely —environmental issues, not social, demographic, or economic issues resulting from proposed projects. This mistake, however, is understandable due to the complex linkage that must be demonstrated between the physical, social, and economic environment and the determination of —significance. This nexus is discussed below.

*The CEQA Guidelines define a significant effect as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” (CEQA Guidelines, 15382). Further, “An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area” (CEQA Guidelines 15064 (b)).*

There must be a direct or indirect physical change resulting from the project before CEQA will apply. The following passages from the CEQA *Guidelines* address the linkage between socioeconomic and physical impacts:

*(a) Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.*

*(b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant. As an additional example, if the construction of a road and the resulting increase in noise in an area disturbed existing religious practices in the area, the disturbance of the religious practices could be used to determine that the construction and use of the road and the resulting noise would be significant effects on the environment. The religious practices would need to be analyzed only to the extent to show that the increase in traffic and noise would conflict with the religious practices. Where an EIR uses economic or social effects to determine that a physical change is significant, the EIR shall explain the reason for determining that the effect is significant. (CEQA Guidelines 15131 (a) (b)).*

CEQA does not focus solely on physical changes in the environment. Thus, if an economic impact will cause physical change, or a physical change will cause an economic impact, then the impact should be considered.

The CIA is also prepared to assist in compliance with the Caltrans Director's Policy for Context Sensitive Solutions (Effective November 29, 2001), which states that "(t)he context of all projects and activities is a key factor in reaching decisions." The Director's Policy refers to using "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. Context Sensitive Solutions refers to the practice of achieving environmental sensitivity by means of incorporating consideration of social, economic, and environmental effects throughout the development process. The CIA assists in the gathering/presentation of Context Sensitive Solutions information.

### **1.3 Assessment Process and Methodology Used**

The methodology for assessing impacts to the community begins with a baseline description of the Primary Impact Area (PIA) and Secondary Impact Area (SIA). The PIA consists of an area of primary impacts, while the SIA addresses a wider area of secondary impacts. The description within this CIA is detailed enough to allow the demographic, economic, and community-based implications of the project to be

accurately disclosed. Information collected was provided by various guidance documents, websites and site visits. Guidance documents included the San Diego County General Plan, Valle de Oro Community Plan, and Jamul/Dulzura Sub regional Plan, as well as the *Final Tribal Environmental Evaluation: Jamul Indian Village Gaming Development Project* (January 2013). Information pertaining to existing land uses and configuration of highway lanes was ascertained through field visits conducted during development of the Final Tribal Environmental Evaluation and again in September 2013 during development of this CIA. Lastly, websites for U.S. Department of Commerce, San Diego County and San Diego Association of Governments (SANDAG) were also visited to collect relevant demographic/economic information.

The Caltrans SER and CIA Handbook were the primary guides for the structure and direction of the CIA. The analysis of impacts in the Study Area was based, in part, on environmental analyses prepared for specific issue areas, including the Traffic Impact Study and Visual Impact Assessment. Review of these reports, in addition to use of aerial photographs, and geographic information system (GIS) overlays served to identify potential impacts to communities in the Study Area.

## **1.4 Project Description, Purpose and Need, and Alternatives**

### **1.4.1 Project Description**

The Jamul Indian Village (JIV) is proposing to construct signalized driveway access to their separately and independently approved future gaming facility and also to improve five intersection locations along SR-94, as a result of traffic generate from the operation of their future gaming facility. Caltrans is required to review encroachments on State right of way and anticipates the JIV to apply for one or more encroachment permits to perform the proposed construction. In conjunction with the proposed improvements and impact to State right of way, the requirements of the CEQA must be met before the issuance of a future encroachment permit. With Caltrans' oversight, the JIV is preparing the necessary environmental and engineering technical studies and will prepare an Environmental Impact Report (EIR) on Caltrans' behalf under CEQA and Caltrans guidelines to address the potential impacts from the proposed access alternatives and five intersection improvement locations. Caltrans will be the lead agency on the EIR and will independently review the EIR to ensure that the EIR meets CEQA requirements. The JIV is located approximately 1-mile south of Jamul, California (Postmiles: 20.4-21.4).

The JIV is proposing three alternatives to access the future gaming facility adjacent to their property along SR-94. In addition, improvements to five intersections along SR-94 west of the future gaming facility will be a project feature of each of the three proposed access road alternatives. These access alternatives are proposed at the following locations: (1) the existing “Reservation Road”, which connects the JIV property to SR-94, (2) an adjacent 4-acre parcel (north of the JIV property), which is currently owned by the JIV, or (3) via a new roadway constructed from Melody Road south to the JIV property. Under the 4-acre parcel access alternative, there are three potential build options which are described in more detail below. The third access alternative at Melody Road would connect off of the County of San Diego’s property. This access alternative would still require improvements to SR-94 resulting in the need for an encroachment permit from Caltrans. In addition to the driveway access alternatives and the five intersection improvements a No Build alternative will be under consideration. Below is a breakdown of the proposed improvement alternatives.

Access Alternative 1: Reservation Road Access,

Access Alternative 2: Daisy Drive Access,

Option 1: Full Disturbed Area

Option 2: Reduced Disturbed Area

Option 3: Minimum Disturbed Area

Access Alternative 3: Melody Road Access, and

Alternative 4: No Build Alternative.

The various options under Alternative 2 differ in the amount of additional ROW needed to be incorporated into the project improvements. Each of the access alternatives are described in detail below in Section 1.2 *Alternatives*.

In addition to the access road improvements, the JIV also proposes to improve five intersections along SR-94 to address anticipated traffic generated from their future gaming facility. The intersections to be improved include:

1. SR-94/Jamacha Boulevard Intersection,
2. SR-94/Jamacha Road Intersection,
3. SR-94/Steele Canyon Road Intersection,
4. SR-94/Lyons Valley Road Intersection, and
5. SR-94/Maxfield Road Intersection.

Proposed improvements for these intersections would range from signalization to restriping to providing an additional through/turn lane. Details related to intersection improvements are provided below in Section 1.2 *Alternatives*. The 3 access alternatives, No Build alternative and five on system intersection improvements will be evaluated in the CEQA EIR upon completion of the necessary technical studies.

#### 1.4.2 Alternatives

The JIV is proposing three build alternatives adjacent to their property along SR-94 to access the future gaming facility. In addition to the access road improvements, the JIV also proposes to improve five intersections along SR-94 to address anticipated traffic generated from their future gaming facility. The five intersection improvements will be a project feature of all the access road alternatives. The intersections to be improved include:

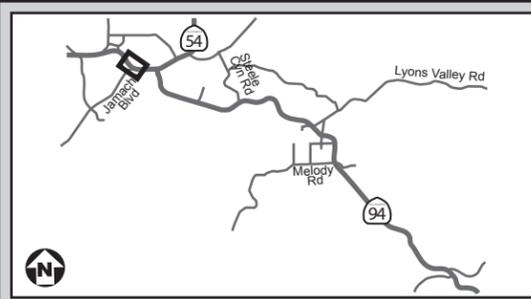
1. SR-94/Jamacha Boulevard Intersection: Restripe the northbound left-turn lane to a through shared-left-turn lane and the northbound through-shared-left turn lane as a second right-turn lane, including required traffic signal modifications (**Figure 3**). The proposed improvements would affect Jamacha Boulevard, which is within the County.
2. SR-94/Jamacha Road Intersection: Add a second eastbound right-turn lane and retaining wall, including required traffic signal modifications (**Figure 4**). The right-turn lane would extend beyond the existing Caltrans ROW. Reconstruct the northbound median to provide additional left-turn storage capacity for the northbound left-turn movement. The median would be reduced to provide additional storage while maintaining the left-turn storage for southbound left-turns into Rancho San Diego Town Center. Construct a vegetated bioswale on the north side of the SR-94, west of the Campo Road intersection, to treat storm water runoff. Treatment works by filtration removal of pollutants through vegetative uptake and soil filtration. Runoff will enter the bioswale by curb cuts along the north side of SR-94.
3. SR-94/Steele Canyon Road Intersection: Add a second eastbound and westbound through lane, including required traffic signal modification (**Figure 5**). Two of the approaches are within the County ROW. Three vegetated bioswales will be constructed to treat the storm water runoff from the proposed improvements. One is located on the west bound side, west of Steele Canyon Road. Two are proposed on the east bound side, east and west of Steele Canyon Road. Treatment works by filtration removal of pollutants

through vegetative uptake and soil filtration. Runoff will enter the bioswale by curb cuts along the north side of SR-94.

4. SR-94/Lyons Valley Road Intersection: Install a traffic signal (**Figure 6**). Traffic signal equipment, such as detection system, conduits and pullboxes would have to be installed within the County's ROW.
5. SR-94/Maxfield Road Intersection: Restripe the northbound approaches along SR94 to include an acceleration lane. This improvement will also include the widening of SR94 north of Maxfield Road necessary to accommodate additional acceleration lane. Regrade the existing hillside on the west side of SR-94, north of the Maxfield Road intersection, to provide additional sight distance for motorists. The grading limits will encompass approximately 1-acre of area and will include a vegetated 2-to-1 slope and retaining wall along the existing Caltrans ROW. The retaining wall will be approximately 340-feet in length at an average height of 10-feet. Lastly, construct two vegetated bioswales on the west side of SR-94, north of the Maxfield intersection, to treat storm water runoff by removing pollutants by filtration through vegetative uptake and soil filtration. Runoff will enter the bioswale by curb cuts along SR-94. Please see **Figure 7**.

#### **1.4.2.1 Alternative 1: Reservation Road Access**

Alternative 1 (**Figure 8**) proposes improvements to SR-94 from approximately 1,200 feet north of Melody Road to approximately 1,800 feet south of Reservation Road, for a total length of approximately 0.9 miles. The alignment of SR-94 is realigned to provide flatter horizontal and vertical curvature, as well as pavement cross slope and superelevation meeting current design standards. Lanes and shoulders are widened where necessary to also meet current standards.

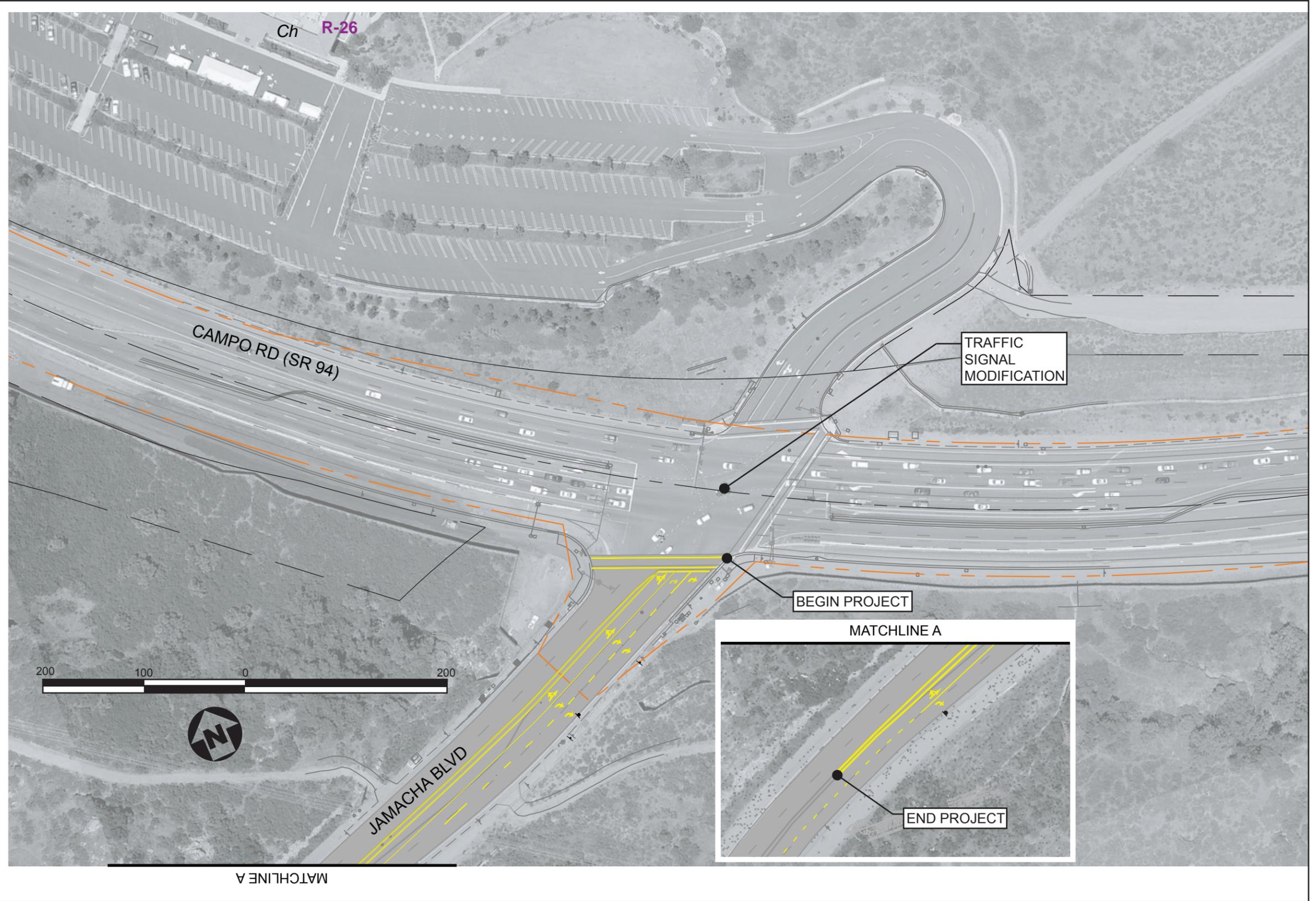


**LEGEND**

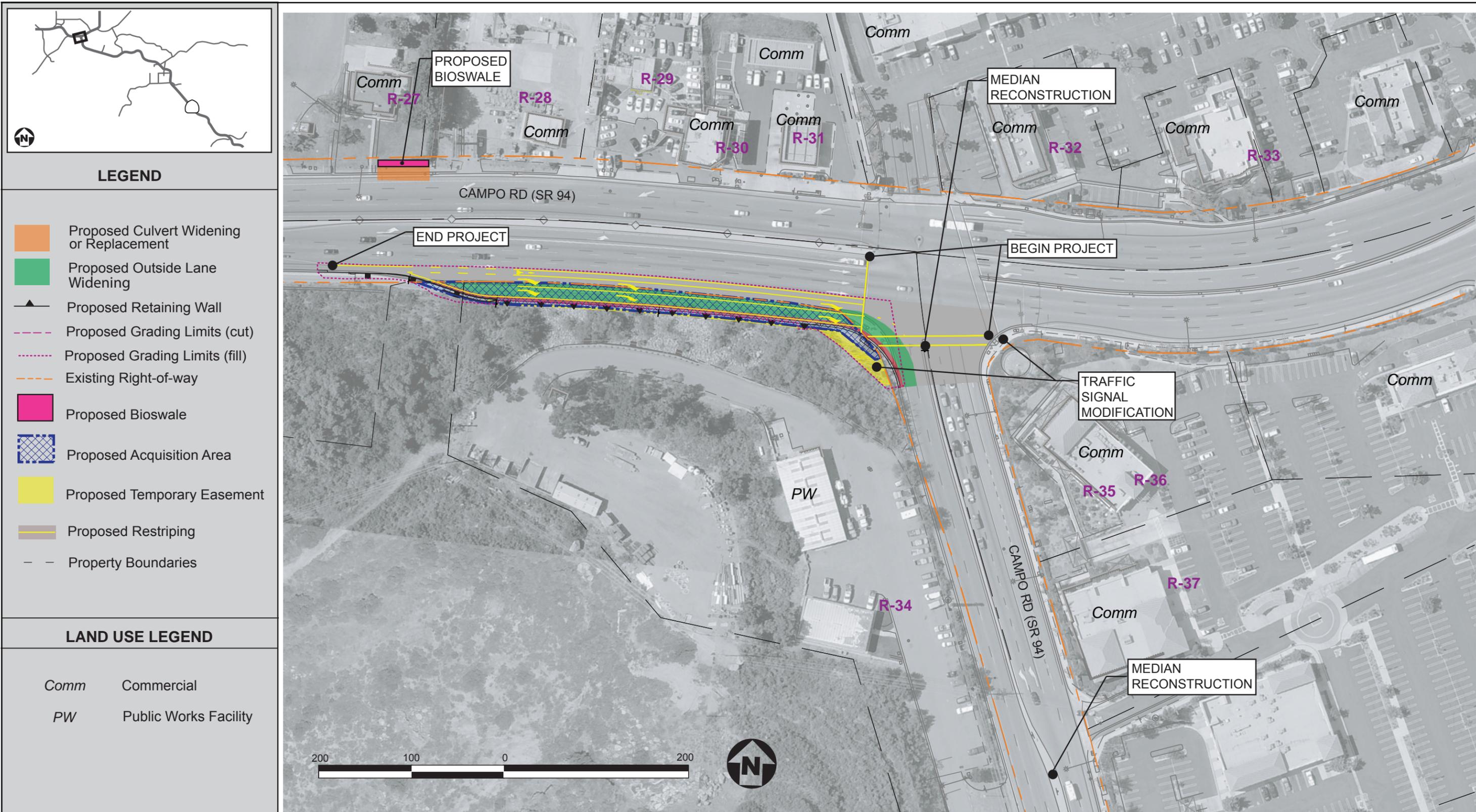
-  Existing Right-of-way
-  Proposed Restriping
-  Property Boundaries

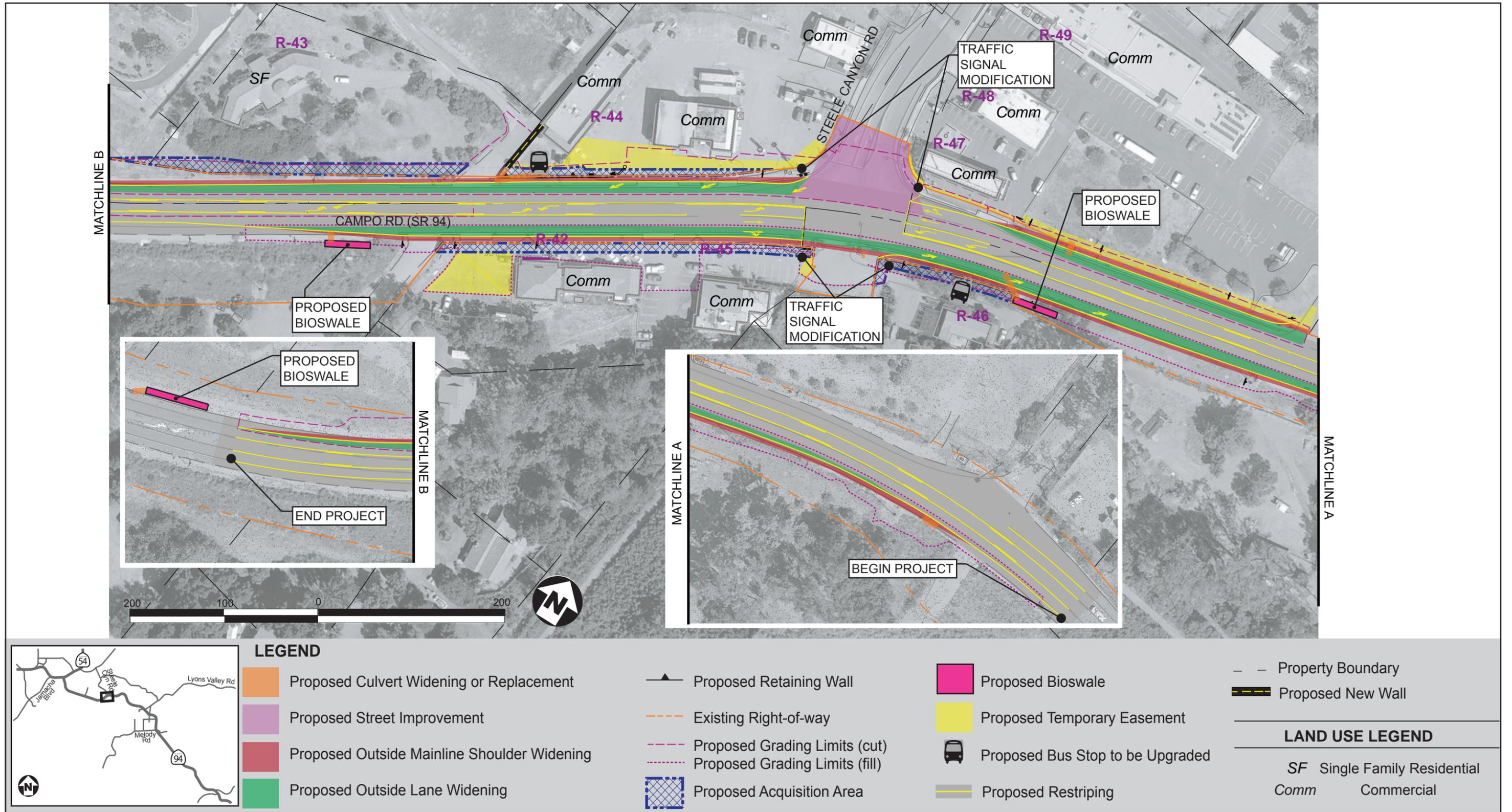
**LAND USE LEGEND**

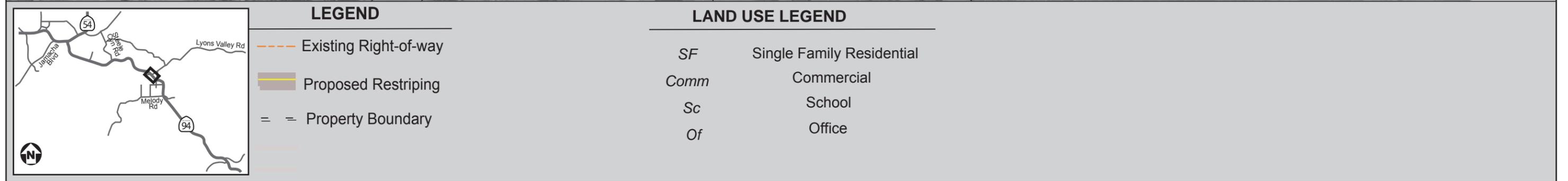
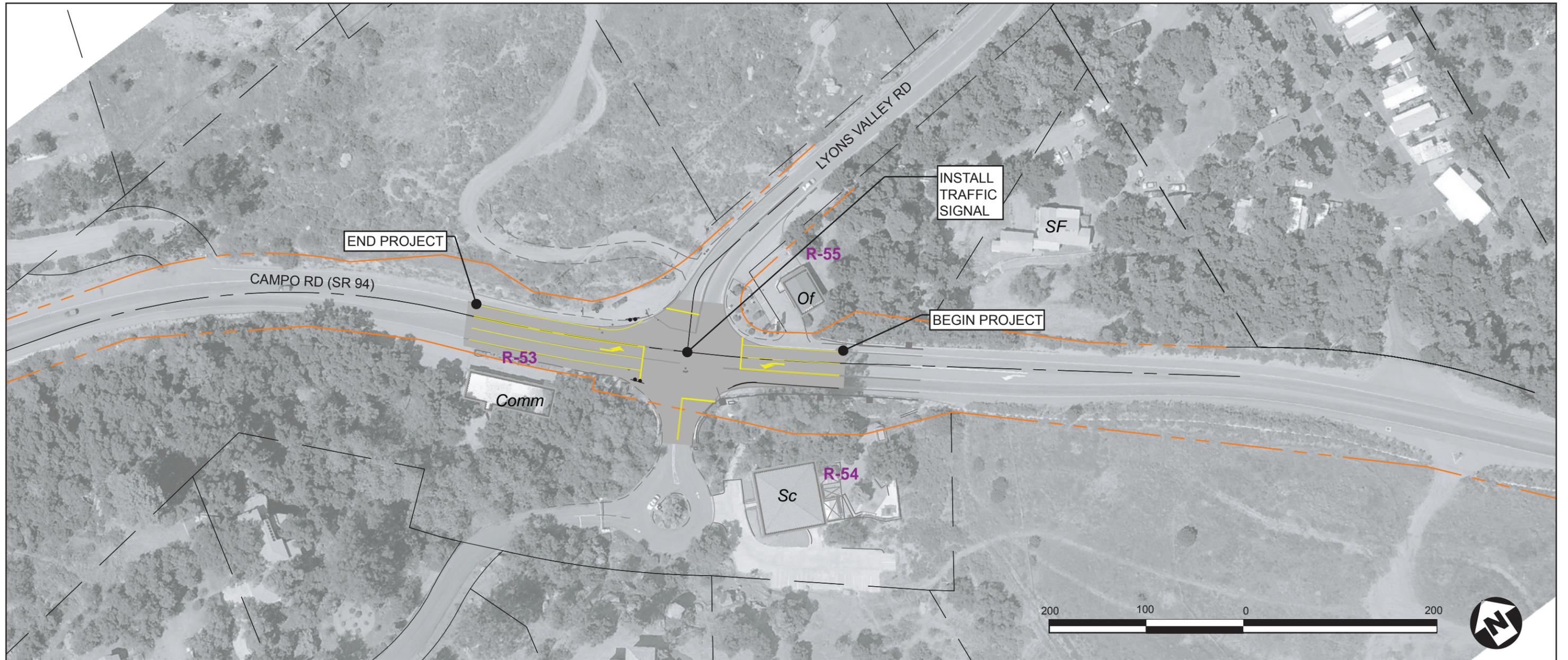
Ch Church

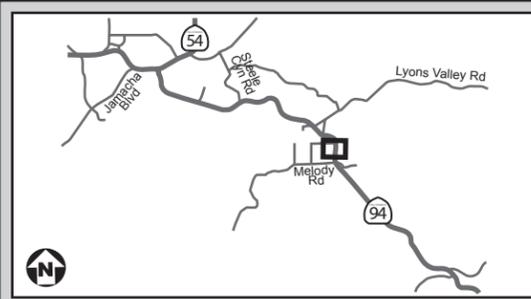


**Figure 3**  
SR-94/Jamacha Boulevard Intersection Improvements







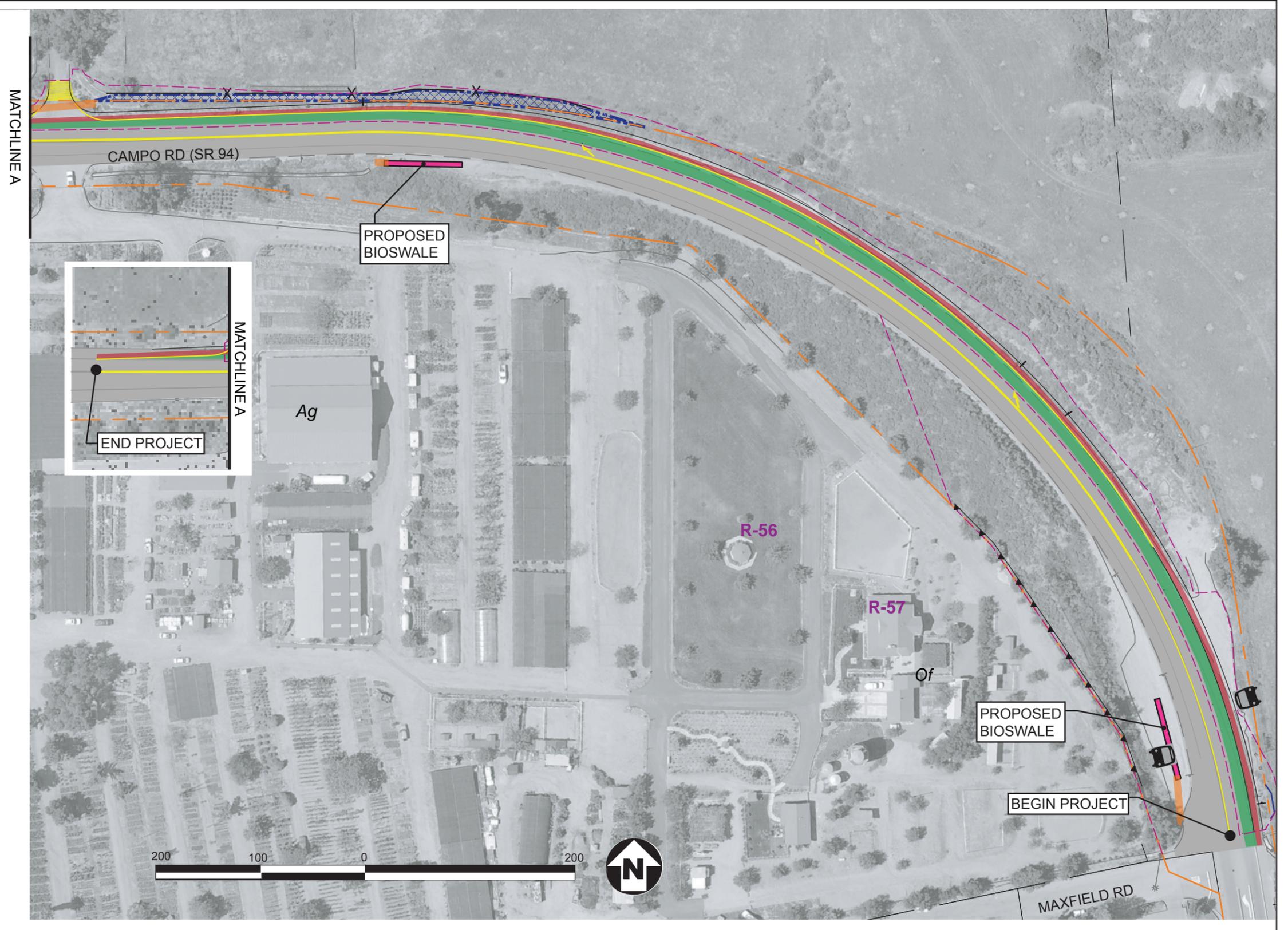


**LEGEND**

- Proposed Culvert Widening or Replacement
- Proposed Outside Mainline Shoulder Widening
- Proposed Outside Lane Widening
- Proposed Retaining Wall
- Proposed Grading Limits (cut)
- Proposed Grading Limits (fill)
- Existing Right-of-way
- Proposed Bioswale
- Proposed Acquisition Area
- Proposed Temporary Easement
- Proposed Bus Stop to be Upgraded
- Proposed Restriping
- Property Boundary

**LAND USE LEGEND**

- Of* Office
- Ag* Agricultural



New traffic signals would be installed for Alternative 1 at the intersection of SR-94/Melody Road, and also at the intersection of SR-94/Reservation Road, which is the proposed JIV access location for Alternative 1. Exclusive left-turn lanes would be provided along SR-94 for the north to west move onto Melody Road, and the south to east move onto Peaceful Valley Ranch Road. Likewise, an exclusive left-turn lane would be provided for the north to west move onto Reservation Road. In addition, a second southbound through lane would be provided along SR-94 between Melody Road and Reservation Road. Alternative 1 also widens Melody Road and Peaceful Valley Ranch Road to provide exclusive left-turn lanes onto SR-94 for overall improved intersection operation. The length of improvements along Melody Road and Peaceful Valley Ranch Road are approximately 700 feet and 500 feet, respectively. The intersection of SR-94/Reservation Road is also reconfigured with Alternative 1 to provide an intersection angle which meets current design standards. Retaining walls are proposed for Alternative 1 in order to minimize ROW requirements and environmental impacts. The five previously stated SR-94 intersection improvements apply to Alternative 1.

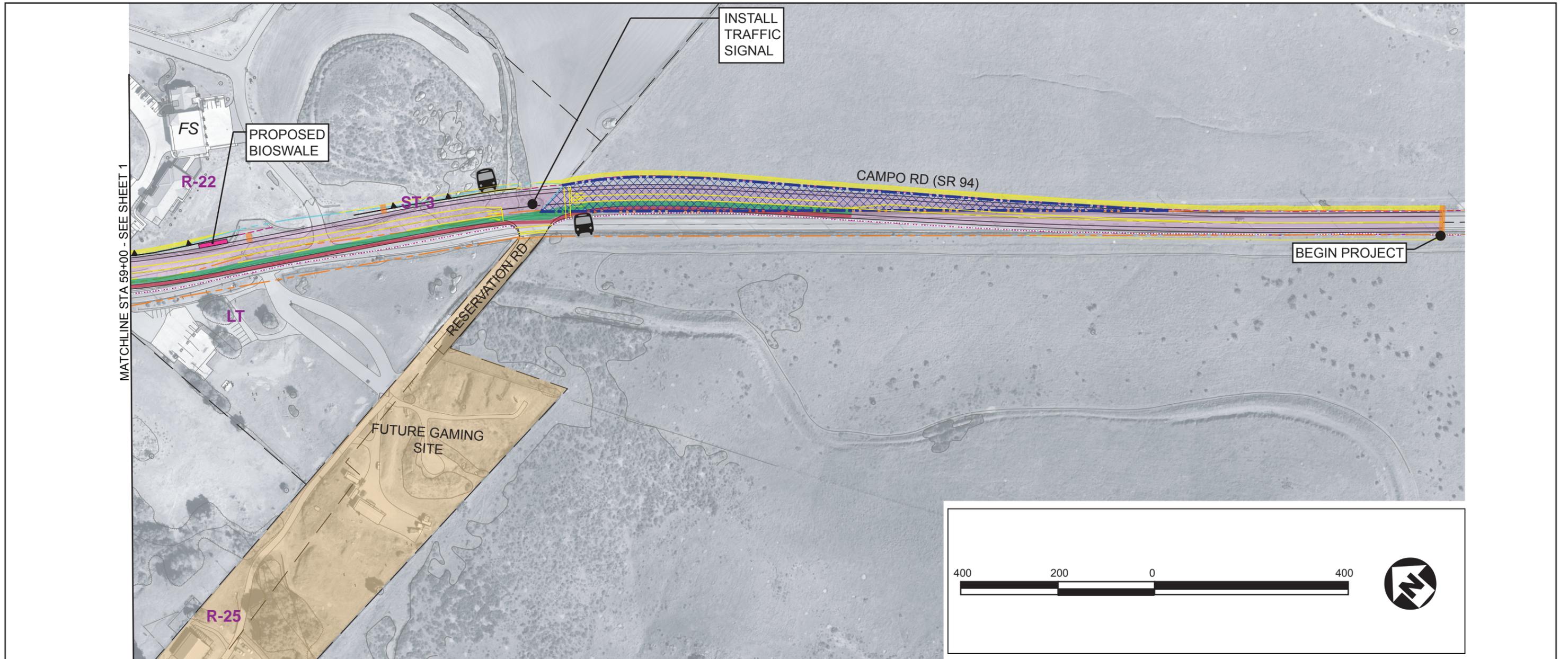
#### **1.4.2.2 Alternative 2: Daisy Drive Access**

Alternative 2 proposes improvements along SR-94 from an area north of Melody Road to an area south of the JIV property. Three options using the same entrance are addressed under Alternative 2. While maintaining the same entrance, each of these options contains separate ROW requirements. The JIV access driveway for Alternative 2 is located approximately 500 feet north of existing Reservation Road. Locating the access point 500 feet north of Reservation Road decreases the intersection spacing to Melody Road, but shortens the project limits at the southern end. The Alternative 2 realignment of SR-94 maintains an alignment on the west side of existing SR-94, which results in one less horizontal curve along SR-94 within the project limits.

#### **Alternative 2: Option 1 (Full Disturbed Area)**

Option 1 (**Figure 9**) proposes to improve SR-94 from approximately 1,200 feet north of Melody Road to approximately 1,400 feet south of existing Reservation Road, for a total length of approximately 0.8 miles. Similar to Alternative 1, SR-94 is realigned and widened as part of Option 1 to improve traffic operations. No design exceptions are needed for Option 1.



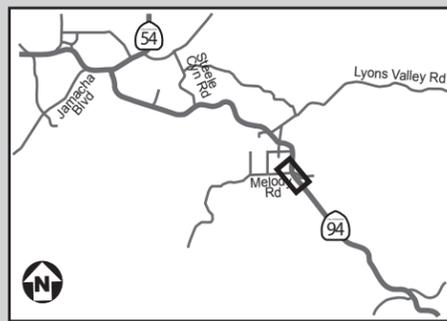


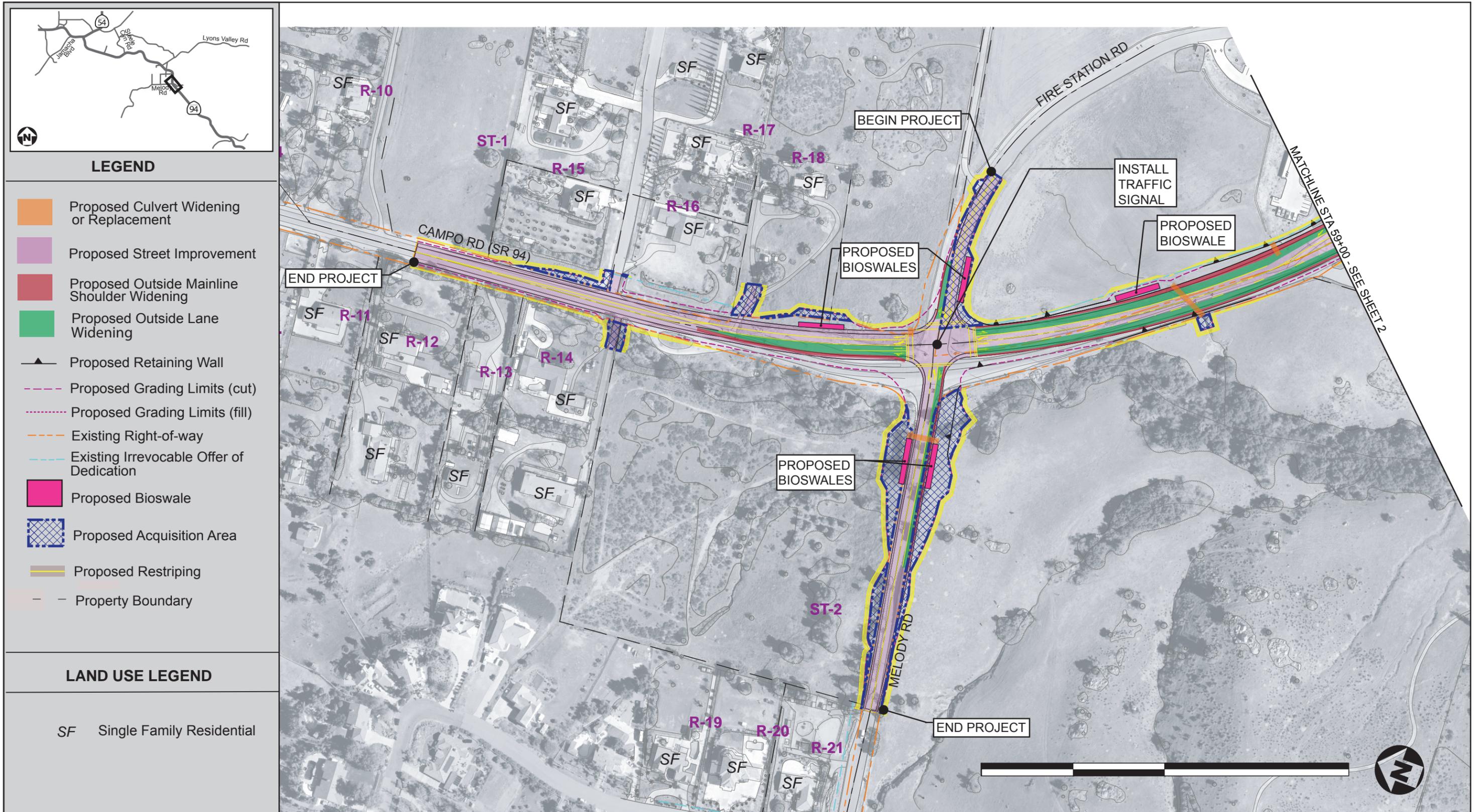
**LEGEND**

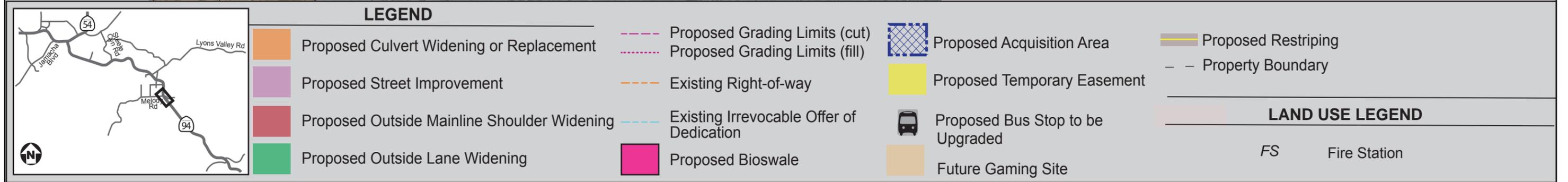
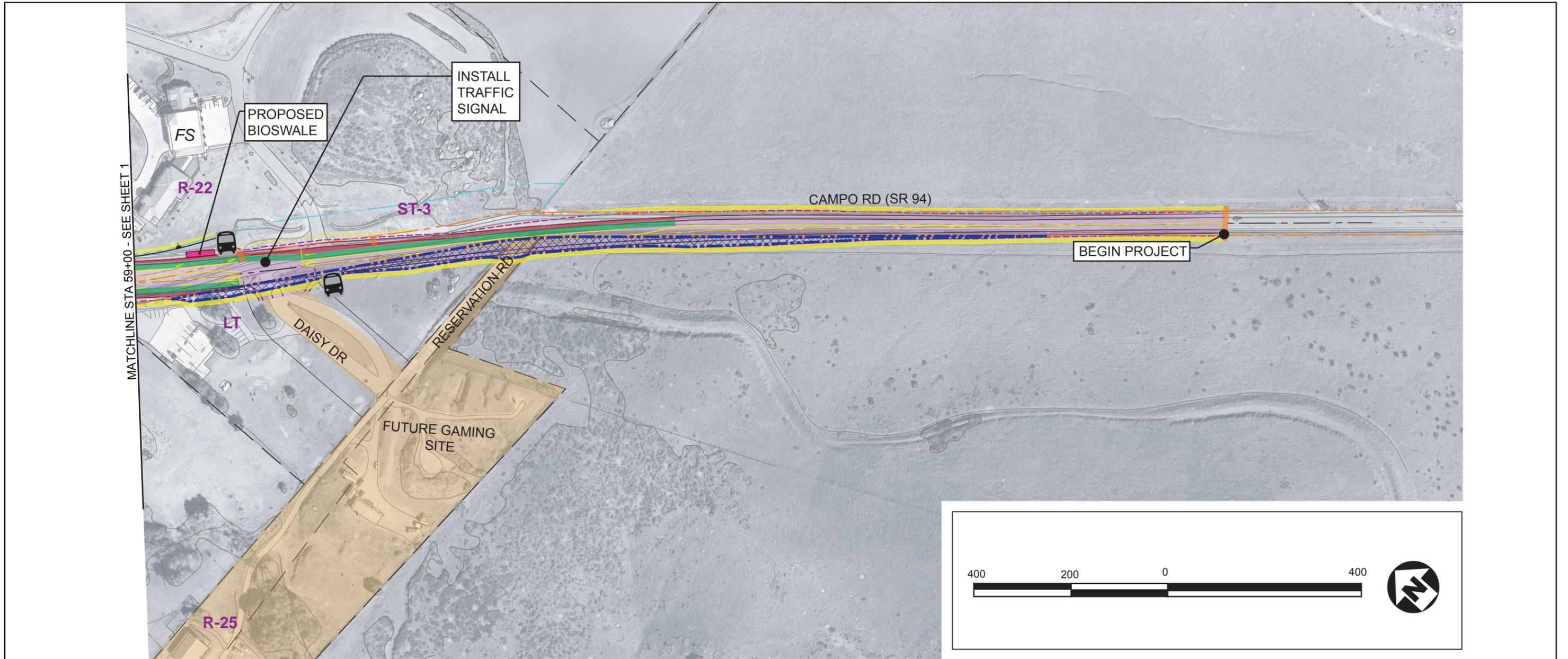
 Proposed Culvert Widening or Replacement	 Proposed Grading Limits (cut)	 Proposed Acquisition Area	 Proposed Restriping
 Proposed Street Improvement	 Proposed Grading Limits (fill)	 Proposed Temporary Easement	 Property Boundary
 Proposed Outside Mainline Shoulder Widening	 Existing Right-of-way	 Proposed Bus Stop to be Upgraded	
 Proposed Outside Lane Widening	 Existing Irrevocable Offer of Dedication	 Future Gaming Site	
 Proposed Bioswale			

**LAND USE LEGEND**

FS Fire Station





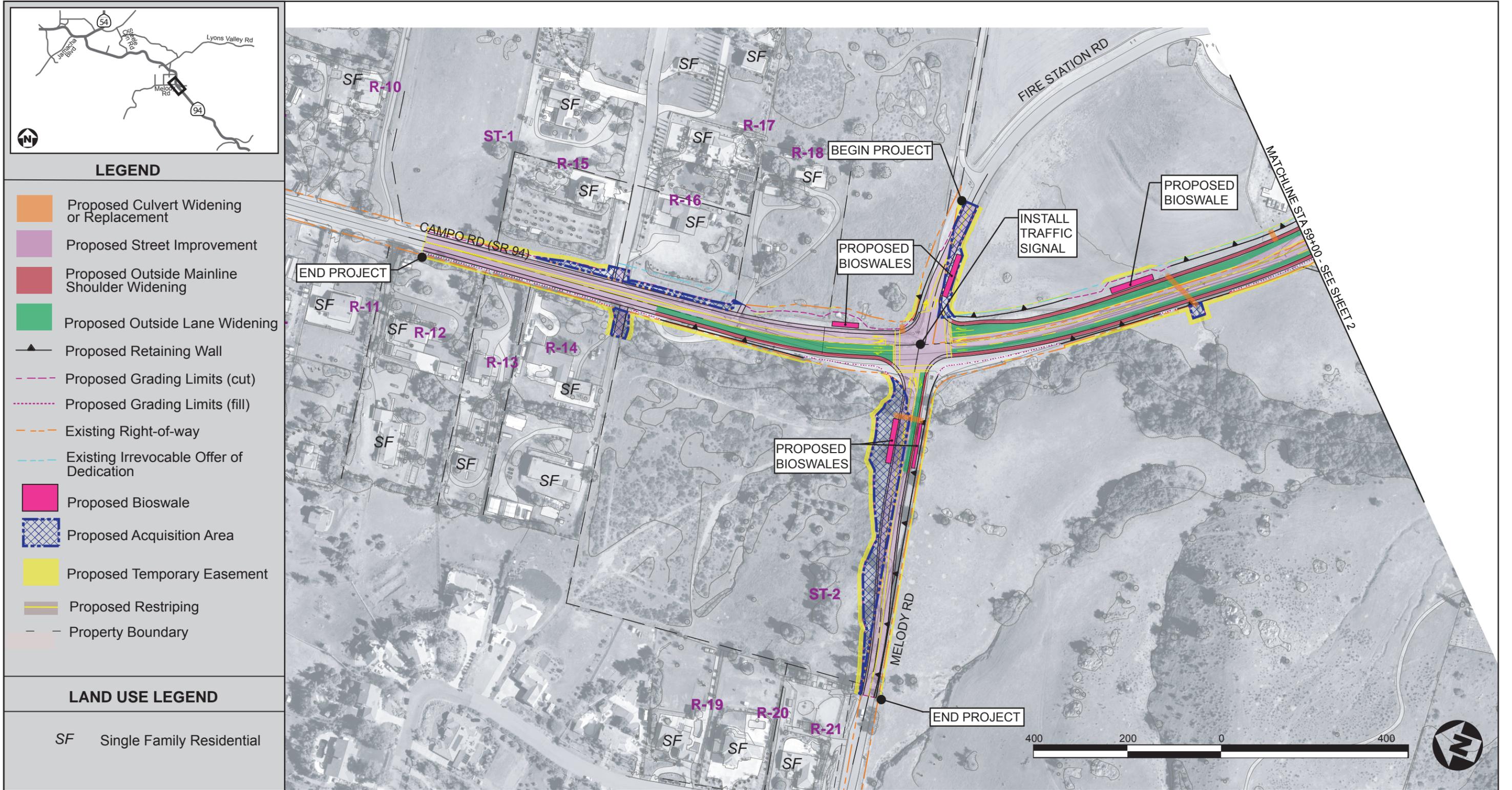


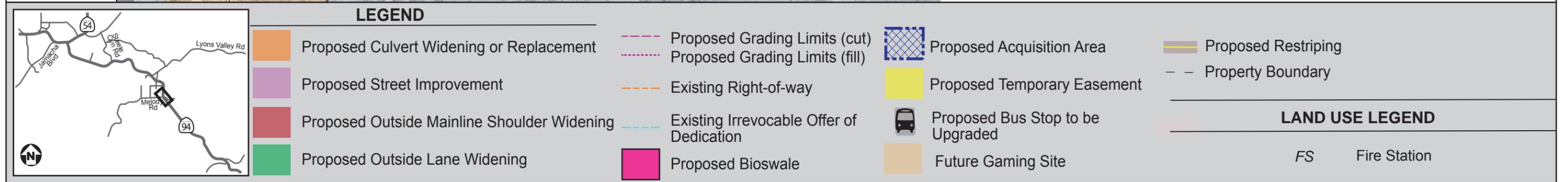
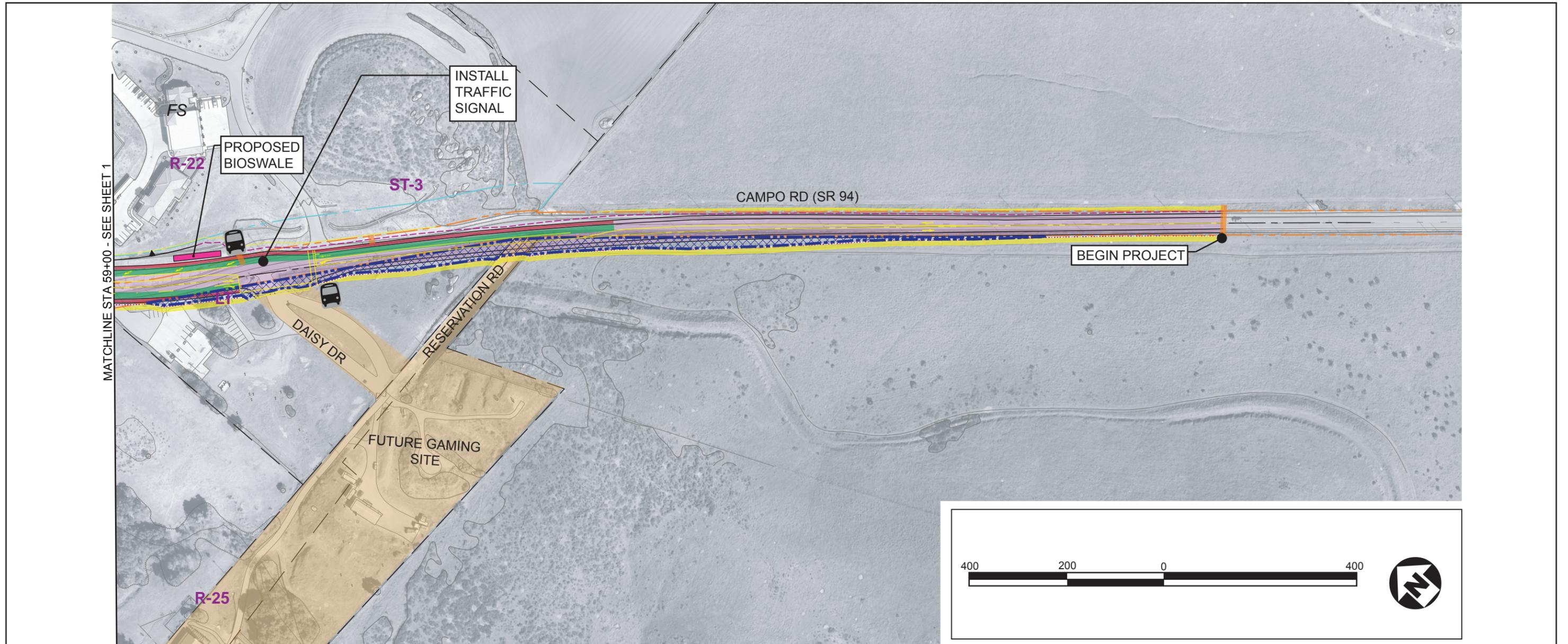
Proposed traffic signals and exclusive left-turn lanes for Alternative 2: Option 1 are the same as for Alternative 1, except the traffic signal for access to the JIV Gaming Project is provided 500 feet north of Reservation Road. In Addition, Option 1 would provide an additional northbound lane along SR-94 between the new access point and Peaceful Valley Ranch Road to accommodate the expected dual left-turn lanes departing from the access driveway. Improvements to Melody Road and Peaceful Valley Ranch Road are the same for Alternatives 1 and 2: Option 1. Retaining walls associated with Alternative 2: Option 1 are reduced when compared to Alternative 1. The five previously stated SR-94 intersection improvements apply to Alternative 2: Option 1.

### **Alternative 2: Option 2 (Reduced Disturbed Area)**

Option 2 (**Figure 10**) proposes to improve SR-94 from about 1200 feet north of Melody Road to about 1400 feet south of existing Reservation Road, for a total length of approximately 0.8 miles. The project limits north and south along SR-94 are the same as stated for Alternative 2: Option 1. Alternative 2: Option 2 differs from Option 1 in that ROW impacts are reduced within private property and environmentally sensitive areas. The Option 2 centerline alignment for SR-94 is shifted to the west through the intersection with Melody Road with the use of a reduced radius, and a broken-back curve (two curves with a short tangent deflecting in the same direction) is introduced between Melody Road and the proposed access driveway. The introduction of a reduced radius and broken-back horizontal curvature helps facilitate the reduced ROW impact associated with Option 2.

Proposed traffic signals and left-turn lanes are the same as stated for Alternative 2: Option 1, with the exception that no exclusive left-turn lane is proposed on the departure from Peaceful Valley Ranch Road for Option 2. In addition, the alignment for Melody Road, as well as for Peaceful Valley Ranch Road, is shifted to the north with Option 2 to further reduce ROW impact to environmentally sensitive areas. Alternative 2: Option 2 requires various retaining walls and fill walls to reduce the proposed footprint. The five previously discussed SR-94 intersection improvements apply to Alternative 2: Option 2.





### **Alternative 2: Option 3 (Minimum Disturbed Area)**

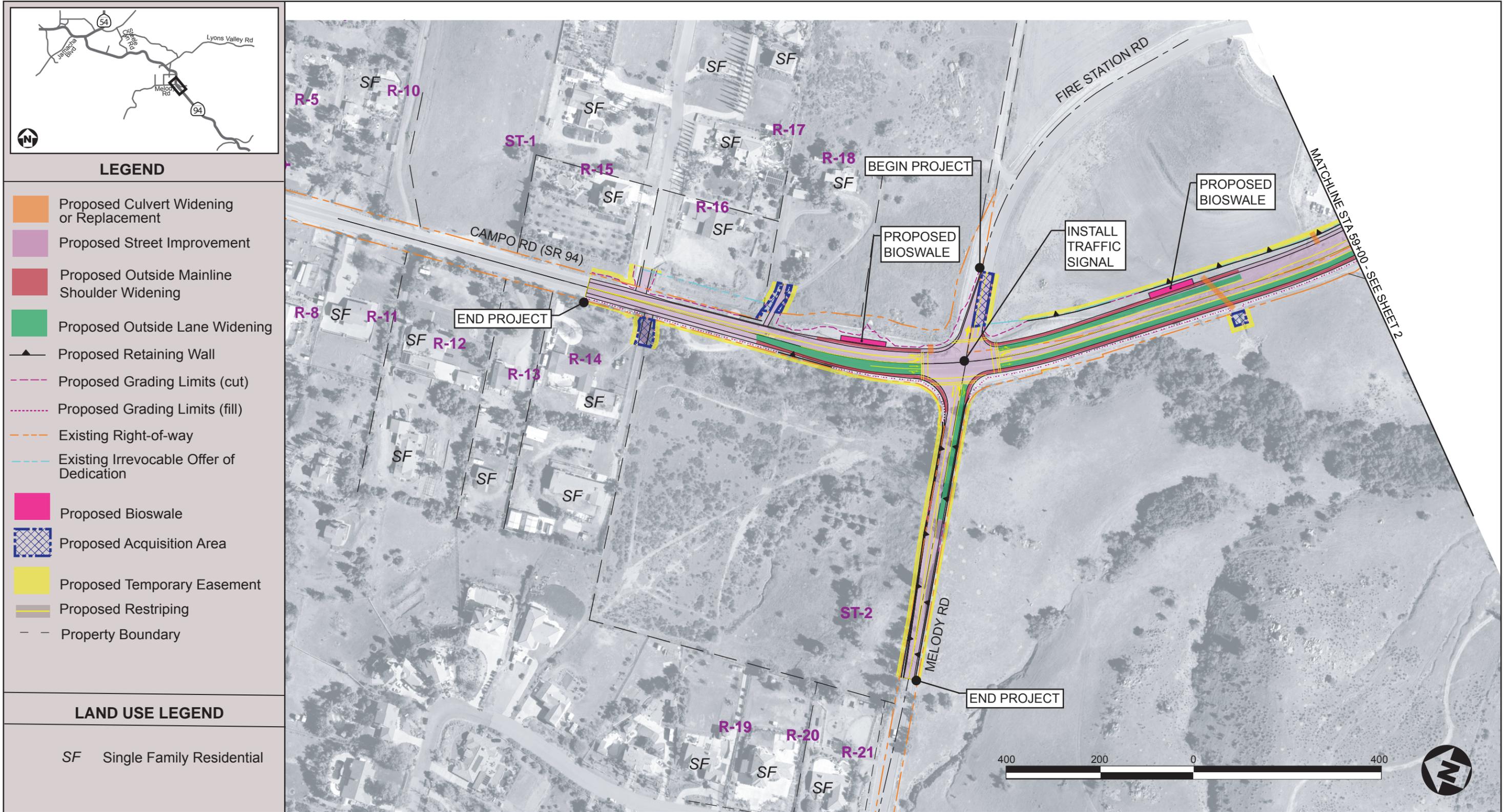
Option 3 (**Figure 11**) proposes to provide access to the JIV Gaming Project, the same as for Alternatives 2: Options 1 and 2. Alternative 2: Option 3, however, minimizes ROW impacts with the implementation of non-standard geometric elements requiring mandatory exceptions to Caltrans design standards. Reduced design speed from 55 miles per hour (mph) to 45 mph, reduction in horizontal curvature, reduced shoulder width, reduced stopping sight distance along vertical curvature, increased maximum grade, and reduced superelevation rate are all incorporated to minimize impacts to ROW.

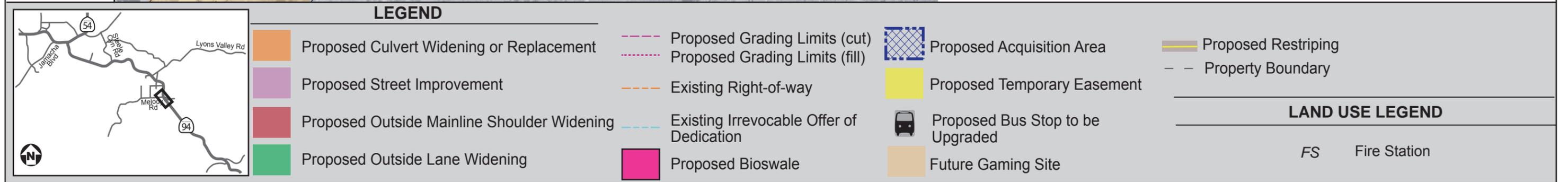
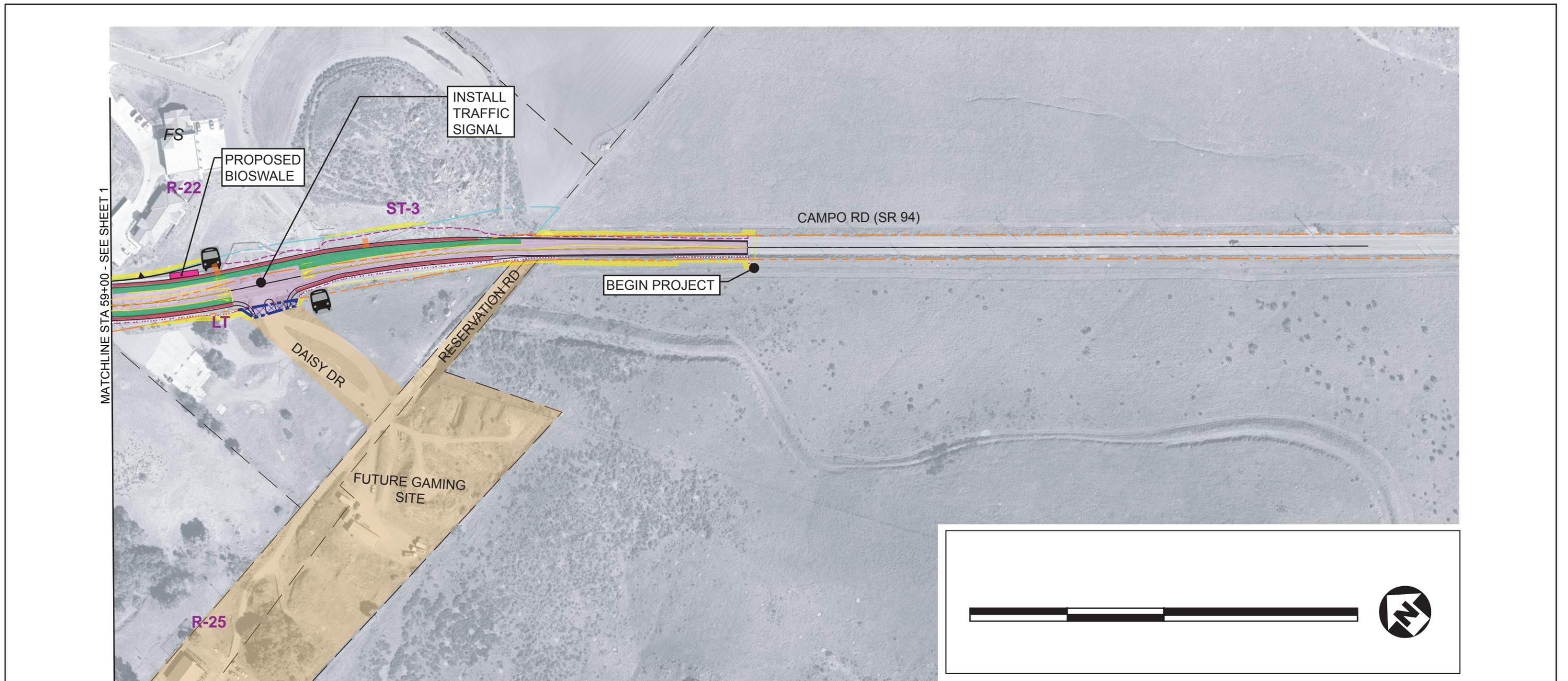
Improvements for Alternative 2: Option 3 begin approximately 800 feet north of Melody Road and continue to about 400 feet south of existing Reservation Road, for a total length of approximately 0.6 miles. Proposed traffic signals and exclusive left-turn lanes are the same for Options 2 and 3, except no left-turn is provided on the departure from Peaceful Valley Ranch Road. Lane widths are reduced along Melody Road in order to accommodate the roadway widening while minimizing ROW impacts. Unlike Alternative 2: Option 2 which realigned Melody Road to the south, Alternative 2: Option 3 retains the existing southern edge of traveled way and widens Melody Road to the north. One fill-wall and three cut-walls are proposed along SR-94 for Option 3. No walls are proposed along Melody Road. The five previously discussed SR-94 intersection improvements apply to Alternative 2: Option 3.

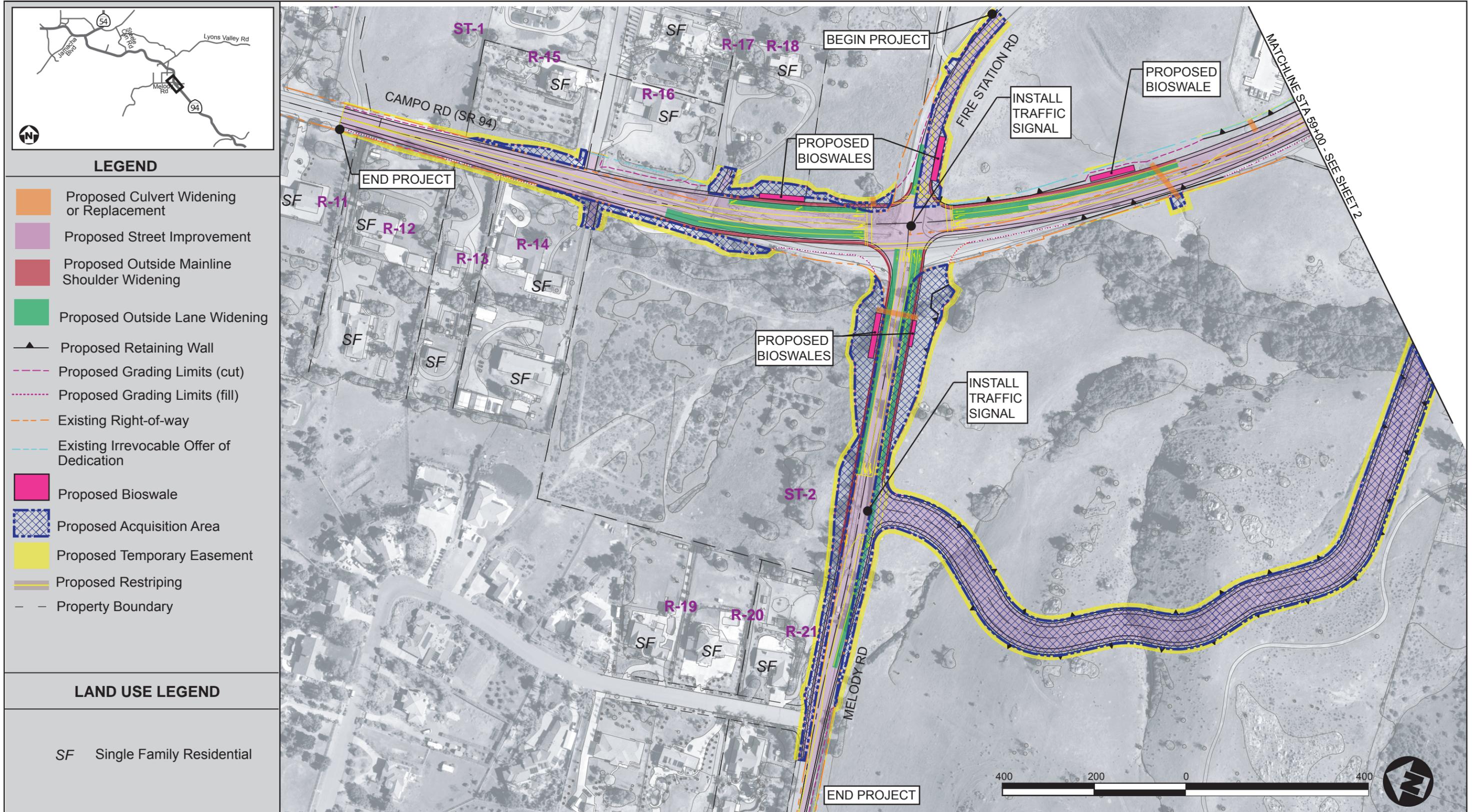
#### **1.4.2.3 Alternative 3: Melody Road Access**

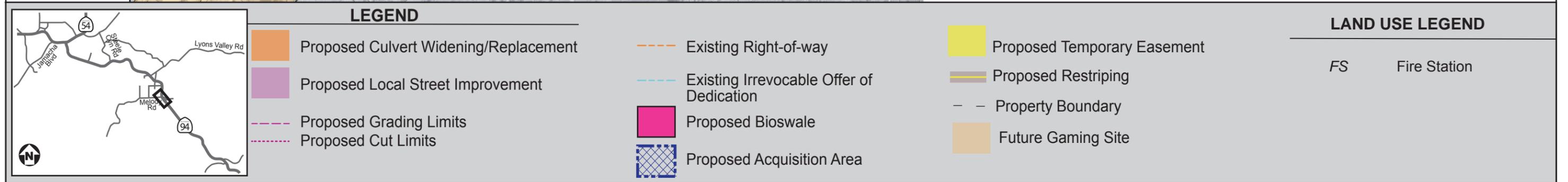
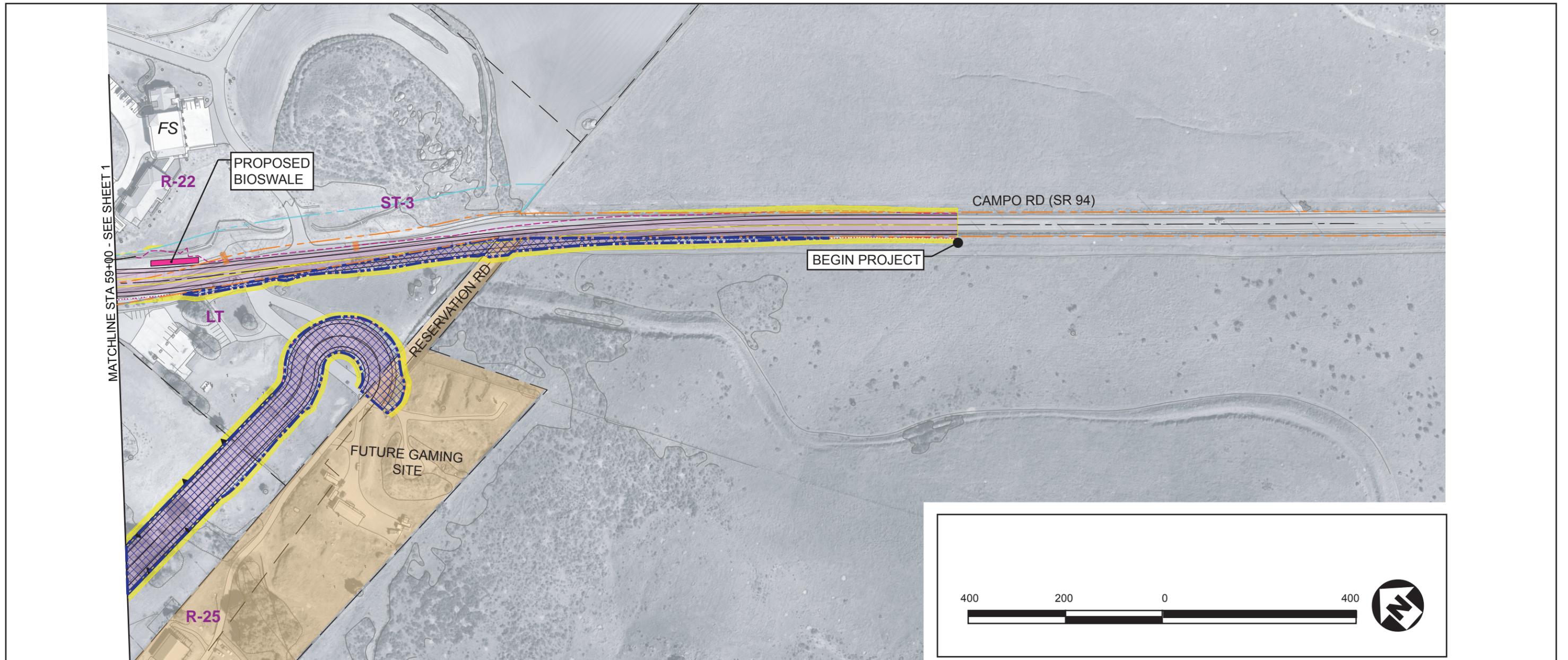
Alternative 3 (**Figure 12**) provides access to the JIV Gaming Project via a proposed access driveway from Melody Road south to the JIV property. Therefore, no driveway improvements are proposed at either Reservation Road or 500 feet north of Reservation Road with this alternative. A wider footprint is necessary at the intersection of SR-94/Melody Road with this alternative in order to accommodate the necessary intersection improvements. In contrast to the other alternatives, Alternative 3 requires an additional northbound through lane north of Melody Road to accommodate a second exclusive left-turn lane proposed from Melody Road. A second exclusive left-turn lane is also required for the north to west move from SR-94 to Melody Road. A second through lane is also needed for westbound Melody Road leading to the proposed access driveway.

The proposed centerline alignment for SR-94 for Alternative 3 is relatively the same as proposed for Alternative 2: Option 1. However, the extent of improvement along both SR-94 and Melody Road are different when compared to the other alternatives. The difference is related to the access driveway location. Alternative 3 improvements begin approximately 1300 feet north of Melody Road and continue to about 900 feet









SOURCE: Kimley-Horn and Associates, 2014; EDS, 2014

south of existing Reservation Road, for a total length of approximately 0.8 miles. The length of improvements along Melody Road is increased from about 750 feet to about 1300 feet with Alternative 3. Traffic signals are proposed at the intersection of SR-94/Melody Road, and also at the driveway access location along Melody Road. A driveway would continue from the new intersection at Melody Road and the driveway access and continue on private property south to the future gaming facility. This driveway would require a combination of cut/fill and retaining walls along its length. The five previously discussed SR-94 intersection improvements apply to Alternative 3.

#### **1.4.2.4 No Build Alternative**

No roadway improvements would be constructed under the No Build Alternative.

### **1.5 Study Area**

The project Study Area for the SR-94 Improvement Project includes an area that encompasses six PIAs and one SIA that are associated with the project. The process for delineating the CIA Study Area for this project includes the designation of an area of primary impacts for each intersection and access road, as well as a wider area of secondary impacts. The Study Area includes land that may experience primary impacts during the construction phases of the project plus the surrounding areas that may experience secondary impacts.

#### **1.5.1 Primary Impact Area**

The PIA contain areas of greatest community impacts resulting primarily from the construction of the proposed improvements; however, it also considers post development issues such as visual, noise, air quality and traffic access issues on the surrounding community. The proposed improvements for each intersection and access road are included in the PIA, along with affected land uses be it from affected access, potential noise/air quality impacts, visual impacts, etc. Some of the PIAs are limited in area due to the fact that the Transportation Management Plan (TMP) is assumed to be in place during construction activities. For example, the PIA for the SR-94/Jamacha Boulevard intersection is limited in area because the proposed restriping of the northbound lane is expected to have a minor effect due to assumed implementation of TMP measures such as flaggers, cones, etc., which would keep traffic flowing through the intersection. In addition, residents and businesses in the area also have two other access routes to area freeways. Compare this with the increased size of the PIA for SR-94/Jamacha Road, which includes the closing down

of the right turn lane and a longer period of construction disruption around a commercial node. The PIAs are sized to be proportionate to the amount of disruption to be experienced, as well as taking into consideration intersection activity and surrounding land uses.

The PIAs also cover locations that may experience direct economic and/or ROW issues. For example, the improvement at the SR-94/Steele Canyon Road intersection necessitates additional ROW within the parking area of a local business on the south side of the intersection. Operational activities at the SR-94/Steele Canyon intersection, SR-94 Jamacha Road intersection, and the proposed access roads would be limited to the PIA. No secondary areas are expected to be impacted from these issues.

The PIAs identified for each of the five intersections, as well as the Access Road Alternatives, are shown in **Figures 13** through **18**.

### **1.5.2 Secondary Impact Area**

Effects associated with the project could occur further out from the PIAs – within the SIA. These secondary impacts, resulting from a combination of project elements such as multiple intersection improvements in close proximity to each other, could result in general traffic congestion/access issues associated with residential communities/businesses near SR-94. An evaluation was undertaken of the type of construction proposed, proximity to other construction zones, proximity to receptors, and existing traffic use to determine whether any SIA exist for the SR-94 Improvement Project.

An SIA was determined to exist in the Jamul community where multiple intersections would be improved at the same time and where traffic congestion may be experienced. Specifically, simultaneous improvements to the Lyons Valley Road, Maxfield Road and Melody Road intersections may cause delays and cause access issues during the construction period. It is not known at this time what type of improved Willow Creek crossing would be implemented for Melody Road; however, there is a possibility that traffic on Melody Road west of the SR-94/Melody Road intersection would need to find an alternate route to SR-94 during construction activities. This diverted traffic would conceivably travel north on Proctor Valley Road and then east on Maxfield Road to SR-94. For this reason, an SIA was identified as shown in **Figure 18**.



SOURCE: LandInfo Worldwide Mapping, LLC, 2013; EDS, 2014

SR-94 Improvement Project Community Impact Assessment ■

**Figure 13**

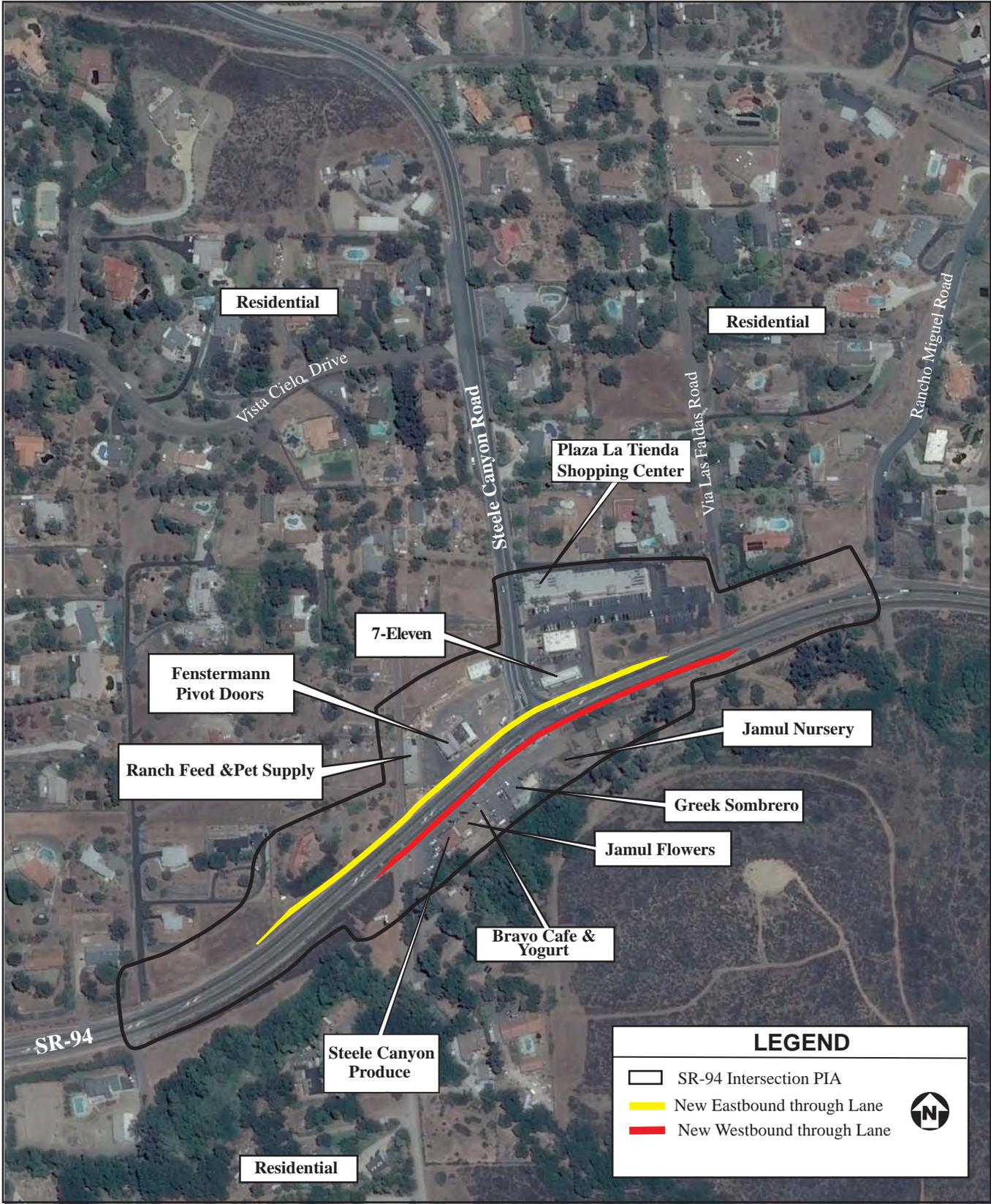
SR-94/Jamacha Boulevard Primary Impact Area and Setting



SOURCE: LandInfo Worldwide Mapping, LLC, 2013; EDS, 2014

SR-94 Improvement Project Community Impact Assessment ■

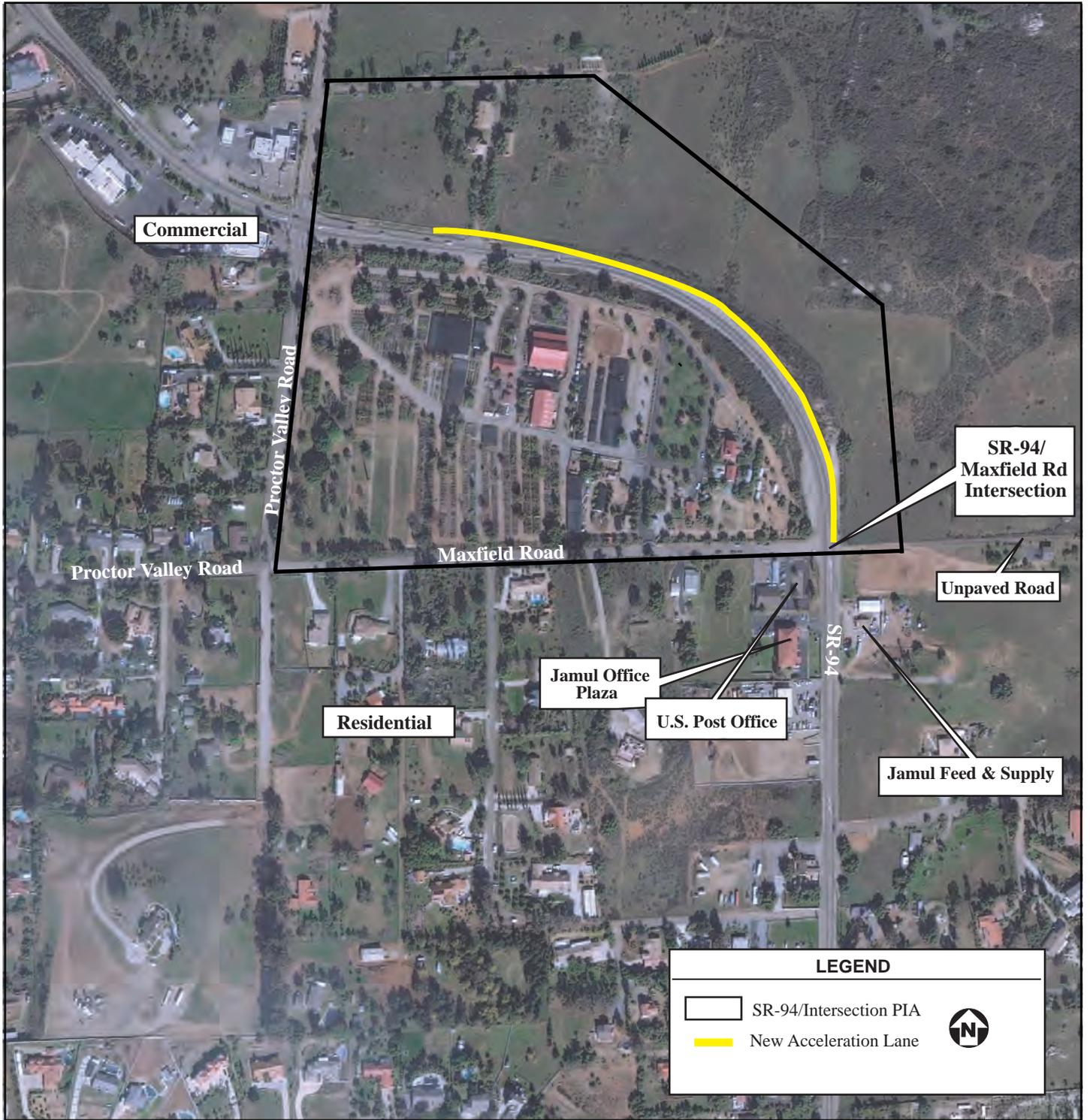
**Figure 14**  
SR-94/Jamacha Road Primary Impact Area and Setting



SOURCE: LandInfo Worldwide Mapping, LLC, 2013; EDS, 2014

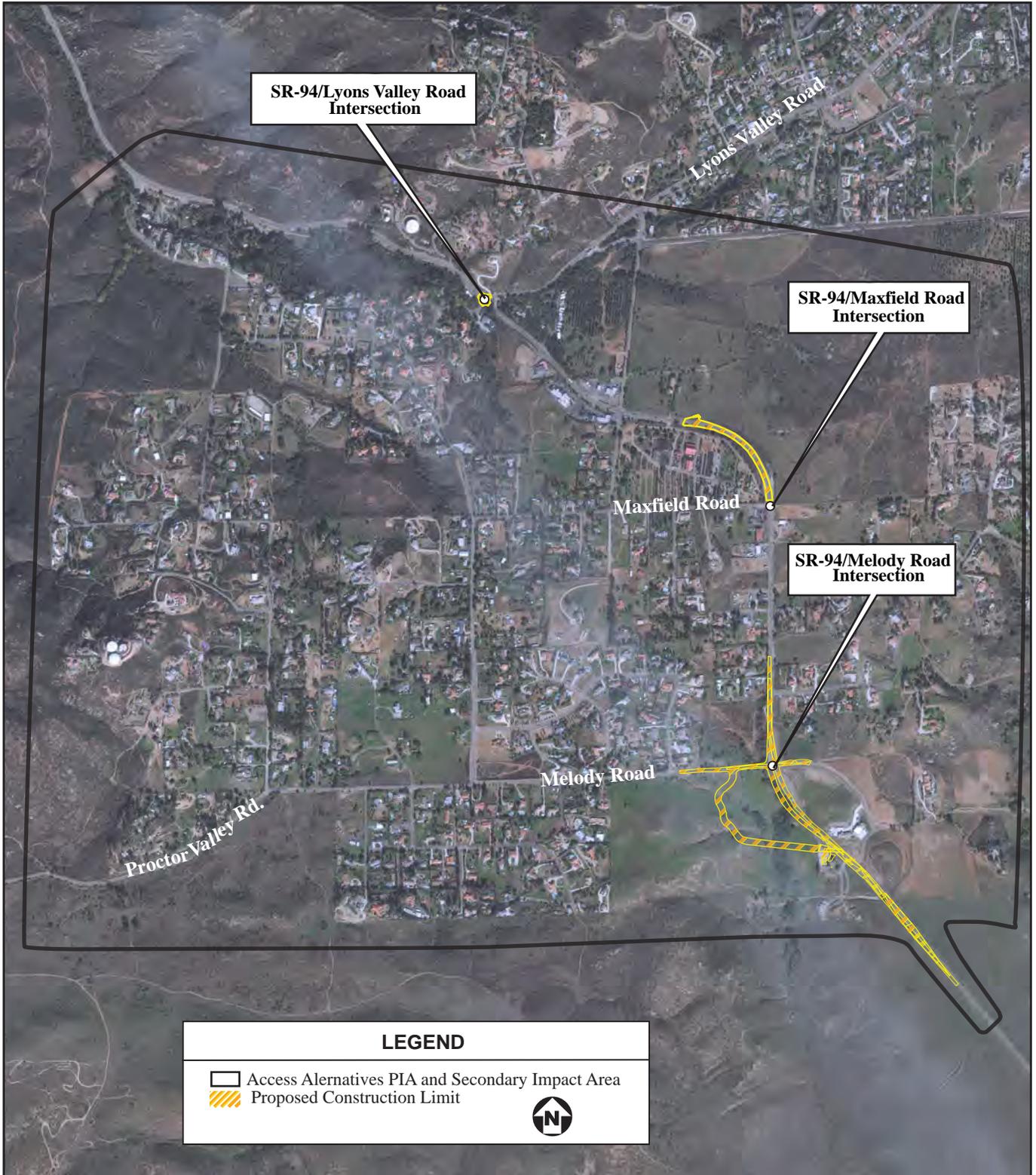
**Figure 15**  
SR-94/Steele Canyon Road Primary Impact Area and Setting





SOURCE: LandInfo Worldwide Mapping, LLC, 2013; EDS, 2014

**Figure 17**  
SR-94/Maxfield Road Primary Impact Area and Setting



SOURCE: Digital Globe, 2013; Natural Investigations, 2013; EDS, 2014

SR-94 Improvement Project Community Impact Assessment ■

**Figure 18**  
 Access Road Alternatives Primary/Secondary Impact Area  
 and Setting

Consideration was given to creating a SIA for the area between the SR-94/Jamacha Road intersection and SR-94/Steele Canyon Road intersection, which contains the Steele Canyon High School. Community concern expressed during the CEQA scoping meeting revealed concern for traffic congestion at Steele Canyon High School during the morning and afternoon periods. However, this SIA was not created for the SR-94 Improvement Project given: (1) mainline operations would be maintained during construction, (2) improvements from the SR-94 Improvement Project would improve intersection operations, and (3) Steele Canyon High School is located approximately 1-mile west of Steele Canyon Road and approximately 1.5 miles southeast from the SR-94/Jamacha Road intersection. Intersection improvement construction was not considered to create temporary impacts on the operation of Steele Canyon High School.

A separate Traffic Impact Study is being prepared to address area traffic circulation issues. The SIA is shown in **Figure 18**.

## Chapter 2 Land Use

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### 2.1 Introduction

Within this section, the Study Area is discussed in terms of land use within the PIA and SIA, as well as the surrounding region. Specific topics included within the Land Use discussion includes existing land use patterns, development trends, as well as applicable adopted goals and policies from the County's General Plan and related documents. Information contained in the San Diego County General Plan, Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan is also referenced in the material below. Field surveys during September 2013 were also undertaken to verify existing land uses.

#### 2.1.1 Affected Environment

##### 2.1.1.1 Regional Setting

The project site is located in the southwestern portion of San Diego County, which is the southwestern most county in California. San Diego County is the second largest county by area in the state at 4,425 square miles, is home to approximately 3.05 million people, and contains 1.14 million housing units within the incorporated and unincorporated areas. The County extends from the Mexican border in the south, to

Orange/Riverside Counties on the north, and Imperial County on the east. The Pacific Ocean forms the western boundary of the County. The population in San Diego County, which grew 10 percent from 2000 to 2010, accounts for approximately 8.26 percent of California's 37 million population.

The County consists of eighteen incorporated cities and numerous unincorporated communities, as well as tribal reservations. The metropolitan area of the City of San Diego is the largest in the County, followed by the cities of Chula Vista, Oceanside and Escondido, respectively. Approximately fifty-five percent of County lands are held in the public trust as national forests and state, county or local parks. Jamul is an unincorporated community within the County's Jamul/Dulzura Sub regional Plan area and measures approximately 17 square miles in size. There are eighteen federally recognized Native American reservations within San Diego County, covering 125,000 acres (San Diego County, 2011). The JIV, measuring approximately 6 acres in size, is the only Indian reservation within the unincorporated Jamul Community.

#### **2.1.1.2 Valle de Oro Community Plan Setting**

The Valle de Oro Community Plan Area (CPA) is referenced in this CIA because it encompasses two PIAs: (1) SR-94/Jamacha Boulevard, and (2) SR-94/Jamacha Road. The CPA is located immediately northwest of the Jamul/Dulzura Sub regional Planning Area, which encompasses the remainder of the PIAs, and the SIA. The Valle de Oro CPA encompasses 19+/- square miles and is bounded by El Cajon to the north, La Mesa to the west, Spring Valley to the southwest, and Jamul to the south/southeast (Valle De Oro, 2011). The CPA includes several unincorporated communities: Casa de Oro, Mount Helix, Vista Grande Hills and Rancho San Diego. As of January 2012, the total population for the Valle de Oro Community Planning Area was 41,133 with a total of 15,579 housing units (SANDAG, 2012). Regional Access to the CPA is provided by SR-94 and SR-54.

The CPA contains a mix of residential and commercial uses. Existing residential development in the Mt. Helix/Casa de Oro area occurs near Campo Road and SR-94, as well as on the slopes of Mt. Helix and in areas to the east near Jamacha Road. The Rancho San Diego area contains single-family housing on small lots, as well as large-scale apartment, condos and senior-housing projects adjacent to commercial areas and transportation corridors. The Vista Grande Hills area consists of low-density single-family development. In addition to the residential areas listed above, the CPA includes the following commercially designated areas: along Campo Road near Bancroft Drive, in the Casa de Oro Shopping District, in the Rancho San Diego

Shopping District, neighborhood convenience shopping at Avocado Boulevard and Fiert Drive, the Rancho San Diego commercial areas, and neighborhood commercial uses at Jamacha Road and Chase Avenue (Valle De Oro, 2011).

### **2.1.1.3 Jamul/Dulzura Subregion Setting**

The Jamul/Dulzura Subregion of San Diego County encompasses approximately 168 square miles extending southward to the U.S./Mexico border. Land within the Jamul/Dulzura Subregion is characterized by rolling hills with flat, broad valleys. As of January 2012 the Jamul/Dulzura Subregion was home to approximately 9,542 people and 3,305 housing units (SANDAG, 2012). There are several unincorporated communities within the Jamul/Dulzura Subregion including Jamul, Steel Canyon, Dulzura and Barrett Junction. The Jamul Community, located in the northwestern portion of the Jamul/Dulzura Subregion, is the largest of these communities and houses a majority of the Subregion's population. State Route 94, which traverses the Subregion in a northwest to southeast direction, provides regional access to the area.

The northwest section of this Subregion has recently felt residential growth pressures according to the San Diego County Jamul/Dulzura Sub regional Plan adopted in August 2011 (San Diego County, 2011). As of January 1, 2010, there were 3,231 housing units divided between single-family (3,010 units), multi-family units (125 units), and mobile/other homes (96 units) within the Jamul/Dulzura Sub regional planning area. Commercial development, consisting primarily of strip commercial, is generally confined to two nodes in the Jamul Community. Agricultural uses occur in small, scattered areas and include dry land farming, grazing, and some row crops.

### **2.1.1.4 Jamul Community Setting**

The unincorporated Jamul Community (census designated place) covers a land area of 17 square miles and, as of 2010, was home to 6,163 people. The population growth from 2000 to 2010 equaled a 4% growth rate, while the State of California experienced a 10% growth rate during the same period. As of 2010, the Jamul community contained 1,974 housing units with a median value of \$706,000 (U.S. Census, 2012). The U.S. Census estimates that Jamul Community has a population density of approximately 3.04 people per household.

Within the vicinity of the proposed access road, existing land uses consist primarily of rural residences and open space. The natural terrain consists of sparsely vegetated rocky hillsides with open tree-lined drainages, and is interrupted by vegetated residential lots. The San Diego Rural Fire Protection District (SDRFD) has recently

opened a new fire station on Peaceful Valley Ranch Road. A SDRFD station that was formerly located on the 4-acre triangular parcel owned by the Tribe (located immediately north of the JIV), has been removed and only the concrete pads remain. The triangular parcel is currently vacant, with building slabs, pavement, and a paved driveway that serves the JIV.

To the south of the proposed access road and southwest of SR-94 is the Rancho Jamul Ecological Reserve, (approximately 4,800 acres), which were transferred to the CDFW for preservation purposes and serves as a Core area for the MSCP. To the northeast of the Ecological Reserve is the Hollenbeck Canyon Wildlife Area. Both the Ecological Reserve and the Wildlife Area are owned by the State of California and managed by CDFW for conservation purposes. Rancho Jamul Estates, a low-density residential development, is located approximately 0.7 miles southeast of Reservation Road. Rural residences are located in the hilly terrain in the vicinity. Residential lots are large, ranging from just under one acre to over ten acres.

Northeast of the JIV across SR-94 is Peaceful Valley Ranch, which was approved by the County Board of Supervisors in 2008. SR-94 forms the western boundary of Peaceful Valley Ranch, while Melody Road forms a portion of the northern boundary. A portion of Daley Ranch forms the southern boundary and a mixture of private properties form the eastern boundary. The major subdivision approval of 181+/- acres created 57 estate residential, equestrian, open space, and public fire service lots within the Jamul-Dulzura Sub regional Plan. The County General Plan re-designations and rezone allowed for increased residential densities on the residential portion of the land, while also allowing for a Major Use Special Permit for spectator events at a private equestrian/polo training facility. Primary access to Peaceful Valley Ranch is via SR-94 and Peaceful Valley Ranch Road, which is located across from Melody Road.

The trend of land use development/growth over the last two decades within the Jamul Community has been characterized by residential development and associated commercial growth. San Diego County estimated in 1995 that the Jamul/Dulzura Subregion planning area had a population of 5,000 people. This estimate was at 9,915 people in 2008 and 10,159 in 2009. The San Diego County estimates the buildout potential of the Jamul/Dulzura Subregion to be at approximately 16,000.

Partly as a result of this growth, the County has increased efforts to preserve habitat for endangered species and other natural resources. The Land Use Map for the Jamul/Dulzura planning area issued by the County in 2008 showed a shift in land use

designations in the region east of the project site from General Agriculture and Multiple Rural Use to Open Space and Rural Lands. Population growth is expected to center primarily in the Jamul Community, west and north of the proposed access road improvements. The County adopted the revised Jamul/Dulzura land use plan in August 2011.

### **2.1.1.5 Intersection Setting**

#### **State Route 94/Jamacha Boulevard Intersection Setting**

The SR-94/Jamacha Boulevard intersection is located at the northeastern most end of the Study Area. Topography around the intersection is rolling, and an unnamed intermittent drainage flows east toward Sweetwater River south of the highway. Habitats in the vicinity consist of ruderal and urbanized areas, annual grassland, coastal sage scrub, and coast live oak riparian.

SR-94 is a four-lane facility west of Jamacha Boulevard and a six-lane facility east of Jamacha Boulevard. Along SR-94, through the intersection, there are two eastbound thru-lanes and three westbound thru-lanes, as well as additional dedicated turning lanes on both sides of the intersection. Road improvements on SR-94 have recently been completed, and a sound wall has been constructed in conjunction with the recent road widening (new eastbound lane) from Via Mercado, past Jamacha Boulevard, to Jamacha Road.

Jamacha Boulevard, which terminates at the SR-94 intersection, has four travel lanes and an additional left-turn lane at the intersection. Traveling in a southwesterly direction from the intersection, land uses along Jamacha Boulevard include undeveloped open space land that gives way to residential development, which transitions to commercial development between Calavo Drive and Sweetwater Springs Boulevard (**Figure 13**). No schools, colleges, libraries, hospitals or parks exist in the PIA. In addition to the Skyline Wesleyan church previously mentioned, Bright Hope and Community Church are located outside the PIA southwest of the intersection off Sweetwater Springs Boulevard.

Land uses within the PIA include the intersection, undeveloped/open space land, and the driveway for the Skyline Wesleyan Church, which is located immediately north and northwest of the intersection. Some of the local traffic using the SR-94/Jamacha Boulevard intersection originates from development off of Jamacha Boulevard. Traveling in a southwesterly direction, land uses encountered include multi-family residential and commercial uses. The nearest residences to the intersection are located approximately 1,500 feet to the west at the Avenida Roberta cul-de-sac

(single-family residential). The intervening terrain is varied and creates visual, sound buffers for the nearest residences. Residents from this area have access to SR-94 from either SR-94/Jamacha Boulevard, SR-94/Sweetwater Springs Boulevard, or SR-94/Kenwood Drive intersections. Additionally, access to SR-125 is also provided by Jamacha Boulevard's connection to other roadways.

### **State Route 94/Jamacha Road Intersection Setting**

East of the SR-94/Jamacha Boulevard intersection is the SR-94/Jamacha Road intersection. This intersection is characterized by its urban setting and flat topography. A natural drainage channel runs parallel to SR-94 on the southwest side toward Sweetwater River, but continues under SR-94 as part of the municipal storm drainage system. Habitats in the vicinity consist of ruderal and urbanized areas, with the exception of the intermittent channel southwest of the intersection, which contains a willow riparian forest.

SR-94 is a six-lane facility west of the intersection to the Jamacha Boulevard intersection. Jamacha Road is a six-lane expressway with 2 two-way turn lanes east of the Jamacha Road intersection. SR-94 continues as a four-lane expressway with one southbound dedicated turn lane and two northbound dedicated turn lanes south of the intersection.

Within the PIA, Neighborhood/General Commercial uses dominate the urban landscape. The two main shopping centers include the Rancho San Diego Towne Center located at the southeast corner of the intersection (includes Target, Albertsons, Edwards Theatre and others), and the Plaza Rancho Shopping Center located northeast of the intersection (includes Bank of America, US Bank, Leslie's Pool Supplies, Sprint and others) (**Figure 14**). Strip commercial (Union 76 gas station and Circle K convenience store) is located northwest of the intersection.

The San Diego County Department of Public Works Corporation Yard is located southwest of the intersection. No schools, colleges, churches, libraries, hospitals or parks exist within the PIA. Cuyamaca College and San Diego County Library – Rancho San Diego Branch are both located east of the intersection, but would not be directly impacted by the proposed improvements.

Road frontage within the PIA, southwest of the intersection (area affected by proposed right-turn lane improvement) includes a rip-rapped drainage channel, drainage channel vegetation, subsurface storm water drainage, chainlink fence, utility

poles/boxes, intersection signal at the Jamacha Road intersection, and paved pedestrian access.

### **State Route 94/Steele Canyon Road Intersection Setting**

Traveling in a southeasterly direction, the next study location is the SR-94/Steele Canyon Road intersection. Land use surrounding the intersection, within the PIA, is characterized by commercial land uses. Habitats in the vicinity of the intersection, outside the PIA, include sparsely vegetated roadside areas, orchard, scrub, and riparian woodland.

SR-94 at this location is a two-lane facility with a two-way left-turn lane. Steele Canyon Road, which terminates at this intersection, has two lanes. There are single-family residential land uses along Steele Canyon Road north of the intersection outside of the PIA. These residences have the option to exit the area by traveling north on Steele Canyon Road to Willow Gen Drive.

Within the southern portion of the PIA, commercial uses are housed in two buildings and an adjacent nursery. Traveling from west to east are Steele Canyon Produce, Jamul Flower, and Bravo Café in one building, and the Greek Sombrero Restaurant in the other (**Figure 15**). East of the commercial buildings is the Jamul Nursery. Land immediately adjacent to SR-94 on the south side includes undeveloped frontage, commercial driveways, surface parking for the two commercial buildings, utility poles/boxes, intersection signal at the Steele Canyon Road intersection, and subsurface storm water drainage.

North of SR-94, west of the intersection, is Ranch Feed/Pet Supply and the carpentry shop for Fenstermann Pivot Doors. North of SR-94, east of the intersection is a 7-11 with a gas station with the Plaza La Tienda retail strip behind. Land immediately adjacent to SR-94 on the north side includes undeveloped frontage, paved internal circulation for adjacent commercial, commercial driveways, utility poles/boxes, intersection signal at the Steele Canyon Road intersection, and subsurface storm water drainage.

No schools, colleges, churches, libraries, hospitals or parks exist within the PIA. Steele Canyon County Park and Jamacha Elementary School are located north of the intersection at Steele Canyon Road and Jamul Drive. Travelers from out of the area can use either SR-94 (south) or Willow Glen Drive (north) to access/ depart from the school or park.

### **State Route 94/Lyons Valley Road Intersection Setting**

The SR-94/Lyons Valley Road intersection PIA is characterized by commercial uses, ornamental landscaping and undeveloped roadside frontage. Habitats in the vicinity of the intersection consist primarily of disturbed roadside areas, coast live oak woodland, coastal sage scrub, and a riparian corridor associated with an intermittent drainage that flows southwest under SR-94.

In the area of the intersection, SR-94 is a two-lane facility with a two-way left-turn lane. Lyons Valley Road is a two-lane road with a right-turn “sneaker” lane at this intersection.

Surrounding land uses include the Indian Springs residential gated community and Taproot Montessori Preschool south of the intersection, commercial land uses on the northeast and southwest corners, and access to a single-family residence off the northwest corner of the intersection (via Lyons Valley Road) (**Figure 16**). Single-family residences northeast of the intersection use Lyons Valley Road as a primary means of access. Access into and out of the area can also be accomplished by the use of Jamul Drive off of Lyons Valley Road, which would take travelers to Steele Canyon Drive.

Land immediately adjacent to the paved highway includes undeveloped frontage, ornamental landscaping, two monument signs, residential/commercial driveways, overhead utilities/utility boxes and highway railing, and stop signs/street signs.

No colleges, churches, libraries, hospitals or parks exist within the PIA. The Taproot Montessori Pre-School is located in the southeast portion of the PIA. Outside the PIA, and accessed from Lyons Valley Road are the Oak Grove Middle School, Jamul Primary School, Jamul Intermediate School and Jamul Dulzura Preschool. Churches located outside the intersection PIA include the St. Pius X Church, Church of Latter Day Saints, and the Jamul Community Church.

### **State Route 94/Maxfield Road Intersection Setting**

The SR-94/Maxfield Road intersection is relatively flat, while land north of the intersection is hilly on the northwest and tapers off on the northeast side. Habitats in the vicinity of the intersection consist primarily of disturbed roadside areas and developed areas. Outside of the SR-94 ROW are remnants of coastal scrub and annual grassland.

In the area of the intersection, SR-94 is a two-lane conventional highway with a two-way left-turn (westbound) lane. Maxfield Road is a two-lane facility serving rural

residences/agricultural uses to the west of the intersection. A private dirt drive to a single-family residence exists on the east side of SR-94 opposite Maxfield Road.

This intersection is characterized by commercial development on the southwest side and undeveloped frontage on the other three sides. Rural commercial uses to the south, outside the PIA, include Jamul Feed and Supply southeast of the intersection and a Post Office and Jamul Office Plaza (insurance, security, real estate, etc.) southwest of the intersection (**Figure 17**).

Frontage property beyond existing pavement traveling north on SR-94 within the impact area includes undeveloped frontage, overhead utility poles, various signs including bus stop, directional, pedestrian, and signal signs, and an unpaved pull-out area.

#### **2.1.1.6 Access Road Setting**

SR-94 is a two-lane facility within this stretch of highway; the typical cross-section consists of two 12-foot travel lanes, in the north and southbound directions, and two 8-foot shoulders. The highway is lined with fence posts and utility poles, a number of private driveways, as well as intersecting county roads, including Melody Road and

Peaceful Valley Ranch Road. The segment of SR-94 that makes up the footprint for the three alternatives borders parcels in San Diego County identified by the General Plan for agricultural and low density rural residential uses. Much of the surrounding land is currently rural residential, preserved open space, tribal lands or undeveloped.

The setting description provided below begins in the northern portion of the site and proceeds to the southern end:

Land fronting SR-94 north of the Melody/Peaceful Valley Ranch intersection is characterized as rural residential with improvements including access to single-family residences set back from the highway. Land immediately fronting SR-94 includes undeveloped grasslands, riparian habitat to Willow Creek, gravel shoulders, an unpaved pullout area, fire hydrants, a call box, surface-to-subsurface storm water drainage, overhead power poles/boxes, directional signs, paved and unpaved private driveways, mailboxes, and paved County road intersections.

Melody Road is a two-lane County road that begins at SR-94 and provides access to/from SR-94 to single-family residences to the west and north. Land south of Melody Road in the vicinity of SR-94 is undeveloped land used for cattle grazing.

Land along Melody Road includes undeveloped grasslands, riparian habitat to Willow Creek (crosses under Melody Road), culvert structure for Willow Creek, parcel fences, overhead utility poles/boxes, rock outcropping, unpaved private drives and mailboxes.

Peaceful Valley Ranch Road is a two-lane County road on the east side of SR-94 across from Melody Road. This road currently provides access to the recently constructed fire station and a private residence located north of the fire station. Land along Peaceful Valley Ranch Road includes undeveloped grasslands and overhead utility poles.

Land south of the Peaceful Valley Ranch Road intersection on the east side of SR-94 includes the County controlled Irrevocable IOD frontage property (**Figure 18**). The IOD extends from Peaceful Valley Ranch Road in the north to Hollenbeck Wildlife Preserve in the south. Land along the IOD includes undeveloped frontage, overhead power poles, surface-to-subsurface storm water drainage, roadway directional sign, and a paved emergency access drive to the fire station.

There are two undeveloped parcels (87-acre parcel and 4-acre parcel) fronting the west side of SR-94 between Melody Road and the JIV. Within the 87-acre parcel south of Melody Road are Willow Creek and its associated riparian habitat. Between Willow Creek and SR-94 are overhead power poles, rock outcroppings, grasslands, parcel fencing, and subsurface-to-surface storm water drainage, which discharge into Willow Creek.

The 4-acre parcel contains an existing 2-lane, paved access drive from SR-94 to the JIV, and access driveway/building pads of the old fire station. Frontage land along the 4-acre parcel includes undeveloped grasslands, overhead power poles, rock outcroppings, roadway directional sign, JIV directional sign, subsurface-to-surface storm water drainage, and a fire hydrant.

Land south of the JIV includes the Hollenbeck Canyon Wildlife Preserve east of SR-94 and Rancho Jamul Ecological Reserve west of SR-94. Each of these lands are owned by the State and operated by California Department of Fish and Wildlife (CDFW). Frontage land south of the JIV includes undeveloped grasslands, parcel fencing, overhead utility poles, and highway signage.

An entirely new roadway from Melody Road (west of SR-94) to the JIV would be constructed under Alternative 3. To access this new road, improvements further west

on Melody Road would be required. Adjacent frontage along Melody was described previously. Frontage located further west along Melody Road includes undeveloped grasslands, a paved private drive, County road intersection, street/directional signage, fire hydrant, parcel fencing, street light, utility box, and surface-to-subsurface storm water drainage. The access corridor between Melody Road and the JIV consists of annual grasslands and riparian/oak woodland, which is regulated under the San Diego County MSCP, and is classified as Hardline Preserve, Pre-Approved Mitigation, and Take-Authorized Areas. No existing developments would be impacted by the new road from Melody Road to the JIV.

#### **2.1.1.7 Secondary Impact Area Setting (SIA)**

The broader SIA is a predominately residential area with rural commercial development at both the SR-94/Proctor Valley Road intersection and SR-94/Maxfield Road Intersection. Single-family residential located east of SR-94 is accessed via Hillside Drive and Las Palmas Road, while single-family residential west of SR-94 is accessed primarily from Proctor Valley Road, Maxfield Road and Melody Road. The

“node” of commercial development at the SR-94/Proctor Valley Road intersection contains the Jamul General Store (including Jamul Hardware, H&R Block, and others), the Jamul Shopping Village strip commercial (including Filippi’s Pizza Grotto, Jamul Liquor, Subway, and others), and other limited commercial establishments. The SR-94/Maxfield Road intersection, located south of the SR-94/Proctor Valley Road intersection, contains commercial uses such as the Post Office, Jamul Feed and Supply and Jamul Office Plaza uses previously discussed.

Land uses between this “town center” and the JIV consist of scattered housing, and open space. Within the vicinity of the JIV, existing land uses consists of the setting previously described under Section 2.1.1.6 Access Road Setting.

### **2.1.2 Environmental Consequences**

The environmental consequences associated with the following intersections are the same for each Alternative; therefore, they are presented below under their own heading. This is followed by a discussion for each of the Access Alternatives.

#### **2.1.2.1 State Route 94/Jamacha Boulevard Intersection**

The improvement for the SR-94/Jamacha Boulevard intersection includes a restriping of the northbound through shared left-turn lane to a northbound through shared right-turn lane within the PIA. Necessary traffic signal modifications would also be implemented. All improvements would be made within the existing Caltrans ROW

and would be undertaken during regular business hours. No additional ROW would be necessary for this improvement, nor would any structures/private driveways be impacted by the proposed improvement.

Caltrans would implement a TMP for construction related activities. The TMP would be designed to minimize project-related traffic delays by adopting traffic mitigation strategies unique to the site location and proposed activities. Measures implemented by the TMP, such as hours of construction, use of flag personnel, cones, etc. would ensure continuous traffic flow through this intersection. The TMP would be made available to the public ahead of construction activities. The implementation of the TMP during construction would ensure that construction related impacts are minimized to area residents and businesses located southwest of the intersection (within the Spring Valley community), as well as for travelers through the PIA. Access to the Skyline Wesleyan Church visitors (located to the north of the intersection) would be uninterrupted by the restriping activities along Jamacha Boulevard. Additionally, no road work would occur on Sundays, which are the most active days for the church.

The restriping improvements are designed to result in more efficient operations for existing and planned traffic through this intersection, which would benefit area residents and businesses to the southwest traveling northeast through the intersection to SR-94. Within the PIA, the area surrounding the intersection is currently vacant and, as such existing land uses within the area would not be impacted by construction related effects. The improvement of this intersection is consistent with existing transportation uses of this area. Future traffic would occur with or without these proposed improvements, so these improvements are not considered growth inducing.

#### **2.1.2.2 State Route 94/Jamacha Road Intersection**

The improvement for the SR-94/Jamacha Road intersection includes the addition of a second eastbound right-turn lane and retaining wall southwest of the intersection within the PIA. Necessary traffic signal modifications would also be implemented. Additional ROW would be needed for these improvements southwest of the intersection; however, no active driveways would be impacted by construction activities. Additionally, the improvements would not result in impacts to any structures, nor would it place traffic closer to sensitive receptors within the PIA.

Partial ROW acquisition is needed for the second right-turn lane and retaining wall on the south side of SR-94. The retaining wall is needed to ensure that improvements

are located outside the existing drainage channel. A total of 0.28 acres is needed from two separate parcels within the PIA. The parcel affected by the ROW take includes a vacant portion (0.28 acres) of a parcel owned by the Spring Valley Sanitation District (4.23 acre parcel, APN: 506-020-35-00).

Existing businesses within the PIA to the north and east of the intersection would experience minimal effects associated with the work on the eastbound right-turn lane. No retail, office or residential uses are adjacent to the work zone. As stated previously, Caltrans would implement a TMP that is designed to minimize construction-related traffic delays by adopting traffic mitigation strategies unique to the site location and proposed activities. Southbound through traffic and traffic accessing the Corporation Yard would be controlled by TMP measures, such as hours of construction, use of flag personnel, cones, etc. The TMP would be made available to the public within the Study Area ahead of construction activities. Implementation of the TMP during construction would ensure that traffic related impacts would be minimal for area businesses, as well as for travelers through the Study Area.

The additional eastbound right-turn lane is designed to result in more efficient operations for existing and planned traffic through this intersection, which would benefit area residents, businesses and travelers through the PIA. The area impacted by the project footprint is vacant land and, as such, no structures would be impacted by the project footprint. The proposed improvements would not result in the expansion of the transportation facility close to sensitive receptors. Future traffic would occur with or without these proposed improvements, so these improvements are not considered growth inducing. The improvement of this intersection is consistent with existing transportation uses of this area.

### **2.1.2.3 State Route 94/Steele Canyon Road Intersection**

The improvement for the SR-94/Steele Canyon Road intersection includes the addition of a second eastbound and westbound through lane within the PIA. Necessary traffic signal modifications would also be implemented. Additional ROW would be necessary for these improvements southwest and northeast of the intersection. Improvements north and south of SR-94 would affect a total of nine driveways – four on the south side and five on the north side. Additional ROW would affect six of those intersections – four on the south side and two on the north side. Proposed improvements would not result in direct impacts to existing structures within the PIA.

In addition to the driveways affected by the proposed improvements, existing retail parking would also be impacted on the south side of SR-94. There are a total of 57 regular spaces and 2 handicapped spaces at the Steele Canyon businesses. Of the 59 total spaces, 5 surface parking spaces front SR-94 and 22 diagonal parking spaces front the local retail establishments. The 5 spaces fronting SR-94 are within the existing Caltrans ROW. A parking occupancy study conducted for the project (**Appendix A**) reveals the highest use of parking spaces occurred at 5pm on Saturday with 39 of the 56 spaces (70%) being occupied. The highest use on Sunday was 4pm with 36 of the 56 spaces (64%) being occupied. Both Thursday and Friday had lower peak occupancy rates than either Saturday or Sunday. San Diego County code requires 34 total spaces based on existing building square footage, while 39 spaces would be required based on existing occupancy limits of current businesses.

A total of 23 parking spaces (39%) would be removed with project construction. These spaces consist of: (1) 8 spaces in front of the fruit market and adjacent building, (2) 10 head-in spaces, and (3) 5 parallel spaces in front of the Greek restaurant on the south side. Given the results of the parking occupancy study, the remaining 36 spaces would not accommodate demand on the weekend. The remaining 36 spaces would meet County Code post construction for square footage requirement but it would not meet the occupancy requirements.

The acquisition of these parking spaces would bring future traffic immediately adjacent to the two retail buildings currently housing Steele Canyon Produce, Jamul Flower, and Bravo Café. The three driveways providing access to the retail establishments would remain functional as they would continue to provide access to interior parking and the land currently being used for Jamul Nursery. The acquisition of the existing surface parking would result in an adverse parking and internal circulation impact to the existing retail establishments on the south side of SR-94.

The additional ROW needs on the north side of SR-94 would affect vacant commercially zoned property. No parking, structures or private drives would be impacted by the ROW expansion on the north side of SR-94. Additional ROW on the north side of SR-94 is needed for the proposed relocation of sidewalks and utilities due to the development of an additional westbound through lane. The complete list of parcels affected by ROW needs is provided in **Table 1**.

Businesses affected by the ROW take on the north and south-side of SR-94 would not experience permanent access closures; however, internal circulation for the businesses would need to be reconfigured.

Other areas of improvement not requiring additional ROW would affect private driveways to area businesses. North and south of SR-94 (east and west of the intersection) private retail driveways would be affected by excavation and paving. These impacts would be temporary until improvements are in place. The Caltrans TMP referred to previously would include provisions for keeping access to local businesses open during construction activity. No long term closure/access impact to these businesses is expected.

**TABLE 1  
ROW DETAILS: SR-94/STEELE CANYON ROAD**

APN	Parcel Size (acres)	ROW Needed (acres)	Purpose	ROW as % of Parcel Size
596-231-2300	0.585	0.004	Road Improvement	0.68%
596-231-2500	1.26	0.1	Road Improvement	7.94%
596-040-0200	1.98	0.09	Road Improvement	4.55%
596-040-6900	2.28	0.09	Road Improvement and Utility Improvement	3.95%
596-040-3900	0.93	0.09	Roadway Improvement and Utility Improvement	9.68%
596-040-6800	14.66	0.04	Road Improvement	0.27%

SOURCE: Kimley Horn, 2014; EDS, 2014

Along SR-94, TMP measures such as hours of construction, flag personnel, cones, etc. would ensure continuous traffic flow through this intersection. The proposed improvements are designed to result in more efficient operations for existing and planned traffic through this intersection. The proposed improvements would result in the expansion of the roadway facility closer to existing businesses as stated above. The expansion of this facility is proposed to accommodate existing and planned

future traffic, which would occur with or without these improvements. As such, growth inducement would not be a result of the proposed improvements.

#### **2.1.2.4 State Route 94/Lyons Valley Road Intersection**

The improvement for the SR-94/Lyons Valley Road intersection includes the installation of a traffic signal within the PIA. No additional ROW would be necessary for this improvement, nor would any structures be impacted by the proposed improvement. A private driveway located at the northwest side of the intersection would be reconstructed per Caltrans standards.

Implementation of the Caltrans TMP measures such as hours of construction, use of flag personnel, cones, etc. would ensure continuous flow of traffic through this intersection minimizing project-related traffic delays. The TMP would also ensure that continuous access to the private residence north of the intersection is uninterrupted. As stated previously, the TMP would be made available to the public within the Study Area ahead of construction activities. The TMP would minimize impacts to Indian Springs and Taproot Montessori School located south of the intersection, the business and residence north of the intersection, as well as for travelers through the Study Area.

The proposed signal would control traffic through the intersection thereby creating more efficient operations for existing and planned traffic through this intersection, which would benefit area residents and businesses. The improvement of this intersection is consistent with existing transportation uses of this area. Future traffic would occur with or without these proposed improvements, so these improvements are not considered growth inducing.

#### **2.1.2.5 State Route 94/Maxfield Road Intersection**

The improvement for the SR-94/Maxfield Road intersection includes the widening and restriping of the northbound approaches to include an acceleration lane within the PIA. The improvements would require 0.18 acres of additional ROW (APN: 596-180-02-00) at the north west portion of the improvement area near Jefferson Road. No structures are impacted by the proposed improvement. A private driveway located at the north side of SR-94 would be reconstructed per Caltrans standards. Land surrounding the north side of SR-94 is currently undeveloped.

Implementation of the Caltrans TMP measures such as hours of construction, use of flag personnel, cones, etc. would ensure continuous flow of traffic through the Maxfield Bend where the work would be undertaken. The TMP would also ensure

that continuous access to the private residences at the western extent of the Study Area is maintained. As stated previously, the TMP would be made available to the public within the Study Area ahead of construction activities.

The proposed restriping and widening of the acceleration lane would facilitate the flow of westbound traffic through the intersection thereby creating more efficient operations for existing and planned traffic through this intersection, which would benefit area residents and businesses. The improvement of this intersection is consistent with existing transportation uses of this area. Future traffic would occur with or without these proposed improvements, so these improvements are not considered growth inducing.

#### **2.1.2.6 Access Road Alternatives**

This section analyzes three potential access points from SR-94 to the JIV. One of the potential access point, located on the 4-acre parcel north of the JIV, contains three options that differ in the amount of additional ROW needed. That is, Alternative 2: Option 1 requires the most additional ROW for all options using this access location. Alternative 2: Option 3 requires the least amount of additional ROW for this access location. However, as needed ROW is reduced under this alternative, Caltrans design exceptions increase. Alternative 1, Alternative 2: Option 1 and Alternative 3 are all designed with no Caltrans design exceptions. Alternative 2: Option 2 incorporates a reduced rate of road tilt through the SR-94/Melody Road intersection with Melody Road and also along the proposed horizontal curve located north of the new access point. This reduced rate of road tilt for Alternative 2: Option 2 would require a Caltrans design exception. Alternative 2: Option 3 would include the implementation of non-standard geometric elements such as a reduction in horizontal curvature, increased maximum grade, and reduced road tilt rate. These non-standard geometric elements for Alternative 2: Option 3 would require Caltrans design exceptions. Therefore, while access options do exist for reducing the impact on adjacent property, operational design exceptions must be taken into consideration for operational safety.

The analysis below presents the land use impacts for each Access Alternative:

#### **Alternative 1: Reservation Road Access**

The improvements stated in the Project Description for Alternative 1 would necessitate acquisition of 4.74+/- acres of additional ROW from multiple parcels held both privately and publically from an area north of Melody Road to an area south of the JIV. Retaining walls along SR-94 south of Melody Road (on both the east and west side of SR-94) would be used to minimize encroachment onto privately/

publically held land, as well as preventing encroachment into the Willow Creek drainage. No removal/relocation of buildings would be necessary under Alternative 1. Relocation/replacement of utility poles/boxes, storm water drainage, parcel fences, highway/County Road signage, and fire hydrants would be necessary.

Ten adjacent parcels and one IOD would be affected by the ROW requirements under Alternative 1. North of Peaceful Valley Ranch Road, additional ROW is needed from four residential parcels fronting SR-94. Additional ROW would also be needed on both sides of Peaceful Valley Ranch Road and Melody Road. South of Melody Road, five parcels<sup>1</sup> would be affected by the ROW needs of Alternative 1. Lastly, the existing IOD on the east side of SR-94 would need to be turned over from San Diego County to Caltrans. **Table 2** presents parcel information for the Alternative 1 access road.

The drainage culvert/bridge structure over Melody Road would need to be removed and replaced to ensure adequate lane width. This improvement would require a Section 404 Permit from the Corps, a 401 Water Quality Certification from the CRWCB, and a 1602 Streambed Alteration Agreement from the CDFW, which would involve compensatory mitigation. The additional ROW would also impact land designated by the San Diego County MSCP (please see discussion below “Consistency with State, Regional and Local Plans”). Lastly, additional ROW south of the JIV would impact land owned and managed by CDFW.

The ROW needed for Alternative 1 fronting SR-94 is currently undeveloped throughout its length. The removal of ROW from the frontage parcels would not reduce the size of the residential lots beyond the County minimum standards given underlying zoning. The use of retaining walls on the east and west side of SR-94 south of Melody Road would ensure that additional incursion into private property is eliminated. Additionally, the retaining wall on the west side of SR-94 prevents the improvements from impacting Willow Creek.

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<sup>1</sup> / The 86.03 Lakes Kean Argovitz Resort parcel would be affected on both Melody Road and south of Melody Road.

**TABLE 2  
ROW DETAILS: ALTERNATIVE 1 ACCESS ROUTE**

<b>APN</b>	<b>Parcel Size (acres)</b>	<b>Owner</b>	<b>ROW Needed (acres)</b>	<b>ROW Needed as % of Parcel Size</b>
597-041-4400	1.36	Private	0.0592	4.35%
597-041-4000	1.36	Private	0.0035	0.26%
597-041-5800	1.82	Private	0.0253	1.39%
597-041-1500	5.62	Private	0.0006	0.01%
597-060-0200	28.85	Peaceful Valley Ranch, LLC	0.3122	0.14%
597-042-1200	1.38	Private	0.0408	2.95%
597-042-1300	10.34	Lakes Kean Argovitz Resort, California LLC	0.32	3.09%
597-060-0500	86.03	Lakes Kean Argovitz Resort, California LLC	0.51	0.59%
597-080-0400	4.66	United States (Jamul Indian Village)	0	0.00%
597-080-800	68.16	State of California	1.28	1.88%
597-080-700	72.59	State of California	0.12	0.16%
Irrevocable offer of Dedication	20.00	San Diego County	2.07 <sup>1</sup>	10.35%
<b>Total Estimated ROW Needed</b>			<b>4.74</b>	

<sup>1</sup>/ This is the amount of land needed for the improvements; however, the entire IOD would need to be conveyed to Caltrans.

SOURCE: Kimley Horn, 2014; EDS, 2014

All impacts to private/public drives would be temporary during construction activities, with the TMP ensuring continuous access to residences. Additionally, TMP measures would ensure a continuous flow of traffic along SR-94 during construction activities. Excavation work along Melody Road may necessitate temporary closure for excavation; however, Proctor Valley Road to the west could be used for a temporary detour providing residents access to SR-94 north of Melody Road.

The reconfiguration of the affected parcels would necessitate purchase of the frontage lots in their entirety or purchase of frontage with the processing of lot-line adjustments through San Diego County. This would then be followed by dedication of the additional ROW to Caltrans. Approval of the lot-line adjustment resides with San Diego County and the State of California (for land affected south of the JIV). Failure to acquire these approvals would make implementation of this alternative infeasible.

**Alternative 2: Option 1 (Full Disturbed Area)**

The improvements stated in the Project Description for Alternative 2: Option 1 would necessitate acquisition of 4.46+/- acres of additional ROW from multiple parcels held both privately and publically from an area north of Melody Road to an area south of the JIV. As is the case with Alternative 1, Alternative 2: Option 1 would use retaining walls along SR-94 south of Melody Road (on both the east and west side of SR-94). No removal/relocation of buildings would be necessary under Alternative 2: Option 1. Relocation of utility poles/boxes, storm water drainage, parcel fences, highway/County Road signage, and fire hydrants would be necessary.

Eleven adjacent parcels, one IOD and one Bureau of Indian Affairs (BIA) Easement would be affected by the ROW requirements under Alternative 2: Option 1. North of Peaceful Valley Ranch Road, additional ROW is needed from four residential parcels fronting SR-94. Additional ROW would also be needed on both sides of Peaceful Valley Ranch Road and Melody Road. South of Melody Road, five parcels<sup>2</sup> would be affected by the ROW needs of Alternative 2: Option 1. Lastly, the existing IOD on the east side of SR-94 would need to be turned over from San Diego County to Caltrans, as well as an access easement held by the United States of America. **Table 3** presents parcel information for the Alternative 2: Option 1 access road.

The impact related to the drainage culvert/bridge structure over Melody Road, excavation work along Melody Road, MSCP, private driveways, and lot configuration would be the same as identified for Alternative 1.

**Alternative 2: Option 2 (Reduced Disturbed Area)**

The improvements stated in the Project Description for Alternative 2: Option 2 would necessitate acquisition of 3.95+/- acres of additional ROW from multiple parcels held both privately and publically from an area north of Melody Road to an area south of the JIV. As is the case with the previously discussed alternatives, Alternative 2:

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<sup>2</sup> / The 86.03 Lakes Kean Argovitz Resort parcel would be affected on both Melody Road and south of Melody Road.

Option 2 would use retaining walls along SR-94 south of Melody Road (on both the east and west side of SR-94). No removal/relocation of buildings would be necessary under Alternative 2: Option 2. Relocation of utility poles/boxes, storm water drainage, parcel fences, highway/County Road signage, and fire hydrants would be necessary.

Nine adjacent parcels, one IOD, and one BIA Easement would be affected by the ROW requirements under Alternative 2: Option 2. North of Peaceful Valley Ranch Road, additional ROW is needed from four residential parcels fronting SR-94. Additional ROW would also be needed on both sides of Peaceful Valley Ranch Road and Melody Road. South of Melody Road, two parcels would be affected by the ROW needs of Alternative 2: Option 2. Lastly, the existing IOD on the east side of SR-94 would need to be turned over from San Diego County to Caltrans, as well as land currently held as an easement by the United States of America. **Table 4** presents parcel information for the Alternative 2: Option 2 access road.

The impact related to the drainage culvert/bridge structure over Melody Road, excavation work along Melody Road, MSCP, private driveways, and lot configuration would be the same as identified for Alternative 1.

**Alternative 2: Option 3 (Minimum Disturbed Area)**

The improvements stated in the Project Description for Alternative 2: Option 3 would necessitate acquisition of 2.78+/- acres of additional ROW from multiple parcels held both privately and publically from an area north of Melody Road to an area south of the JIV. Alternative 2: Option 3 would place retaining walls north and south of Melody Road. No removal/relocation of buildings would be necessary under Alternative 2: Option 3. Relocation of utility poles/boxes, storm water drainage, parcel fences, and highway signage would be necessary.

Ten adjacent parcels, one IOD, and one BIA Easement would be affected by the ROW requirements under Alternative 2: Option 3. No additional ROW is needed for land fronting SR-94 north of Melody Road/Peaceful Valley Ranch Road. Additional ROW would be required for one parcel fronting Melody Road (north side) and Peaceful Valley Ranch Road (south side). South of Melody Road, one parcel would be affected as well as the existing IOD on the east side of SR-94 and land currently held as an easement by the United States of America. **Table 5** presents parcel information for the Alternative 2: Option 3 access road.

**TABLE 3  
ROW DETAILS: ALTERNATIVE 2: OPTION 1 ACCESS ROUTE**

APN	Parcel Size (acres)	Owner	ROW Needed (acres)	ROW as % of Parcel Size
597-041-4400	1.36	Private	0.0604	4.44%
597-041-4000	1.36	Private	0.0026	0.19%
597-041-5800	1.82	Private	0.0975	5.36%
597-041-1500	5.62	Private	0.0368	0.65%
597-042-1200	1.38	Private	0.0367	2.66%
597-060-0200	28.85	Peaceful Valley Ranch, LLC	0.3523	1.22%
597-042-1300	10.34	Lakes Kean Argovitz Resort, California LLC	0.34	3.29%
597-060-0500	86.03	Lakes Kean Argovitz Resort, California LLC	0.54	0.63%
597-060-0400	4.35	Jamul Indian Village	0.31	7.13%
597-080-800	68.16	State of California	0.02	0.03%
597-080-700	72.59	State of California	0.40	0.55%
BIA Easement	<sup>1</sup>	United States of America	0.82	
Irrevocable offer of Dedication	20.00	San Diego County	1.44 <sup>2</sup>	7.20%
Total Estimated ROW Needed			4.46	

<sup>1/</sup> The BIA Easement is not a parcel.

<sup>2/</sup> This is the amount of land needed for the improvements; however, the entire IOD would need to be conveyed to Caltrans.

SOURCE: Kimley Horn, 2014; EDS, 2014

**TABLE 4****ROW DETAILS: ALTERNATIVE 2: OPTION 2 ACCESS ROUTE**

<b>APN</b>	<b>Parcel Size (acres)</b>	<b>Owner</b>	<b>ROW Needed (acres)</b>	<b>ROW as % of Parcel Size</b>
597-041-4400	1.36	Private	0.0612	0.45%
597-041-4000	1.36	Private	0	0.00%
597-041-5800	1.82	Private	0.0017	0.09%
597-041-1500	5.62	Private	0	0.00%
597-042-1200	1.38	Private	0.0364	2.63%
597-060-0200	28.85	Peaceful Valley Ranch, LLC	0.1592	0.55%
597-060-0400	4.35	Private	0.39	0.09%
597-042-1300	10.34	Lakes Kean Argovitz Resort, California LLC	0.64	6.19%
597-060-0500	86.03	Lakes Kean Argovitz Resort, California LLC	0.02	0.02%
597-080-700	72.59	State of California	0.50	0.69%
BIA Easement	<sup>1</sup>	United States of America	0.82	
Irrevocable offer of Dedication	20.00	San Diego County	1.32 <sup>2</sup>	6.60%
<b>Total Estimated ROW Needed</b>			<b>3.95</b>	

<sup>1</sup>/ The BIA Easement is not a parcel.

<sup>2</sup>/ This is the amount of land needed for the improvements; however, the entire IOD would need to be conveyed to Caltrans.

SOURCE: Kimley Horn, 2014; EDS, 2014

**TABLE 5  
ROW DETAILS: ALTERNATIVE 2: OPTION 3 ACCESS ROUTE**

APN	Parcel Size (acres)	Owner	ROW Needed (acres)	ROW as % of Parcel Size
597-041-4400	1.36	Private	0.0206	1.51
597-041-4000	1.36	Private	0.004	0.29
597-041-5800	1.82	Private	0.0542	2.98
597-042-1200	1.38	Private	0.0356	2.58
597-060-0200	28.85	Peaceful Valley Ranch, LLC	0.0732	0.25
597-042-1300	10.34	Lakes Kean Argovitz Resort, California LLC	0.03	0.29
597-060-0400	4.35	Jamul Indian Village	0.007	0.16
597-060-0500	86.03	Lakes Kean Argovitz Resort, California LLC	0.02	0.02
BIA Easement	<sup>1</sup>	United States of America	0.67	
Irrevocable offer of Dedication	20.00	San Diego County	1.85 <sup>2</sup>	9.25
597-080-800	68.16	State of California	0.0004	0.0006
597-080-700	72.59	State of California	0.01	0.01
Total Estimated ROW Needed			2.78	

<sup>1</sup>/ The BIA Easement is not a parcel.

<sup>2</sup>/ This is the amount of land needed for the improvements; however, the entire IOD would need to be conveyed to Caltrans.

SOURCE: Kimley Horn, 2014; EDS, 2014

The impact related to the drainage culvert/bridge structure over Melody Road, excavation work along Melody Road and lot configuration would be the same as identified for Alternative 1.

### **Alternative 3: Melody Road Access**

The improvements stated in the Project Description for Alternative 3 would necessitate acquisition of 8.63 +/- acres of additional ROW from multiple parcels held both privately and publically from an area north of Melody Road to an area south of the JIV. The use of retaining walls along SR-94 south of Melody Road (on both the east and west side of SR-94) would be used to minimize encroachment onto privately/ publically held land, as well as preventing encroachment into the Willow Creek drainage. No removal/relocation of buildings would be necessary under Alternative 3. Relocation of utility poles/boxes, storm water drainage, parcel fences, highway/County Road signage, and fire hydrants would be necessary.

Eleven adjacent parcels, one IOD and one BIA Easement would be affected by the ROW requirements under Alternative 3. North of Peaceful Valley Ranch Road along SR-94, additional ROW is needed from four residential parcels fronting the highway. Additional ROW would also be needed on both sides of Peaceful Valley Ranch Road and Melody Road. South of Melody Road, five parcels<sup>3</sup> would be affected by the ROW needs of Alternative 1. Lastly, the existing IOD on the east side of SR-94 would need to be turned over from San Diego County to Caltrans. **Table 6** presents parcel information for the Alternative 1 access road.

The impacts related to the drainage culvert/bridge structure over Melody Road, excavation work along Melody Road, MSCP, private driveways, and lot configuration would be the same as identified for Alternative 1. A significant land use impact related to lot configuration would exist under Alternative 2: Option 1.

#### **2.1.2.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets; therefore, no direct impact would result. The level-of-service of the various intersections addressed within this document would deteriorate from existing conditions once the Gaming Facility is operational.

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<sup>3</sup> / The 86.03 Lakes Kean Argovitz Resort parcel would be affected on both Melody Road and south of Melody Road.

**TABLE 6  
ROW DETAILS: ALTERNATIVE 3 ACCESS ROUTE**

APN	Parcel Size (acres)	Owner	ROW Needed (acres)	ROW as % of Parcel Size
597-041-4400	1.36	Private	0.1028	7.56%
597-041-4000	1.36	Private	0.0021	0.15%
597-041-5800	1.82	Private	0.1609	8.84%
597-041-1500	5.62	Private	0.0849	1.51%
597-042-1200	1.38	Private	0.0553	4.01%
597-060-0200	28.85	Peaceful Valley Ranch, LLC	0.4267	1.48%
597-042-1300	10.34	Lakes Kean Argovitz Resort, California LLC	0.73	7.06%
597-060-0500	86.03	Lakes Kean Argovitz Resort, California LLC	0.9	1.05%
597-060-0400	4.35	Jamul Indian Village	0.27	6.21%
597-080-800	68.16	State of California	0.02	0.03%
597-080-700	72.59	State of California	0.22	0.30%
BIA Easement	<sup>1</sup>	United States of America	4.36	
Irrevocable offer of Dedication	20.00	San Diego County	1.3 <sup>2</sup>	
Total Estimated ROW Needed			8.63	

<sup>1</sup>/ The BIA Easement is not a parcel.

<sup>2</sup>/ This is the amount of land needed for the improvements; however, the entire IOD would need to be conveyed to Caltrans.

SOURCE: Kimley Horn, 2014; EDS, 2014

### **2.1.3 Avoidance, Minimization, and Mitigation Measures**

The following avoidance, minimization and mitigation measures each correspond to potentially adverse impacts identified in Section 2.1.2 Environmental Consequences. The measures identified are designed to minimize potential adverse impacts during construction and operation. The feasibility of the measures below will be determined by Caltrans and may be adopted as part of the Environmental Impact Report.

- The project proponent shall prepare and implement a TMP to the satisfaction of Caltrans District 11. Caltrans and the project proponent shall conduct public outreach to discuss the TMP. The following TMP measures shall be considered in the TMP:
  - Construction should be scheduled outside of peak traffic and business hours to minimize delays and potential decreases in patronage to nearby businesses;
  - Provide directional signage and accessible ingress/egress routes into parking lots for nearby businesses;
  - Pedestrian routes should be reestablished and clearly defined outside construction zones;
  - Ensure that the flow of traffic is maintained, to the extent feasible, along SR-94 during construction activities;
  - Ingress/egress routes during construction activities to the Jamul Community adjacent to the SR-94/Maxfield Road Intersection, SR-94/Melody Road Intersection, and Access Road location should be established and detours clearly posted;
- SR-94/Steele Canyon Road Intersection: Project proponent shall work with local business/land owner(s) to ensure that parking complies with County code.
- SR-94/Jamacha Road; SR-94/Steele Canyon Road; SR-94/Maxfield Road; Access Road Alternatives: Project proponent shall work with landowners to receive approval of Lot Line Adjustments. Alternatively, project proponent could purchase affected parcels in their entirety. Land required for the additional ROW shall be formally conveyed to Caltrans.

- Visual Impacts:
  - Implement the Visual Impact Assessment (VIA) avoidance, minimization and/or mitigation measures, which include avoiding the use of concrete barriers, using treatment for retaining walls, using wood guard rails, and replacing native landscape plantings.

## **2.2 Consistency with State, Regional, and Local Plans**

Land use development on land outside the existing Caltrans ROW is guided by the County General Plan, Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan, which were updated and adopted in August 2011. The various land use plans and programs guiding land uses outside the State ROW are summarized below:

### **2.2.1 Affected Environment**

#### **2.2.1.1 San Diego County General Plan Update**

The County Board of Supervisors voted on August 3, 2011 to approve the County General Plan Update, which represents the first large scale update of the General Plan in approximately 30 years. The General Plan Update directs future growth in the unincorporated areas of the County with a projected capacity to accommodate more than 232,300 homes (San Diego County, 2011). The recently adopted document reduces housing capacity by 15 percent and shifts 20 percent of future growth from the eastern backcountry areas to the western communities. The elements of the General Plan Update include Vision and Guiding Principles, Land Use Element, Mobility Element, Conservation and Open Space Element, Housing Element, Safety, Noise Element, and Implementation.

The Land Use element designates the general location and intensity of housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities and other land uses. This element of the General Plan Update states that Community Plans, such as the Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan (at times referred to as a “Community” Plan), define goals and policies to provide more precise guidance regarding the character, land uses, and densities. Given that goals and policies of the Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan provide more precise guidance than the General

Plan, the discussion of Land Use goals and objectives will be provided below within their respective discussions.

### **2.2.1.2 Valle de Oro Community Plan**

The Valle de Oro Community Plan encompasses two intersection PIAs: SR-94/Jamacha Boulevard and SR-94/Jamacha Road. The Valle de Oro Community Plan was originally adopted in 1977 to guide development in the unincorporated areas of Casa de Oro, Mount Helix, Vista Grande Hills and Rancho San Diego. The Community Plan was amended in August 2011, and has as its vision statement the following:

The unique balance of urban, semi-rural, agricultural, and open space land uses shall be retained. The green-belt separation from adjacent cities and planning areas shall be preserved. New development will conserve natural resources and topography and will provide a pleasant, safe environment for present and future residents of Valle de Oro.

The main sections of the Community Plan include: community character, land use, housing, mobility, public services, conservation, recreation, scenic highways, energy, public safety and noise.

Land use designations surrounding the SR-94/Jamacha Boulevard intersection, as defined in the Community Plan, include Open Space Conservation to the southwest and southeast of the intersection. Neighborhood Commercial applies to the land northwest and northeast of the intersection.

Land use designations surrounding the SR-94/Jamacha Road intersection include Neighborhood Commercial to the southeast and northeast, and General Commercial to the northwest. Land to the southwest is designated Public.

The applicable Valle de Oro Community Plan Goals can be found in **Table 7**.

### **2.2.1.3 Jamul/Dulzura Subregional Plan**

The Jamul/Dulzura Sub regional Plan encompasses the access road PIA, the SIA and three of five intersection PIAs. The Jamul/Dulzurra Sub regional Plan was initially adopted in 1979 to guide development in the unincorporated areas of Jamul and other rural communities in the region, including Steel Canyon, Dulzura, and Barrett Junction. The Sub regional Plan was most recently amended in August 2011, and continues to have the goal of encouraging development in a manner as to retain the

rural atmosphere of the community. The updated Jamul/Dulzura Sub regional Plan contains six main sections and an appendix identifying Resource Conservation Areas. The main sections to the Sub regional Plan address land use, mobility, recreation, conservation, scenic highway and plan implementation.

The recently adopted Land Use Map for the Jamul/Dulzura planning area shows a shift in land use designations in the Jamul Community. Areas in the southern portion of the project area, now designated General Agriculture, are converted to Open Space (conservation), consistent with the creation of the Rancho Jamul Ecological Reserve and the Hollenbeck Canyon Wildlife Area. Other area designations shifted slightly with areas of Multiple Rural Use converted to Semi-Rural Residential, and Residential areas were converted to Semi-Rural Residential.

The Jamul/Dulzura Sub regional Plan contains General Plan land use designations, which were adopted in August 2011. Land use designations for land surrounding the SR-94/Steele Canyon intersection include Rural Commercial on all sides. Land adjacent to the SR-94/Lyons Valley Road intersection contains the Rural Commercial land use designation on the northeast, southeast, and southwest sides of the intersection. Land northwest of the intersection contains the Semi-Rural Residential land use designation. Land adjacent to the SR-94/Maxfield Road intersection contains Semi-Rural Residential on the northwest and northeast sides of the intersection, while Rural Commercial applies to land on the southwest side and Neighborhood Commercial on the southeast side of the intersection. Land surrounding the access road property contains Semi-Rural Residential (SR-1) north of Melody Road, Semi-Rural Residential (SR-2) south of Melody Road and east of SR-94, Semi-Rural Residential (SR-2) on the 4-acre parcel north of the JIV and Neighborhood Commercial south of Melody Road west of SR-94. Open Space (Conservation) applies to lands south of the JIV.

The relevant Jamul Sub regional Plan goals can be found in **Table 7**.

**TABLE 7**  
**VALLE DE ORO COMMUNITY PLAN AND JAMUL/DULZURA SUB-REGIONAL PLAN GOALS**

<b>Valle de Oro Community Plan</b>	<b>Goal</b>
Community Character	Retain the unique balance of urban, semi-rural agricultural, and open space land uses within the community, with open space and low density buffers that separate the community from adjacent cities and unincorporated communities, while new development within the community conserves natural resources and topography.
Commercial	Provide for the orderly growth of well-designed and located commercial areas which are necessary and convenient for shopping needs and compatible with the character of the community.
Open Space	The preservation of open space including sensitive habitat, steep slopes, canyons, floodplains, and agricultural lands; and regulation of the use of open space within the community.
Community Design	Preserve, maintain, and enhance distinct community identities within the Valle de Oro Planning Area by encouraging quality design and appropriate land use patterns.
Mobility	Provide a balanced, coordinated transportation system which will provide safe, efficient circulation within and through the community that will effectively connect Valle de Oro to neighboring communities, and which will complement existing and future land use patterns.
Public Services, Facilities and Improvements	Provide adequate and efficient facilities and services for all residents of Valle de Oro which are appropriate to the community's needs.
Conservation	Promote conservation and planned management of all valuable resources, natural and man-made, and prevent wasteful exploitation and destruction of the resources.
Scenic Highways	Utilize scenic highway corridors as one method of protecting and enhancing the appearance of scenic, historical, and recreational areas.
Public Safety	Develop and maintain plans and programs to assure the health, safety, and well-being of the residents of the Valle de Oro community.
Noise	Protect and enhance Valle de Oro's acoustical environment by supporting the control of noise at its source, along its transmission path, and at the site of sensitive receptors.
<b>Jamul/Dulzura Sub regional Plan</b>	<b>Goal</b>
Land Use	Development of the land in such a manner as to retain the rural densities and land uses of the community.
Mobility	Develop a transportation system that provides for safe, efficient travel throughout this rural community and preserves the beauty, quality, and rural character of the Jamul/Dulzura Sub regional Planning area.  Automobile and non-motorized modes of travel are accommodated within the planning area.  A local road system that is safe and efficient.
Conservation	Environmental resources in the Jamul/Dulzura area that are carefully managed to maintain them for future needs.
Scenic Highways	The designation of a scenic highway system that provides attractive and scenic travel routes within the Jamul Sub regional Area.

SOURCE: Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan; EDS, 2014

#### **2.2.1.4 San Diego County Multiple Species Conservation Plan (MSCP)**

In 1997, the San Diego County adopted the MSCP South County Subarea Plan as part of a larger Natural Communities Conservation Program to provide long-term habitat conservation for a variety of sensitive habitats and species. The PIA for the access road is located at the junction of different planning segments: the Metropolitan-Lakeside-Jamul segment, and the South County Segment Preserve Areas and Developable Areas. The intersection PIAs all fall within the Metropolitan-Lakeside-Jamul segment.

MSCP designated areas are regulated under the authority of San Diego County in cooperation with the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS). Specific mitigation requirements for individual projects are to be consistent with the mitigation requirements set forth in the MSCP, the County's Subarea Plan and the County's Biological Mitigation Ordinance (BMO). The mitigation ratios included in the Subarea Plans are identical to the mitigation ratios in the BMO. Mitigation ratios are higher for areas that are designated in Subareas Plans as Biological Resource Core Areas (areas ranked moderate or high in the County's Habitat Evaluation Model). Within the access road PIA and the intersection PIAs, only one area is designated a Biological Resource Core Area: a portion of the access road PIA south of Melody Road and west of SR-94 (on the 87-acre parcel). Regulations associated with the different MSCP designations occurring within the PIAs are summarized below.

##### **Metro-Lakeside-Jamul Segment**

The portions of the access road PIA located east of SR-94, and north of Melody Road, are in the Metro-Lakeside-Jamul Segment (MLJ Segment). All intersection PIAs are within the MLJ Segment as well. Some areas are designated "Minor Amendment Areas," which requires a Minor Amendment to the MSCP by the County before development could occur. Other areas are designated "Take-Authorized Areas," which authorizes the take of covered species and their habitats for projects that meet BMO requirements and comply with the terms of the Subarea Plan.

The BMO contains design and mitigation requirement guidelines for projects subject to County discretionary authority. These guidelines include the following:

Project Design Criteria. Projects proposed within the MLJ Segment will avoid sensitive biological resources (as defined in the BMO) to the maximum extent practicable through siting the project in less sensitive areas, reducing road standards, and developing on steeper slopes (to avoid sensitive habitats). Projects will also be designed so that they do not significantly contribute to edge effects or affect established movement corridors.

Habitat and Species Based Mitigation. Measures are identified to ensure that a project properly mitigates potential effects to both covered species and their habitats. These measures include identifying mitigation sites based on their value to covered species (based on data within the MSCP and BMO), avoiding known populations, avoiding special habitats (such as vernal pools), and determining appropriate mitigation ratios and grading restrictions.

### **South County Segment**

Portions of the access road PIA located west of SR-94, and south of Melody Road, are in the South County Segment, which is divided into two designations: (1) Take-Authorized Areas; and (2) Multiple Habitat Planning Areas (MHPA). Within Take-Authorized Areas, projects must conform to the BMO and the Subarea Plan. Land uses within the MHPA preserve areas are generally very limited. Some examples of land uses that may be authorized include hand clearing of vegetation for fuels management, habitat restoration, noxious weed control, scientific studies, and recreational trails.

#### **2.2.1.5 State Route 94 Rural Transportation Concept Summary**

The following information provided regarding the SR-94 Transportation Concept Report is reproduced from the SR-94 Improvement *Project Study Report-Project Development Support (PSR-PDS)* prepared by Kimley Horn and Associates (2013).

SR-94 was added to the State Highway System as Route 200 in 1933. From Lyons Valley Road to Melody Road, SR-94 has a functional classification of “Other Freeway or Expressway-Urban.” From Melody Road to SR-188, the classification is “Other Principal Arterial-Rural”.

California Senate Bill 300, enacted in 1989, created an Interregional Road System (IRRS). Subsequently, Section 164.3 of the California Streets and Highways Code directed Caltrans to develop and submit to the Legislature an IRRS Plan by February 1, 1990. In accordance with this plan, the IRRS is a series of interregional state highway routes outside the urbanized areas that provides access to, and links between,

the state's economic centers, major recreational areas, and urban and rural regions. The rural portion of SR-94 east of the Sweetwater River is included as part of the IRRS.

From Avocado Boulevard to Otay Lakes Road, SR-94 is designated as a State Highway Terminal Access Route connecting to the National Network for Surface Transportation Assistance Act (STAA) trucks.

The Caltrans District 11 designated International Border Trade Corridor (IBTC) system consists of transportation corridors which link ports of entry and international border regions to the existing transportation system. These corridors will be the principle conduits for movement of people and goods as the overall demand for transportation increases in and out of California and the United States. All of SR-94 is included in the IBTC system.

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. These highways are identified in Section 263 of the Streets and Highways Code. SR-94 east of SR-125 to the end of the route at I-8 is eligible to be designated as a State Scenic Highway.

The SANDAG's 2050 RTP includes corridor improvements for the rural portions of SR-94 within the limits of the project. The plan shows the segment of SR-94 from Steel Canyon Road to Melody Road to remain 2-lane conventional highway in the revenue constrained plan, but improvement to 4-lane conventional highway in the unconstrained plan. From Melody Road to I-8, SR-94 is to remain a 2-lane conventional highway in both revenue constrained and unconstrained plan.

## **2.2.2 Environmental Consequences**

The environmental consequences associated with the intersections listed below are the same for each alternative; therefore, they are presented below under their own heading. This is followed by a discussion for each of the Access Alternatives.

### **2.2.2.1 State Route 94/Jamacha Boulevard Intersection**

The proposed improvement for the SR-94/Jamacha Boulevard intersection would be located entirely within the Caltrans/County ROW. The proposed improvement to the

intersection is consistent with the stated goals for Mobility; Public Services, Facilities and Improvements; and Public Safety to provide a safe, adequate, efficient transportation system for the Valle de Oro Community. No impact to adjoining Open Space Conservation, Neighborhood Commercial or MSCP designations would occur given that all improvements would be undertaken within the existing Caltrans ROW. The proposed restriping of Jamacha Boulevard south of SR-94 is intended to allow the intersection to operate more efficiently and to reduce congestion. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP. No adverse impacts would occur to State, Regional or Local Plans at this intersection.

#### **2.2.2.2 State Route 94/Jamacha Road Intersection**

The improvements needed to accommodate the additional eastbound right-turn lane would require additional ROW southwest of the intersection. This traffic improvement would be consistent with the Valle de Oro Community Plan goals stated for Mobility; Public Services, Facilities and Improvements; and Public Safety as it relates to ensuring a safe, adequate and efficient transportation system. The improvement would, however, affect vacant land within the MLJ Segment of the County's MSCP. Land outside of the Caltrans ROW is designated within the MSCP as Minor Amendment Areas, which would necessitate approval of a Minor Amendment from the San Diego County. Failure to obtain a Minor Amendment would constitute an adverse Plan related impact at this intersection. The proposed second eastbound right-turn lane is intended to allow the intersection to operate more efficiently and to reduce congestion. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP.

#### **2.2.2.3 State Route 94/Steele Canyon Road Intersection**

The improvements needed to accommodate the additional eastbound and westbound through lanes would require additional ROW on the north and south side of SR-94. This traffic related improvement would be consistent with the Jamul/Dulzura Community Plan goals for Mobility as it relates to circulation through this intersection; however, the removal of parking in front of adjacent commercial uses and placing highway traffic in close proximity to existing commercial uses may result in issues associated with ingress/egress and parking. The Sub regional Plan contains a Commercial Policy recommending site plan review by the County to minimize conflicts between commercial and adjoining non-commercial development in terms of traffic and parking. The failure to obtain County Plan review for modifications of affected commercial land would constitute an adverse Plan related impact at this

intersection. The proposed second eastbound and westbound through lanes are intended to allow the intersection to operate more efficiently and to reduce congestion. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP.

#### **2.2.2.4 State Route 94/Lyons Valley Road Intersection**

Improvements along the SR-94/Lyons Valley Road intersection would be located entirely within the Caltrans ROW. The proposed improvement to the intersection is consistent with the stated Jamul/Dulzura goals for Mobility and is consistent with the broader Sub regional Plan. No impact to adjoining Semi-Rural Residential or Rural Commercial land use designations would occur. Additionally, no impact to the MSCP would occur given that all improvements would be undertaken within the existing Caltrans ROW. The proposed signal is intended to allow the intersection to operate more efficiently. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP. No adverse impacts would occur to State, Regional or Local Plans at this intersection.

#### **2.2.2.5 State Route 94/Maxfield Road Intersection**

Improvements along the SR-94/Maxfield Road intersection would be located entirely within the Caltrans ROW. The proposed improvement to the intersection is consistent with the stated Jamul/Dulzura Community Plan goals for Mobility as it would safely facilitate movement of traffic through this intersection. No impact to adjoining Semi-Rural Residential, Rural Commercial or Neighborhood Commercial land use designations would occur. Additionally, no impact to the MSCP would occur given that all improvements would be undertaken within the existing Caltrans ROW. The proposed acceleration lane is intended to allow the intersection to operate more efficiently and to reduce congestion. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP. No adverse impacts would occur to State, Regional or Local Plans at this intersection.

#### **2.2.2.6 Access Road Alternatives**

The improvements needed for the Access Roads would require additional ROW along SR-94. The amount and location of ROW needed has been previously discussed in Section 2.1. The proposed improvements would be consistent with the Jamul/Dulzura Sub regional Plan goals for Mobility to provide a local road system that is safe and efficient. The development would add retaining walls and widen lanes (to a greater or lesser extent depending on the Alternative) that could conflict with maintaining the rural character for this area pursuant to the Jamul/Dulzura Sub

regional Planning Area. The difficulty in concluding whether the proposed improvements are inconsistent with the desire to maintain the rural character of the area relates to the definition of “rural character.” Little assistance is provided by the Jamul/Dulzura Sub regional Plan, which does not explicitly define rural character.

In looking at Chapter 1, Introduction to the Sub regional Plan, the County states the following: “Generally, the Subregion is still rural in character, since it has no sewer system and imported water service only in the northwestern portion of the area. There has been some recent pressure in the northwestern section to bring rapid residential growth.” The discussion goes on to state that “Its content reflects a strong regional desire to maintain the rural residential character of the community.” Later on in Chapter 2 Land Use, there is a discussion regarding the “Rural Village Boundary” and retaining “rural densities.” So, it seems that land use intensity and density is the major criteria for the County in defining “rural character.”

Goal 1 of the Mobility Chapter directs that a transportation system be developed that provides for safe, efficient travel throughout this rural community and preserves the beauty, quality, and rural character of the Jamul/Dulzura Sub regional Planning area. Alternative 3 would result in a high change to character and quality as detailed in the VIA. According to the VIA, Alternative 3 would “greatly affect scenic views, as portions of the project are located within higher elevation areas of existing undeveloped land that retains a natural character of the Jamul Valley and would be visible from several areas within the viewshed. The implementation of the project would change the rural visual character of the view by introducing new built features within the viewshed.” The development of Alternative 3 would be in conflict with Goal 1 of the Mobility Chapter.

There are two competing interests as it relates to mobility: (1) desire to provide a safe, efficient system, and (2) desire to provide a transportation system that maintains the rural character of the area. Existing and future traffic levels show that the improved facility is needed to provide a safe, efficient system in Jamul. Caltrans also controls how the facility blends in with the surrounding community – the aesthetics of the facility, which plays an important role in determining whether or not a proposed facility is consistent with the rural character of the area. Therefore, avoidance and minimization measures provided in the VIA are required to reduce the visual impact of the Alternative 3 facility.

The capacity of the transportation facility itself would not facilitate County land growth that could change the density/intensity of land uses in the area. This is due to the fact that the proposed capacity of the transportation facility is designed to accommodate existing traffic and planned/approved future traffic only. So, the size of the proposed transportation facility would not result in unplanned (i.e., growth inducing) land use changes that would challenge the rural character of the surrounding community.

Goal 3, Policy#15 of the Community Plan states:

Encourage the elimination of safety hazards caused by direct access onto major arterial or collector streets. In particular, new commercial development shall have limited access to such roads... (Jamul/Dulzura Sub regional Plan, page 13) (San Diego County, 2014)

The Alternative 3 roadway from the JIV to Melody Road would connect a commercial establishment (JIV Gaming Facility) into a rural light collector street (Melody Road), which appears to be in contravention to the stated County policy. This is considered to be a significant land use effect for Alternative 3.

An accompanying technical study, VIA, has been prepared to address the aesthetics/visual impacts of the proposed transportation facility. A failure to adhere to mitigation identified in the VIA would result in an adverse Plan impact for purposes of this CIA.

Proposed improvements located outside existing Caltrans/County ROW would occur on lands covered by the MSCP and/or subject to the County's BMO, which specifies the avoidance of sensitive biological resources. Each of the Access Alternatives would impact land within the South County Segment and MLJ Segment. Alternative 3 would result in the greatest impact to these segments with an estimated 8.11+/- acres, while Alternative 2: Option 3 would result in the least impact with an estimated 2.19+/- acres. Alternative 1 would result in an estimated 3.15+/- acres of impact, Alternative 2: Option 1 with 3.06 acres of impact and Alternative 2: Option 2 with 2.71 +/- acres of impact. Failure to comply with the County's MSCP or BMO to address these impacts would result in an adverse Plan impact.

The proposed access road improvements are intended to allow this segment of SR-94 to operate more efficiently and to reduce congestion resulting from future growth in

this area. As such, the proposed improvement would not adversely impact the IRRS, STAA, IBTC or SANDAG's 2050 RTP.

### **2.2.2.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. The LOS of the various intersections addressed within this document would deteriorate from existing conditions once cumulative traffic is operational. The No Build Alternative would not assist in attaining a "safe, efficient circulation" system in the Valle de Oro Community or the Jamul Subregion. As such, the No Build Alternative would be considered inconsistent with the County General Plan, Valle de Oro Community Plan and Jamul/Dulzura Sub regional Plan.

### **2.2.3 Avoidance, Minimization, and Mitigation Measures**

The following avoidance, minimization and mitigation measures each correspond to potentially adverse impacts identified in Section 2.2.4 Environmental Consequences. The measures identified are designed to minimize potential adverse impacts to adopted Plans. The feasibility of the measures below will be determined by Caltrans and may be adopted as part of the Environmental Impact Report:

- Prior to any grading activities for Alternative 3, the Tribe shall acquire an exemption to Mobility Goal #1, Policy #15 of the Jamul/Dulzura Sub regional Plan allowing for the connection of a commercial facility to Melody Road, which is a collector street.
- SR-94/Jamacha Road Intersection: The project proponent shall apply for and receive approval of an MSCP Minor Amendment.
- SR-94/Steele Canyon Road Intersection: The revised lot configuration south of SR-94 shall receive County Plan Review.
- Alternative 3 Access Road Alternative: For take-authorized lands as defined in the County's MSCP, compensatory mitigation for the loss of habitats is dictated by mitigation ratios specified in the County's BMO. Alternative 3 shall seek and receive County approval for impacts to Take-Authorized Areas.
- Alternatives 1, 2: Options 1-2 and Alternative 3 Access Road Alternatives: For land not authorized for take (such as Hardline Preserves), a Minor Amendment would need to be obtained from the County prior to development.

In the event that a Minor Amendment is denied, the project proponent would be required to seek a Major Amendment to the MSCP, which is considered by the Board of Supervisors.

## Chapter 3 Public Facilities and Services

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### 3.1 Affected Environment

#### 3.1.1 Fire and Emergency Services

The California Department of Forestry and Fire Protection (CDF), under contract to the BIA, provide wildland fire protection and responds to all wildfires. The nearest CDF stations to the project site are located in Jamul, Dulzura, and El Cajon. Some of these stations are only staffed during what is known as the "fire season"—the months from May to October. The staff provided at the CDF stations is set by the State of California.

The San Diego Rural Fire Protection District covers 720 square miles in the southeastern portion of San Diego County. The District consists of 14 stations that protect primarily residential areas, and responds to calls for fire and medical emergencies. The majority of responses are for medical emergencies. The fire stations consist of both paid and volunteer staff. The closest station to the project site is the Jamul Station, located on SR-94 east of the JIV. The San Diego Rural Fire Protection District station typically provides first response to any fire within the JIV. The new Jamul Fire Station allows for very quick emergency response times ranging from one to five minutes.

Several hospitals within San Diego County provide medical services. The nearest hospital to the project site that would provide standard medical aid is Grossmont Hospital. The nearest hospitals to the site that would provide trauma care are: 1) Scripps Mercy Hospital, 2) UC San Diego Medical Center, and 3) Sharp Memorial Hospital (Chavez, 2011). People requiring emergency medical attention would have the option to be transported to any of these hospitals within the confines of San Diego County's triage system, in which patients are directed to the most appropriate facility based on illness or injury. The ambulance service provided in the area of the project site is a joint venture between the San Diego Rural Fire Protection District and American Medical Response; Mercy Air provides emergency air transportation. (Final Tribal EE, 2013)

### **3.1.2 Law Enforcement**

The San Diego County Sheriff's Department is the chief law enforcement agency in the County. The Sheriff's Department is comprised of approximately 4,000 employees, both sworn officers and professional support staff. The Sheriff's Department provides general law enforcement and jail functions in a service area of approximately 4,200 square miles. In addition, the Sheriff's Department provides specialized regional services to the entire County, whether they are needed in incorporated cities within the County or in the unincorporated areas not serviced by a city law enforcement agency.

The Law Enforcement Services Bureau of the Sheriff's Department employs 1,317 personnel, of which 782 are deputy sheriffs. The Bureau handles law enforcement services in both the unincorporated area of the County and the nine cities that contract for law enforcement services with the Department. The estimate that the population directly served by the Sheriff's Department in 2011 was approximately 889,900 people; therefore, the Department provides 1 deputy for every 1,137 people. The deputy sheriffs are assigned to patrol, traffic, detective and other necessary support functions.

The San Diego County Sheriff's Department provides general public safety and law enforcement service for the area of the Proposed Project. The services would be provided from the Lemon Grove Station, with jurisdiction over the Lemon Grove Command Area. That station provides service to a portion of the unincorporated area (115,000 people) and has contract services with the City of Lemon Grove (25,000 people). The Jamul/Dulzura communities contain approximately 168 square miles and have a combined population of 10,159 citizens. The Jamul area currently consists of nine beat areas and is patrolled twenty-four hours a day by a one-person patrol unit from the Lemon Grove Station. The southern portion of the town of Jamul is designated Beat # 631 and the JIV is designated a separate beat—Beat #635. The average response time to calls within Beat 631 during fiscal year 2010/2011 was 17.4 minutes for priority calls and 66.7 minutes for non-priority calls. The statistics for Beat #635 are almost identical.

The California Highway Patrol is the chief law enforcement agency for traffic related issues on public highways and roads leading up to the project area. The station that services the Jamul area is located in the City of El Cajon. The El Cajon Station serves an extensive region of San Diego County from the border of the incorporated areas of the City of San Diego, El Cajon, Santee and Poway east to the northeastern, eastern, and southern borders of the County. Approximately 93

officers serve this area; 11 of these officers are on special duty, and 17 officers are in resident post in remote locations of the County including Julian, Ramona, Borrego Springs, and Jacumba. This leaves approximately 65 officers over three shifts to patrol this area. Actual staffing is more accurately placed at 55-60 officers once officers on sick or injury leave are counted.

California is a Public Law 280 State that allows for state criminal law enforcement jurisdiction within the JIV; however, this jurisdiction does not include regulatory civil law authority. Depending on the crime (pursuant to Public Law 280), U.S. Marshals may provide support in specified situations. (Final Tribal EE, 2013)

### **3.1.3 Pedestrian, Transit and Bike Lanes**

#### **3.1.3.1 Pedestrian**

Paved pedestrian walkways do not exist in the project area. There are two paved pedestrian waiting areas at the signalized corners of SR-94/Jamacha Boulevard and SR-94/Jamacha Road. The remainder of the intersections (SR-94/Steele Canyon Road, SR-94/Lyons Valley Road, SR-94/Maxfield, SR-94/Melody Road) contains no paved pedestrian walkways. The access road locations do not contain paved pedestrian walkways. Pedestrian activity, if undertaken in these locations, utilize paved shoulders or adjacent dirt trails.

#### **3.1.3.2 Transit**

The San Diego County Metropolitan Transit System (MTS) provides transit service to the Jamul-Dulzura community. The Jamul-Dulzura community currently has no park-and-ride facilities. MTS Route 894 provides bus service to the project area via SR-94 Monday through Friday. MTS Route 894 does not provide service on Saturday, Sunday and Holidays. The stops for Route 894 include the following locations:

1. El Cajon Transit Center: located north of the project area,
2. Rancho SD Town Center: Located near the SR-94/Jamacha Road intersection at the San Diego Towne Center and Transit Center (stop is located inside the commercial development off SR-94),
3. Jamul: Located between Maxfield Road and Lyons Valley Road on SR-94 west of the SR-94/Proctor Valley Road intersection,
4. Dulzura: located south of the project area.

All MTS bus routes can accommodate bicycles, except County Transit Services (CTS) Express 800s.

### **3.1.3.3 Bike Lanes**

The Jamul-Dulzura community currently has one existing bikeway facility located on Lyons Valley Road from SR-94 to Jamul Drive. State Route 94 is part of the County of San Diego Bicycle Network System and on-highway bikeway facilities are proposed from Jamacha Boulevard to well south of the JIV. The proposed SR-94 bikeway facilities as identified in the County’s Bikeway Master Transportation Plan, include the following:

1. Segment of SR-94 from Jamacha Boulevard to Steele Canyon Road - Lane Priority 1 facility;
2. Segment of SR-94 from Steele Canyon Road to Melody Road - Route Priority 1 facility; and
3. Segment of SR-94 from Melody Road past the JIV– Share the Road Corridor 1 Priority.

However, although identified on the County Bikeway Master Transportation Plan, adding bicycle facilities to SR-94 would be undertaken at Caltrans’ sole discretion. Currently, bike lanes are not provided on SR-94 and curbside parking is prohibited along both sides of SR-94. Bike lanes are provided and curbside parking is prohibited on Lyons Valley Road.

## **3.2 Environmental Consequences**

### **3.2.1 Fire, Emergency Services and Law Enforcement**

#### **3.2.1.1 State Route 94/Jamacha Boulevard Intersection**

Improvements at the SR-94/Jamacha Boulevard Intersection would be conducted entirely within the existing ROW. Lane closures would not occur during restriping activities. Implementation of the TMP would ensure that fire, emergency and law enforcement services to and from SR-94/Jamacha Boulevard would not be delayed or interrupted. Post project conditions for the intersection would improve under the existing and Near Term conditions. The Horizon Year conditions would worsen only at the left bound turn onto SR-94 because of this project. Vehicles need a minimum of eight feet to pull over and away from the main line of traffic flow to accommodate

the passage of fire, emergency and law enforcements vehicles. Ample width for the safe passage for fire and emergency vehicles is available along Jamacha Boulevard and SR-94 should fire, emergency and/or law enforcement vehicles need to access SR-94 northbound from Jamacha Boulevard under the Horizon Year scenario. A less than significant fire, emergency and law enforcement impact would result.

#### **3.2.1.2 State Route 94/Jamacha Road Intersection**

Improvements at the SR-94/Jamacha Road Intersection would require that the existing right turn lane be shut down during the duration of construction. The existing eastbound through lane would temporarily be converted to a shared through/right-turn lane to accommodate traffic flow. No temporary lane closures would result at the SR-94/Jamacha Road intersection. Post project conditions would improve intersection operations, therefore, would not result in fire, emergency or law enforcement service impacts. The implementation of the shared eastbound through/right-turn lane during construction, as well as implementation of the TMP would ensure that temporary construction related impacts are less than significant at the SR-94/Jamacha Road intersection.

#### **3.2.1.3 State Route 94/Steele Canyon Road Intersection**

Improvements at the SR-94/Steele Canyon Road Intersection require that the existing median be converted to eastbound and westbound through lanes in order to accommodate traffic during construction activities. No temporary lane closures would result at the SR-94/Steele Canyon Road intersection. Post project conditions would improve intersection operations, therefore, the project would not result in fire, emergency or law enforcement service impacts at the SR-94/Steele Canyon Road intersection. The conversion of the existing median during construction activities, as well as implementation of the TMP, would ensure that temporary construction related impacts are less than significant at the SR-94/Steele Canyon Road intersection.

#### **3.2.1.4 State Route 94/Lyons Valley Road Intersection**

Improvements at the SR-94/Lyons Valley Road Intersection would not result in temporary lane closures. Traffic operations would be maintained in all directions. Post project conditions would improve intersection operations, therefore, the project would not result in fire, emergency or law enforcement service impacts at the SR-94/Lyons Valley Road intersection. Implementation of the TMP would ensure that temporary construction related impacts are less than significant at the SR-94/Lyons Valley Road intersection.

### **3.2.1.5 State Route 94/Maxfield Road Intersection**

Improvements at the SR-94/Maxfield Road Intersection would not interrupt traffic flow through this intersection. Traffic operations would be maintained in all directions during construction activities. Post project conditions would improve intersection operations, therefore, the project would not result in fire, emergency or law enforcement service impacts at the SR-94/Maxfield Road intersection. Implementation of the TMP would ensure that temporary construction related impacts are less than significant at the SR-94/Maxfield Road intersection.

### **3.2.1.6 Access Road Alternatives**

Improvements along the area covered by the access road alternatives could temporarily interrupt traffic flow from Melody Road to SR-94 depending on the type of Willow Creek crossing. If this were to be the case, fire, emergency and law enforcement services would be maintained via use of Maxfield Road to Proctor Valley Road. Post project conditions would improve along this stretch of highway and at the SR-94/Melody Road intersection, therefore, the project would not result in fire or emergency service impacts at the Access Alternatives. Implementation of the TMP would ensure that temporary construction related impacts are less than significant at the Access Alternatives.

### **3.2.1.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. The LOS of the various intersections addressed within this document would deteriorate from existing conditions once the cumulative traffic is operational. The effect realized under the No Build Alternative would be a continued delay in emergency services due to deteriorated operations along SR-94. The delay in emergency service is considered to be a significant impact.

## **3.2.2 Pedestrian, Transit and Bike Lanes**

### **3.2.2.1 State Route 94/Jamacha Boulevard Intersection**

Improvements at the SR-94/Jamacha Boulevard Intersection would be conducted entirely within the existing ROW. Lane closures would not occur during restriping activities. No temporary or permanent impacts would occur to pedestrians (no existing walkways exist and the project would not preclude establishment of walkways in the future if desired by either Caltrans or the County), transit (project restriping does not impact an existing transit stops/route on Jamacha Boulevard nor would it preclude the establishment of one in the future), or bike lanes (restriping on

Jamacha Boulevard does not impact existing bikeway nor would it preclude the establishment of a bike lane on SR-94 in the future if Caltrans desires). A less than significant impact to pedestrians, transit and bike lanes at the SR-94/Jamacha Boulevard Intersection would result from the Proposed Project.

### **3.2.2.2 State Route 94/Jamacha Road Intersection**

Improvements at the SR-94/Jamacha Road Intersection would require additional ROW to the south of SR-94 in order to accommodate the additional right turn lane. The existing pedestrian waiting area at the southwest corner of this intersection would be temporarily shut down during construction; however, the TMP would ensure that a temporary pedestrian waiting area be accommodated at this location. The existing concrete waiting area would be reconstruction as part of the project. Transit service to Jamul would not be interrupted as the existing eastbound through lane on SR-94 would be temporarily converted to a through/right-turn lane thus allowing for a continuation of transit service. The dual right turn lane post-project would facilitate transit service through this intersection post-project. No existing bike lanes exist at this location. The project would not preclude the establishment of an on-highway bike lane in the future if Caltrans so desired. A less than significant impact to pedestrian walkways, transit service and bike lanes would result from the Proposed Project.

### **3.2.2.3 State Route 94/Steele Canyon Road Intersection**

Improvements at the SR-94/Steele Canyon Road Intersection require that the existing median be converted to eastbound and westbound through lanes in order to accommodate traffic during construction activities. No existing pedestrian walkways exist at this location. Post project conditions include the establishment of pedestrian sidewalks along both the north and south sides of SR-94. Transit service to Jamul would not be interrupted as the existing median would be temporarily converted to accommodate traffic during construction activities. No transit stop would be impacted at this location. No existing bike lanes exist at this location. The project would not preclude the establishment of an on-highway bike lane at this location in the future if Caltrans so desired. A less than significant impact to pedestrian walkways, transit service and bike lanes would result from the Proposed Project.

### **3.2.2.4 State Route 94/Lyons Valley Road Intersection**

Improvements at the SR-94/Lyons Valley Road Intersection would not result in temporary lane closures. Traffic operations would be maintained in all directions. No existing pedestrian walkways exist at this location. Post project conditions

include the establishment of paved corners at each corner for pedestrians. Transit service to Jamul would not be interrupted as existing traffic would be accommodated during construction activities. No transit stop would be impacted at this location. The existing bike lane that begins at this intersection and continues up Lyons Valley Road to Jamul Drive would not be significantly impacted as SR-94/Lyons Valley Road is the termination of the bike lane. No bike lane connections would be interrupted by the construction activities. The project would not preclude the establishment of an on-highway bike lane at this location in the future if Caltrans so desired. A less than significant impact to pedestrian walkways, transit service and bike lanes would result from the Proposed Project.

### **3.2.2.5 State Route 94/Maxfield Road Intersection**

Improvements at the SR-94/Maxfield Road Intersection would not interrupt traffic flow through this intersection. Traffic operations would be maintained in all directions during construction activities. No existing pedestrian walkways exist at this location. Transit service to Jamul would not be interrupted as existing traffic would be accommodated during construction activities. No transit stop would be impacted at this location. No bike lanes exist at this improvement location. The project would not preclude the future establishment of pedestrian walkways, transit stops or bike lanes if Caltrans so desired. A less than significant impact to pedestrian walkways, transit service and bike lanes would result from the Proposed Project.

### **3.2.2.6 Access Road Alternatives**

Improvements along the area covered by the access road alternatives could temporarily interrupt traffic flow from Melody Road to SR-94 depending on the type of Willow Creek crossing. No paved pedestrian walkways, transit stops or bike lanes exist at this location of the project site. Transit service would remain uninterrupted along SR-94 as no highway lane closure would occur during construction. The project would not preclude the future establishment of pedestrian walkways, transit stops or bike lanes if Caltrans so desired. A less than significant impact to pedestrian walkways, transit service and bike lanes would result from the Proposed Project.

### **3.2.2.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. The LOS of the various intersections addressed within this document would deteriorate from existing conditions once the cumulative traffic is operational. The only effect realized under the No Build Alternative would be a delay in transit service

due to deteriorated operations along SR-94. The delay in service is not, in and of itself, considered to be a significant impact.

### **3.3 Avoidance, Mitigation and Minimization Measures**

The emergency service impact under the No Build Alternative is considered to be a significant unavoidable impact.

## **Chapter 4 Public Utilities**

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### **4.1 Affected Environment**

#### **4.1.1 Water Supply**

Water in San Diego County comes primarily from imported sources; local surface water and groundwater resources are inadequate to supply the population. The water retailer nearest to the project area is the Otay Water District, which is a member agency of the San Diego County Water Authority (SDCWA), which is in turn a member agency of the Metropolitan Water District of Southern California (MWD). The MWD receives water from the Colorado River and from the Sacramento River Delta through the State Water Project.

The Otay Water District service area encompasses 129 square miles, and serves the communities of southern El Cajon, La Mesa, Rancho San Diego, Jamul, Spring Valley, Bonita, eastern Chula Vista, and the Otay Mesa along the international border with Mexico. The Otay Water District currently obtains its water supply from SDWCA's Otay FCF (Flow Control Facility) No. 11 on Pipeline No. 4 of the Second San Diego Aqueduct. The water supply is conveyed by gravity from FCF No. 11 through 42 inch and 36-inch transmission pipelines to regulatory reservoirs. The water is pumped and stored through a series of pump stations and reservoirs until it reaches Jamul (1296 pressure zone), where it is stored in 3 reservoirs with a combined capacity of 5.03 million gallons. This system delivers flow capacities of 260 to 860 gallons per minute (gpm).

The Otay Water District distributes high quality water that meets or exceeds federal and state requirements for safe drinking water. No additional treatment is recommended for distribution of this water to the various project facilities. Water quality information on Otay's drinking water is available from annual Consumer Confidence Reports published by the Otay Water District. The Otay Water

District currently maintains 2 water mains in the area of the access road: 12-inch water main in Melody Road and a 16-inch water main under SR 94. (Final Tribal EE, 2013)

**Appendix B** shows the existing utilities located within the project area limits. Besides the water main located within the access road project area limits, two water meters and two wells are located within the SR-94/Steele Canyon project area limits.

#### **4.1.2 Wastewater Service**

The project area is not within a wastewater treatment service district, and no treatment facilities currently exist on the property. The Otay sewage treatment area ends approximately 1/2 mile east of the junction of State Route 94 and Jamacha Rd (Route 54) or approximately two miles west of the project site on Melody Road. According to the San Diego County Public Works Department, they do not treat wastewater in the Jamul area. Residences in the town of Jamul are all on septic tanks.

The Otay Water District operates the Ralph W. Chapman Water Recycling Facility in Rancho San Diego just south of SR 94 at the Steele Canyon Bridge. The District provides wastewater collection and treatment services to over 5,000 homes in the Jamacha Basin. The treatment facility produces up to 1.3 million gallons per day of tertiary-treated reclaimed water, which is distributed into the eastern Chula Vista area and used to irrigate landscapes in golf courses, schools, public parks, and along roadways. (Final tribal EE, 2013)

#### **4.1.3 Electricity, Natural Gas, and Telecommunications**

Existing electrical and communication overhead utilities owned by San Diego Gas and Electric (SDGE) and Cox Communications are longitudinally adjacent to the SR-94 along the east side of the existing highway. Along the west side of the highway are the existing communication overheads owned by AT&T. SDG&E serves the Jamul area through one circuit via 12 kilovolt above ground power lines along SR-94.

There is no natural gas service to the project area. Residences in the Jamul region have individual propane storage tanks, serviced by private propane distribution companies.

Pacific Bell provides all basic telecommunications services, including cellular communications, to the project area. Pacific Bell currently has above ground phone

lines along SR-94, which provides service to the homes in the area. Pacific Bell provides service for local toll calls but does not provide long distance service. Area residents have the option of long-distance service from a wide variety of companies that include MCI, Sprint, and AT&T. Cox communications provides cable TV to the project area.

Every intersection ROW contains combination of electrical items such as electric/utility cabinets, electric vaults, pull boxes, overhead power poles, traffic signals, etc. Please see **Appendix B** for a complete listing of utilities located within the project ROW.

## **4.2 Environmental Consequences**

### **4.2.1 Water Supply**

#### **4.2.1.1 State Route 94/Jamacha Boulevard Intersection**

Improvements at the SR-94/Jamacha Boulevard Intersection include restriping entirely within the existing ROW. No excavation is required; therefore, no impacts to water supply facilities would occur.

#### **4.2.1.2 State Route 94/Jamacha Road Intersection**

Improvements at the SR-94/Jamacha Road Intersection would require additional ROW to the south of SR-94 in order to accommodate the construction of an additional right turn lane. Construction of the planned improvements would not conflict with existing water supply facilities.

#### **4.2.1.3 State Route 94/Steele Canyon Road Intersection**

The improvement for the SR-94/Steele Canyon Road intersection includes the addition of a second eastbound and westbound through lane within the PIA. Necessary traffic signal modifications would also be implemented. Additional ROW would be necessary for these improvements southwest and northeast of the intersection. Construction of the planned improvements would not conflict with existing water supply facilities.

#### **4.2.1.4 State Route 94/Lyons Valley Road Intersection**

Improvements at the SR-94/Lyons Boulevard Intersection include the installation of a traffic signal that would be located entirely within the existing ROW. Construction of this planned improvement would not conflict with existing water supply facilities.

#### **4.2.1.5 State Route 94/Maxfield Road Intersection**

The improvement for the SR-94/Maxfield Road intersection includes the widening and restriping of the northbound approaches to include an acceleration lane within the PIA. No additional ROW would be necessary for this improvement. Construction of this planned improvement would not conflict with existing water supply facilities.

#### **4.2.1.6 Access Road Alternatives**

The improvement for the access road alternatives includes the reconstruction of SR-94 from an area north of Melody Road to an area south of the JIV. Additional ROW would be necessary for these improvements. Improvements are also needed at the SR-94/Melody Road intersection for all access road alternatives. Alternative 3 would include improvements along a longer segment of Melody Road than the other access road alternatives due to the relocation of the access driveway to Melody west of SR-94. Construction of the planned improvements would conflict with a 12-inch and 16-inch Otay Water District water lines within the Melody Road and SR-94 ROW, respectively. Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

#### **4.2.1.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. No impacts to water supply facilities would occur.

### **4.2.2 Wastewater Service**

#### **4.2.2.1 State Route 94/Jamacha Boulevard Intersection**

Improvements at the SR-94/Jamacha Boulevard Intersection include restriping entirely within the existing ROW. No excavation is required; therefore, no impacts to wastewater service facilities would occur.

#### **4.2.2.2 State Route 94/Jamacha Road Intersection**

Improvements at the SR-94/Jamacha Road Intersection would require additional ROW to the south of SR-94 in order to accommodate the construction of an additional right turn lane. Construction of the planned improvements would not conflict with existing wastewater service facilities.

#### **4.2.2.3 State Route 94/Steele Canyon Road Intersection**

The improvement for the SR-94/Steele Canyon Road intersection includes the addition of a second eastbound and westbound through lane within the PIA. Necessary traffic signal modifications would also be implemented. Additional ROW would be necessary for these improvements southwest and northeast of the intersection. . Construction of the planned improvements would not conflict with existing wastewater service facilities.

#### **4.2.2.4 State Route 94/Lyons Valley Road Intersection**

Improvements at the SR-94/Lyons Boulevard Intersection include the installation of a traffic signal that would be located entirely within the existing ROW. Construction of this planned improvement would not conflict with existing wastewater service facilities.

#### **4.2.2.5 State Route 94/Maxfield Road Intersection**

The improvement for the SR-94/Maxfield Road intersection includes the widening and restriping of the northbound approaches to include an acceleration lane within the PIA. No additional ROW would be necessary for this improvement. Construction of this planned improvement would not conflict with existing wastewater service facilities.

#### **4.2.2.6 Access Road Alternatives**

The improvement for the access road alternatives includes the reconstruction of SR-94 from an area north of Melody Road to an area south of the JIV. Additional ROW would be necessary for these improvements. Improvements are also needed at the SR-94/Melody Road intersection for all access road alternatives. Alternative 3 would include improvements along a longer segment of Melody Road than the other access road alternatives due to the relocation of the access driveway to Melody west of SR-94. Construction of this planned improvement would not conflict with existing wastewater service facilities.

#### **4.2.2.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. No impacts to wastewater service facilities would occur.

## **4.2.3 Electricity, Natural Gas and Telecommunications**

### **4.2.3.1 State Route 94/Jamacha Boulevard Intersection**

Improvements at the SR-94/Jamacha Boulevard Intersection include restriping entirely within the paved ROW. No excavation is required; therefore, no impacts to electricity, natural gas and/or telecommunications would occur.

### **4.2.3.2 State Route 94/Jamacha Road Intersection**

Improvements at the SR-94/Jamacha Road Intersection would require additional ROW to the south of SR-94 in order to accommodate the construction of an additional right turn lane. Construction of the planned improvements would conflict with an electric cabinet, electric pull boxes and a traffic signal. Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

### **4.2.3.3 State Route 94/Steele Canyon Road Intersection**

The improvement for the SR-94/Steele Canyon Road intersection includes the addition of a second eastbound and westbound through lane within the PIA. Necessary traffic signal modifications would also be implemented. Additional ROW would be necessary for these improvements southwest and northeast of the intersection. Construction of the planned improvements would conflict with electric cabinets, electric vaults, electric pull boxes, utility cabinet, overhead power poles, and traffic signal. Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

### **4.2.3.4 State Route 94/Lyons Valley Road Intersection**

Improvements at the SR-94/Lyons Boulevard Intersection include the installation of a traffic signal that would be located entirely within the existing ROW. Construction of the planned improvements would not conflict with electricity, natural gas or telecommunication facilities.

### **4.2.3.5 State Route 94/Maxfield Road Intersection**

The improvement for the SR-94/Maxfield Road intersection includes the widening and restriping of the northbound approaches to include an acceleration lane within the PIA. No additional ROW would be necessary for this improvement. Construction of the planned improvements would conflict with power poles and electric pull boxes.

Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

#### **4.2.3.6 Access Road Alternatives**

The improvement for the access road alternatives includes the reconstruction of SR-94 from an area north of Melody Road to an area south of the JIV. Additional ROW would be necessary for these improvements. Improvements are also needed at the SR-94/Melody Road intersection for all access road alternatives. Alternative 3 would include improvements along a longer segment of Melody Road than the other access road alternatives due to the relocation of the access driveway to Melody west of SR-94. Construction of this planned improvement would conflict with both overhead and below ground utilities for San Diego Gas and Electric and AT&T. Overhead conflicts with Cox Communications would also occur. Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

#### **4.2.3.7 No Build Alternative**

The No Build Alternative would not result in physical improvements to SR-94 or area streets. No impacts to electricity, natural gas or telecommunication facilities would occur.

### **4.3 Avoidance, Mitigation and Minimization Measures**

Avoidance, mitigation and/or minimization measures would include implementation of Chapter 13 *Utility Relocations* of the Caltrans Right of Way Manual addresses issues related to both underground and above ground utilities. The implementation of these identified “Caltrans Specifications” would ensure that a less than significant impact results.

# Chapter 5 Community Character

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## 5.1 Population and Housing

### 5.1.1 Affected Environment

#### 5.1.1.1 Population and Housing Characteristics

The Study Area is located in the unincorporated portion of southwestern San Diego County. The proposed access road site is approximately 4.5 miles south of the northern county line and approximately 1 mile south of the community of Jamul.

San Diego County has grown over 25.7% in population from 1990 to 2012 (California, 2012a). During this period, the County grew from 2,498,016 residents to an estimated 3,140,069 residents. Looking at the 2000 to 2012 time period, the population within the Jamul Subregion grew 92.4% compared to 11% for the County. The growth rate for the Jamul Subregion is expected to drop off to 1.2% for the period 2012 to 2020, compared to 7.9% for the County over the same period.

**TABLE 8  
SAN DIEGO COUNTY AND JAMUL SUB-REGION POPULATION**

Location	2000	2010	Current	2020	%Chng	Est %Chng
					2000-2012	2012-2020
San Diego County	2,828,374	3,095,313	3,140,069	3,391,010	11.0%	7.9%
Jamul Subregion	9,398	12,258	18,079	18,289	92.4%	1.2%

SOURCE: California, 2012; U.S. Commerce, 2012; SANDAG, 2012a; EDS, 2014

**Table 9** presents the population by age for the Jamul Subregion.

**TABLE 9  
JAMUL SUB-REGION POPULATION BY AGE AND GENDER**

<b>Age Group</b>	<b>San Diego County Percent of Total</b>	<b>Jamul Subregion Percent of Total</b>
Under 5 Years	7%	4%
Under 18 Years	23%	20%
Between 18 and 64 Years	65%	68%
65 Years and Over	12%	12%
Male	50%	57%
Female	50%	43%

SOURCE: U.S. Department of Commerce, 2013; SANDAG Profile Warehouse, 2013; EDS, 2014

The racial/ethnic breakdown for San Diego County and Jamul Subregion is presented in **Table 10**. Based on the data in **Table 10**, San Diego County and the Jamul Subregion would not qualify as a minority population. However, the Tribe would likely qualify as a minority population.

There are currently an estimated 1,165,818 housing units in San Diego County, while the Jamul Subregion has approximately 5,181 units (0.44% of County total) (**Table 11**). The housing within San Diego County represents approximately 8.5% of all housing units in the State of California as of 2010. San Diego County saw its number of housing units grow by 11.7% from 2000 to 2012, while the housing stock of the Jamul Subregion grew by 28.8% during the same period.

Single-family detached housing units comprise approximately 95% of the housing units in the Jamul Subregion. Multi-family and mobile home/other comprise approximately 4% and 1% of the total, respectively. The percentage of County

dwelling in multi-units structures is approximately 36%. The median household income for the Jamul Subregion is approximately \$114,786, while the median household income for the County is approximately \$63,857. Approximately 58% of the Jamul annual household income is equal to or greater than \$100,000. Approximately 32% of the Jamul annual household income is equal to or greater than \$150,000.

**TABLE 10  
SAN DIEGO COUNTY AND JAMUL SUBREGION RACIAL/ETHNIC  
BREAKDOWN**

<b>Racial/Ethnic Makeup</b>	<b>San Diego County Percent</b>	<b>Jamul Subregion Percent</b>
White	77.0	53.6
Black or African American	5.6	4.6
American Indian or Alaska Native	1.4	0.3
Asian	11.4	6.7
Native Hawaiian or Other Pacific Islander	0.6	0.2
Two or More Races	4.1	2.3
Hispanic or Latino <sup>1</sup>	32.5	32.0

SOURCE: U.S. Commerce, 2013, SANDAG, 2012a; EDS, 2014

<sup>1</sup>/ Hispanics may be of any race

**TABLE 11  
HOUSING UNIT ESTIMATES**

<b>Location</b>	<b>2000 Units</b>	<b>2000 Vacancy Rate</b>	<b>2010 Units</b>	<b>2010 Vac. Rate</b>	<b>Current Units</b>	<b>Current Vac. Rate</b>	<b>% Change 2000-2012</b>
San Diego County	1,043,606	4.4%	1,164,786	4.4%	1,165,818	5.4%	11.7%
Jamul Subregion	4,023	5.0%	5,065	3.4%	5,181	1.7%	28.8%

SOURCE: SANDAG, 2012a; EDS, 2014

### 5.1.1.2 Neighborhood/Community Character

As the statistics above show, the make-up of the Jamul Subregion consists of approximately 18,000 people, of which a majority are white (54%), male (53%) living in single-family detached housing (95%) with a low vacancy rate (1.7%), bringing home more than \$100,000 per year (58%). The single-family development within Jamul is located primarily along two residential nodes between Jamacha Road and the JIV: (1) around Steele Canyon High School and Steele Canyon Road, and (2) between SR-94/Lyons Valley Road to an area south of Melody Road.

Rural Commercial establishments exist within each residential node within the Jamul Community. There are Rural Commercial uses at both the SR-94/Steele Canyon Road intersection and SR-94/Proctor Valley Road intersection. None of these uses include big-box retailers or regionally serving commercial uses. Neighborhood and General Commercial uses do exist near the Jamacha Boulevard/Road intersections with SR-94.

A complete presentation of community setting is presented in the VIA, which is a separate technical study prepared for the SR-94 Improvement Project. The VIA states that the land use within the corridor is primarily rural—coupled with residential and open space, but also includes areas of rural residential and commercial use, as well as the JIV.

The VIA goes on to state the existing SR-94 roadway, south of Jamul, follows the topography of the land with a sinuous form nearing the intersection of SR-94 and Maxfield Road. The roadway then straightens for a half mile distance through a mix of rural businesses and residential properties along the roadway. The roadway then continues its sinuous form beyond Melody Road, maneuvering through the natural landscape features such as boulder outcroppings, Oak Trees, and topography. The line for the roadway is accentuated by the utility poles, fencing and graded slopes. The roadway features are the dominant built elements in the immediate view, although overall, the roadway is less dominant than the natural landscape features within the viewshed. The gray colors of the roadway contrast with the tan colors of valley floor and rolling hills in the summer and fall, and have less contrast with the green landscape in the winter and spring seasons. The overall scale of the existing roadway is minimal compared to the size of the valley floor and rolling hills of the immediate viewshed. The continuity between the built and landscape features is interrupted in form, line, and textural patterns.

The strong single-family residential presence in the Jamul Community, translates to a strong educational presence as well. There are four public schools located off of

Lyons Valley Road: (1) Oak Grove Middle School, (2) Jamul Intermediate School, (3) Jamul Primary School, and (4) Jamul Kid's Club Preschool. All four of the schools are within the Jamul-Dulzura Union School District. A homeschool, Greater San Diego Academy, can be accessed from SR-94 between Maxfield Road and Lyons Valley Road. The Taproot Montessori Pre-School is located immediately southeast of the SR-94/Lyons Valley Road intersection. Steele Canyon High School is a Charter School located off SR-94 at Cougar Canyon Road, which is closest to the proposed SR-94/Steele Canyon intersection improvement. Jamacha Elementary School, which is within the Cajon Valley School District, is accessible from Steele Canyon Road north of the proposed intersection improvement. Schools near the Jamacha intersections include Hillsdale Middle School and Monte Vista High School. It should be noted that all of these schools are located outside the PIA and SIA except for Greater San Diego Academy, which is within the SIA for the access roads.

A number of churches are also located in the Jamul Community. Four churches are located off Lyons Valley Road north of the SR-94/Lyons Valley Road intersection: (1) Jamul Community Church, (2) St. Pius X Church, (3) The Church of Jesus Christ of Latter-Day Saints, and (4) Jamul Community Church. The Skyline Wesleyan Church is located at the SR-94/Jamacha Boulevard intersection. The Skyline Wesleyan Church is the only church within a PIA or SIA (SR-94/Jamacha Boulevard PIA).

The area is also home to a unique mix of nature preserves, reserves, and reservoirs, which provide recreational opportunities to area residents and visitors. These areas include the Hollenbeck Canyon Wildlife Area, Rancho Jamul Ecological Reserve, Otay Mountain Ecological Reserve, Sycuan Peak Ecological Reserve, McGinty Mountain Ecological Reserve, Otay Reservoir, Sweetwater Reservoir, as well as others. Other recreational opportunities identified by the public include school fields, and stables/equestrian training centers.

Development issues within the Jamul/Dulzura Subregion are frequently addressed through the Jamul/Dulzura Community Planning Group (CPG), which is a formal body that exists as a means for San Diego County to solicit local public input and recommendations on land use matters in their sphere of influence. Prior to County consideration of discretionary entitlements within the Jamul/Dulzura Subregion, the CPG addresses applications, holds public meetings and provides feedback to the County. Elected CPG members serve a 4-year term and meet once per month at area schools.

*The Jamul Shopper & News* has been providing area information to the residents of the Jamul Community for the past 30 years via a once-per-month delivered hard copy newsletter. The *Jamul Shopper & News* has also gone electronic as of February 2013. Information concerning area events/issues, school happenings, resident/student profiles, business opportunities, etc. are all conveyed once a month in the *Jamul Shopper & News*.

Traffic issues along SR-94 have long been an issue of concern for Jamul residents. Use of SR-94 as an international connection with Tecate (located approximately 15 miles south), which results in truck traffic traveling through the single-family residential community has added to concern of area residents. It is easy to see why traffic is of great concern for Jamul residents when you combine the truck traffic with the residential commute during the week, a high school located immediately off SR-94, a long stretch of two-lane highway with little passing opportunity, and a history of traffic delays/backups. One of the main neighborhood concerns expressed over the years is that the Gaming Project would add to traffic congestion and emergency response issues in the form of general congestion.

Several other issues concerning area development projects have been raised by the Jamul Community over the years. A desire to keep Jamul “rural” has received a lot of attention in the years since the Gaming Project has been proposed. Residents have voiced concerns that the recently approved Gaming Project on the Tribe’s JIV is out of character with the surrounding single-family residential community. San Diego County has expressed concerns that casino traffic improvements could impact MSCP lands in the Jamul Community. Concerns regarding the need for adequate fire protection have also been expressed over the last decade in and around Jamul. The Jamul Community is a rural residential/commercial community, with a desire by area residents to keep it that way.

## **5.1.2 Environmental Consequences**

### **5.1.2.1 Population and Housing Characteristics**

#### **State Route 94/Jamacha Boulevard Intersection**

The proposed improvement for the SR-94/Jamacha Boulevard intersection would be located entirely within the Caltrans/County ROW, and is designed to address circulation deficiencies resulting from planned gaming related traffic. The proposed improvement is designed to directly reduce congestion at this intersection and

indirectly reduce congestion on area roads. The restriping of the northbound approach at Jamacha Boulevard would not result in additional capacity triggering growth impacts nor would it displace existing residents/residential structures. The proposed improvement would have no adverse impact on area population or housing.

#### **State Route 94/Jamacha Road Intersection**

The proposed improvement for the SR-94/Jamacha Road intersection includes the need for additional ROW; however, no housing would be impacted. This improvement is designed to address circulation deficiencies resulting from planned gaming related traffic. The proposed improvement is designed to directly reduce congestion at this intersection and indirectly reduce congestion on area roads. The additional eastbound right-turn lane would not result in additional capacity triggering growth impacts nor would it displace existing residents/residential structures. The proposed improvement would have no adverse impact on area population or housing.

#### **State Route 94/Steele Canyon Road Intersection**

The improvements needed to accommodate the additional eastbound and westbound through lanes would require additional ROW on the north and south side of SR-94 includes the need for additional ROW; however, no housing would be impacted. The improvement is designed to address circulation deficiencies resulting from planned gaming related traffic and would not result in additional capacity triggering growth impacts nor would it displace existing residents/residential structures. The proposed improvement is designed to directly reduce congestion at this intersection and indirectly reduce congestion on area roads. The proposed improvement would have no adverse impact on area population or housing.

#### **State Route 94/Lyons Valley Road Intersection**

The signal improvement at the SR-94/Lyons Valley Road intersection would be located entirely within the Caltrans ROW, and is designed to address circulation deficiencies resulting from planned gaming related traffic. The proposed improvement is designed to directly reduce congestion at this intersection and indirectly reduce congestion on area roads. The improvement would not result in additional capacity triggering growth impacts nor would it displace existing residents/residential structures. The proposed improvement would have no adverse impact on area population or housing.

#### **State Route 94/Maxfield Road Intersection**

The acceleration lane improvement at the SR-94/Maxfield Road intersection would be located entirely within the Caltrans ROW, and is designed to address circulation deficiencies resulting from planned gaming related traffic. The proposed

improvement is designed to directly reduce congestion at this intersection and indirectly reduce congestion on area roads. The improvement would not result in growth impacts nor would it displace existing residents/residential structures. The proposed improvement would have no adverse impact on area population or housing.

### **Access Road Alternatives**

As is the case with the intersection improvements, the access road improvements are designed to directly reduce congestion at the affected intersection and indirectly reduce congestion on area roads. The improvements proposed for the access roads would extend beyond the current Caltrans ROW along SR-94. The exception to this is Alternative 2: Option 3, which would not result in the need for residential frontage north of Melody Road. The amount and location of ROW required for each alternative has been previously discussed in Section 2.1. The additional ROW needed would affect frontage strips of several rural residential lots north of Melody Road; however, no residential structures would be removed. Additionally, none of the residential lot sizes would be reduced below the County standard set for underlying zoning.

The proposed access road improvements are all designed to mitigate traffic impacts resulting from existing traffic and the recently approved Gaming Project. As such, proposed roadway capacity is not designed to accommodate unplanned increases in land use intensities/densities. The access road alternatives would not have an adverse impact on area population or housing.

The Alternative 3 access road would include a new road from Melody Road to the JIV, which would travel through an undeveloped 87-acre parcel west of SR-94. The entirety of this parcel is within the County Multiple Species Conservation Plan, and a portion of the parcel contains the MSCP “Hardline Preserve” designation, which significantly limits the type of urbanization that may occur on this land. Growth inducement for Alternative 3 is unlikely to be experienced on this parcel due to existing MSCP restrictions and the County’s clearly stated desire to not have urban development on MSCP lands designated as Hardline Preserve. Therefore, the Alternative 3 access road would not have an adverse impact on area population or housing.

### **No Build Alternative**

The No Build Alternative would not result in improvements to SR-94 or area streets; therefore, no physical impact to population or housing would result. The level-of-

service of the various intersections addressed within this document would deteriorate from existing conditions once the Gaming Project is operational.

### **5.1.2.2 Neighborhood/Community Character**

The transportation related improvements proposed for the three alternatives would assist in responding to traffic flow and traffic safety concerns of area residents. Implementation of the access road alternatives would direct traffic through the Melody Road/JIV area without diverting traffic through the adjoining residential areas. The proposed improvements would not create new geographic or social barriers that affect interaction, given that these improvements are already within an existing transportation corridor with the exception of Alternative 3 (see discussion below). The visual/community character impacts are presented below:

- Slightly increased scale,
- Slightly increased distractions,
- Imbalance between built and natural features,
- Built features become more dominant in the view,
- Creation of dissonant relationship between built forms and the existing topography,
- Form and texture become more geometric and rectilinear,
- Color and texture become more grays and hard/smooth, and
- Diversity and continuity become more monolithic and dissonant.

The traffic study shows that intersection operations from Jamacha Boulevard down to Melody Road would improve with implementation of the design alternatives. The main differences between design alternatives centers on the access point and ROW reductions. Assuming the design exceptions for Alternative 2 (Options 2-3) are found to be acceptable to Caltrans, then all design alternatives assist in improving traffic along various points of SR-94.

The No Build alternative would not improve traffic operations along SR-94 and, as such, would be an adverse impact on Neighborhood/Community Character. Traffic congestion following the construction/operation of the Tribe's Gaming Project would

increase congestion and increase negative character attributes of the Jamul community if no traffic improvements were implemented.

A majority of the project related improvements do not raise concerns with the community. The main issue of concern related to neighborhood/ community character is the Tribe's Gaming Project, which has already been approved by another Environmental Document. The purpose of the proposed transportation facility improvements is to mitigate for the gaming traffic.

A restriping of Jamacha Boulevard, additional right-turn lane at Jamacha Road, signal at Lyons Valley Road and acceleration lane at Maxfield Road would not negatively impact the character of Jamul. Contributing to the orderly flow of traffic through the community with little to no visual effect, which would be the case for these improvements, would be beneficial to neighborhood/community character. A more thorough assessment, however, is needed for the proposed improvements at SR-94/Steele Canyon Road and the access road improvements.

#### **SR-94/Steele Canyon Road Intersection**

As mentioned previously, the commercial uses located at the SR-94/Steele Canyon Road intersection are an integral part of the rural community fabric that exists in Jamul. The two residential nodes between Jamacha and the JIV are accompanied by active rural commercial uses serving that neighborhood and are integral components of vibrancy, activity and character in these areas. Implementing road improvements at this intersection that results in the elimination of these rural commercial uses would be an adverse impact to neighborhood/community character.

Although additional ROW would be needed on both the north and south sides of the SR-94/Steele Canyon Road intersection, the greatest impact would be on the south side. The vacant frontage on the north side can absorb the ROW demands without jeopardizing the continued existence of the commercial operations. The south side; however, would lose frontage property all the way to the existing buildings. The loss of this frontage includes the loss of surface parking, as well as internal circulation. The loss of the parking could drop the available parking below County standards unless replacement parking is provided. Additionally, internal circulation of cars/patrons would need to be reconfigured to allow for a continued safe/enjoyable experience. The proposed improvement at SR-94/Steele Canyon Road may result in an adverse impact to existing rural commercial uses.

### **Access Road Alternatives**

As the southbound traveler approaches Melody Road, or as the northbound traveler approaches the JIV, they would be greeted by an increase of urban features not encountered since Jamacha Boulevard/Road (in the case of the southbound traveler) – retaining walls, dedicated turn lanes, widened shoulders and multiple signals within a short traveling distance. The expression of these improvements would vary with the design alternative selected. Nevertheless, the access road improvements would signal a shift from the rural residential/commercial to a more developed/urban environment.

The VIA characterized the visual character change as follows:

Alternative #1 would create a moderately high change to the existing visual environment from key views #1, #2 and #3. The project location is a public roadway and is not designated as a scenic highway corridor or protected by the Caltrans Scenic Highways program, however it is listed as a County of San Diego scenic highway. The proposed improvements would impact scenic views, as the project is located at the edge of the existing rural community and rural open space. The implementation of the project would change the rural visual character of the view by introducing new built features within the viewshed. The project would not create a new source of light or glare that would adversely affect day or nighttime views in the area. The project would change the existing visual resources, therefore, avoidance and minimization measures are proposed.

Alternatives #2 - Option 1, #2 - Option 2, and #2 - Option 3 would create a moderately high to high change to the existing visual environment from key views #1, #2, and #3. The project location is a public roadway and is not designated as a scenic highway corridor or protected by the Caltrans Scenic Highways program, however it is listed as a County of San Diego scenic highway. The proposed improvements would not greatly affect scenic views, as the project is located further away from rural open space than Alternative #1, and close to the existing rural community. The implementation of the project would change the rural visual character of the view by introducing new built features within the viewshed. The project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The project would affect the existing visual resources, therefore, avoidance and minimization measures are proposed.

Alternative #3 would create a high change to the existing visual environment from key views #1, #2 and #5. The project location is a public roadway and is not designated as a scenic highway corridor or protected by the Caltrans

Scenic Highways program, however it is listed as a County of San Diego scenic highway. The proposed improvements would greatly affect scenic views, as portions of the project are located within higher elevation areas of existing undeveloped land that retains a natural character of the Jamul Valley and would be visible from several areas within the viewshed. The implementation of the project would change the rural visual character of the view by introducing new built features within the viewshed. The project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Patrons of the JIV Gaming facility would use this roadway for access, introducing traffic lights and headlight pollution at high elevations that would be seen from local and distant residential areas. The project would change the existing visual resources, therefore, avoidance and minimization measures are proposed.

#### **No Build Alternative**

The No Build Alternative would not result in improvements to SR-94 or area streets; therefore, no physical impact would result. The level-of-service of the various intersections addressed within this document would deteriorate from existing conditions once the gaming facility is operational. The continued increase of traffic along SR-94 would result in an adverse impact to Neighborhood/ Community Character as traffic congestion serve as a main issue for the Jamul community. Congestion would increase from current conditions resulting in a deterioration of LOS along select intersections and roadways.

#### **5.1.3 Avoidance, Minimization, and Mitigation Measures**

- Implement the VIA avoidance, minimization and/or mitigation measures, which include avoiding the use of concrete barriers, using treatment for retaining walls, using wood guard rails, and replacing native landscape plantings.
- In keeping with the rural character of the community, street lighting should be reflected downward. Lighting should be located as needed at street intersections and other areas as necessary for safety only.

# Chapter 6 Economic Conditions

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## 6.1 Affected Environment

### 6.1.1 Employment and Income

As of 2010, there were approximately 2,390,470 people in the County that were 16 years and older. Of that number, approximately 65.9% or 1,575,742 were in the labor force (U.S. Census Bureau, 2012). The civilian labor force accounted for approximately 95% of the labor force, while the armed forces accounted for the remaining 5% of the labor force. Approximately 34.1% of those individuals over 16 years of age were not in the labor force as of 2010. San Diego County had a 7.8% unemployment rate as of 2010. Higher unemployment rates have been recorded since the U.S. Census data was published in 2010. The rate was 9.7% in April 2011, but came down to 8.7% in April 2012; however, both numbers are well higher than the recorded 2010 data.

Approximately 39.5% of the civilian work force in the County are employed in the management, professional, and related occupations. Sales and office jobs comes in second with approximately 25.3% of the civilian work force, while service jobs employ approximately 18.1% of the civilian work force. Private wage and salary workers make up approximately 76.2% of the civilian employment force, while government workers make up 15.4%. Only 8.2% of workers are self-employed workers in the County.

The largest percent of earners in the county (approximately 17.7%) earn between \$50,000 to \$75,000 per year. Only 4.4% earn less than \$10,000 per year, while approximately 6.2% make more than \$200,000 per year. The median household income is estimated to be \$63,069, while the mean household income is estimated to be \$83,941 (U.S. Census Bureau, 2012). Approximately 23% of the population receives social security, while approximately 17% of the population receives retirement income.

The latest employment data provided by SANDAG for the Jamul Sub-Regional area is for 2009. Of the approximately 4,626 occupied households in 2009, the median household income is \$74,790. Approximately 7.5% of the households make less than \$15,000 (smallest unit of data provided) per year. Sixty-four percent of the

households in the Jamul Sub-Regional area make less than \$100,000 per year, while approximately 6.8% make more than \$200,000 per year (SANDAG, 2011).

The Jamul Tribe is a federally recognized sovereign Indian Tribe that currently has 47 tribal members. The tribal unemployment rate is 63 percent. Approximately 69 percent of the employed work force is living below poverty guidelines. The economic status of individuals in the Jamul Tribe is well below that of the rest of San Diego County, which is 13.9%.

### **6.1.2 Business Activity**

The major node of Neighborhood/General Commercial activity exists near the northeastern end of the Study Area at the SR-94 Jamacha Road intersection within the Valle de Oro Community Plan area. The Rancho San Diego Towne Center is located at the southeast corner of this intersection (includes Target, Albertsons, Edwards Theatre and others), Plaza Rancho Shopping Center northeast of the intersection (includes Bank of America, US Bank, Leslie's Pool Supplies, Sprint and others), and strip commercial (Union 76 gas station and Circle K convenience store) northwest of the intersection.

There are two nodes of Rural/Neighborhood Commercial development in the Jamul community: (1) SR-94 and Steele Canyon Road, and (2) SR-94 and Proctor Valley Road (including commercial uses at SR-94/Maxfield Road ). The first node at the SR-94/Steele Canyon intersection contains Rural Commercial uses on both the north and south side of SR-94. On the south side of SR-94 at Steele Canyon Road, west of the intersection, are two commercial buildings housing four retail establishments: (1) Steele Canyon Produce, (2) Jamul Flowers, (3) Bravo Café and (4) Greek Sombrero Restaurant. The Jamul Nursery is also located on the south side of SR-94 east of the intersection. North of SR-94, west of the intersection, is Ranch Feed/Pet Supply and the carpentry shop for Fenstermann Pivot Doors. North of SR-94, east of the intersection is a 7-11 with a gas station with the Plaza La Tienda retail strip behind.

The second node of commercial at SR-94/Proctor Valley Road contains commercial north and south of SR-94 west of the intersection. Additionally, Rural Commercial uses also exist at Maxfield Road, which is the next intersection south of Proctor Valley Road. On the south side of SR-94 at Proctor Valley Road is the Jamul General Store (including Jamul Hardware, H&R Block, and others), the Jamul Shopping Village strip commercial (including Filippi's Pizza Grotto, Jamul Liquor, Subway, and others). Commercial on the north side of SR-94 includes Jamul True

Value Hardware, SMP Clothing, Arco AM/PM gas and mini-store/carwash, and Jamul Recycling. Rural commercial uses at the SR-94/Maxfield Road intersection include Jamul Feed and Supply at the southeast corner of the intersection and Jamul Office Plaza (insurance, security, real estate, etc.) at the southwest corner of the intersection.

## **6.2 Environmental Consequences**

### **6.2.1 Employment and Income**

#### **6.2.1.1 State Route 94/Jamacha Boulevard Intersection**

The proposed restriping of the northbound lane of Jamacha Boulevard would not impact employment or income of area businesses.

#### **6.2.1.2 State Route 94/Jamacha Road Intersection**

The proposed additional eastbound right-turn lane for the SR-94/Jamacha Road intersection would occur on a vacant part of the County's Corporation Yard. No impact to employment or income of area businesses would occur with this proposed improvement.

#### **6.2.1.3 State Route 94/Steele Canyon Road Intersection**

The proposed lane widening on the south side of this intersection has the potential to adversely impact area businesses and employment. The lane widening includes the removal of surface parking and disrupts internal circulation of the establishments. As stated in Section 2.1.3, during the environmental public review period, the project proponent would work with the land owner to ensure their business needs are met, by either providing replacement parking or providing financial compensation. If it is determined that no replacement parking or reconfiguration of internal circulation will be done, an adverse impact to these businesses and employment could result from the proposed project.

#### **6.2.1.4 State Route 94/Lyons Valley Road Intersection**

The proposed signal would improve intersection operations at SR-94/Lyons Valley Road and would not impact employment or income of area businesses. The operation of the businesses at the northeast corner of the intersection and the Taproot Montessori School at the southeast corner of the intersection would remain open through implementation of the TMP.

### **6.2.1.5 State Route 94/Maxfield Road Intersection**

The proposed acceleration lane at the SR-94/Maxfield Road intersection would not impact employment or income of area businesses.

### **6.2.1.6 Access Road Alternatives**

No existing businesses would be permanently impacted by the proposed access road alternatives. However, the proposed access road alternatives would provide for a traveling experience that would allow the Tribe's future gaming facility to maximize patronage potential. The improvements would allow the gaming facility to realize full employment potential unencumbered by negative traffic experiences.

Alternatives 1, 2 (Option 1), and 3 would all be developed to a level not requiring Caltrans design exceptions; therefore, maximum traffic improvements would exist under these alternatives resulting in the best patronage traveling experience. Both Alternatives 2 (Option 2) and Alternative 2 (Option 3) include Caltrans design exceptions, which could result in a somewhat negative traveling experience potentially resulting in an impact to gaming patronage.

### **6.2.1.7 No Build Alternative**

The No Build Alternative would not result in improvements to SR-94 or area streets; therefore, no physical impact would result. The LOS of the various intersections addressed within this document would deteriorate from existing conditions once the Gaming Project is operational. The continued increase of traffic along SR-94 could result in an adverse impact to employment and income as it would become more difficult for patrons to access the area businesses, including the future Gaming Project. This, in turn, could prevent these businesses from realizing full business share/potential resulting in a disadvantaged business climate compared to competitors located elsewhere. The end result could be an adverse impact to employment and income for local businesses.

## **6.2.2 Business Activity**

### **6.2.2.1 State Route 94/Jamacha Boulevard Intersection**

The proposed restriping of the northbound lane of Jamacha Boulevard would improve intersection operations, which tends to have beneficial effects on businesses because long waits and congestion typically deters individuals from exiting the highway. Access will be provided throughout construction. Short term full closure would be

undertaken after business hours. No business activity would be adversely impacted by the proposed improvements.

#### **6.2.2.2 State Route 94/Jamacha Road Intersection**

The proposed additional eastbound right-turn lane for the SR-94/Jamacha Road intersection would improve intersection operations, which tends to have beneficial effects on businesses because long waits and congestion typically deters individuals from exiting the highway. The additional land needed for the improvement comes from a vacant part of the adjacent County Corporation Yard. The removal of this segment of lot from the County Corporation Yard operations would not affect functionality of this business. No business activity would be adversely impacted by the proposed improvements.

#### **6.2.2.3 State Route 94/Steele Canyon Road Intersection**

The proposed lane widening for this intersection includes the need for additional ROW on both the north and south side of SR-94. On the north side, the additional ROW needed would come from a vacant land adjacent to the existing strip commercial. No driveways, parking or businesses would be impacted by this improvement. The remaining roadbed improvement on the north side of SR-94 would be undertaken within the existing Caltrans ROW. The TMP would ensure continuous operation of the adjacent businesses during construction operation. The impacts are considered temporary and not adverse.

Proposed improvements on the south side of SR-94 include the take of ROW from land currently used for Rural Commercial purposes. Surface parking and internal vehicular/walking circulation would be permanently impacted for Steele Canyon Produce, Jamul Flowers, Bravo Café and Greek Sombrero Restaurant. Surface parking spaces would be impacted as noted in Section 2.1.2.3.

**Table 12** shows the parcel details, current value and impact value for the land affected by the proposed improvement.

As stated in Section 2.1.3, the project proponent would work with the land owner to ensure either replacement parking or provide financial compensation. However, at this time there is no plan for replacement parking or reconfiguration of internal circulation. Therefore, an adverse impact to these businesses south of SR-94 would result from the proposed improvements.

**TABLE 12  
IMPACTED PARCEL DETAILS: SR-94/STEELE CANYON ROAD**

<b>APN</b>	<b>Acres</b>	<b>Land Value</b>	<b>ROW Acreage Required</b>	<b>Reason for ROW</b>	<b>Est. Value</b>
596-231-2300	0.58	\$11,267	0.4	Road Improvement	\$777
596-231-2500	1.26	131,551	0.1	Road Improvement	\$10,441
596-040-0200	1.98	1,664,635	0.13	Road Improvement	\$109,294
596-040-6900	2.28	40,641	0.17	Utility Improvement	\$3,030
596-040-3900	0.93	123,844	0.13	Temporary Easement	\$17,374
596-040-3900	0.93	123,844	0.08	Road Improvement	\$10,692
596-040-6800	14.66	232,000	0.04	Temporary Easement	\$633

SOURCE: Kimley Horn, 2014; EDS, 2014

#### **6.2.2.4 State Route 94/Lyons Valley Road Intersection**

The proposed signal would improve intersection operations at SR-94/Lyons Valley Road. The existing business northeast of the intersection would experience typical temporary construction-related disruptions; however, the TMP would ensure continuous access to the adjacent business. No additional ROW is needed for this improvement. No business activity would be adversely impacted by the proposed improvements.

#### **6.2.2.5 State Route 94/Maxfield Road Intersection**

The proposed acceleration lane would improve intersection operations at the SR-94/Maxfield intersection. The existing businesses southwest of the intersection would experience typical temporary construction-related disruptions; however, the TMP would ensure continuous access to the adjacent businesses. No additional ROW is needed for this improvement. No business activity would be adversely impacted by the proposed improvements.

#### **6.2.2.6 Access Road Alternatives**

No existing businesses would be impacted from the proposed access road improvements. A future business, the Gaming Project, would benefit from the improved traffic conditions. As shown in the Traffic Impact Study, the traffic conditions at the SR-94/Melody Road intersection and the SR-94/JIV intersection would improve with the proposed project improvements. Patrons to the facility would be in a better position to decelerate and safely exit the freeway to the new JIV access road. This is considered a beneficial impact.

#### **6.2.2.7 No Build Alternative**

The No Build Alternative would not result in improvements to SR-94 or area streets; therefore, no physical impact would result. The LOS of the various intersections addressed within this document would deteriorate from existing conditions once the Gaming Project is operational. The continued increase of traffic along SR-94 could result in an adverse impact to business activity as it would become more difficult for patrons to access the area businesses, including the approved Gaming Project. This, in turn, could prevent these businesses from realizing full business share/potential resulting in a disadvantaged business climate compared to competitors located elsewhere.

### **6.3 Avoidance, Minimization, and Mitigation Measures**

The following avoidance, minimization and mitigation measures each correspond to potentially adverse impacts identified in Section 3.2.2 Environmental Consequences. The measures identified are designed to minimize potential adverse impacts to employment, income and business activity. The feasibility of the measures below will be determined by Caltrans and may be adopted as part of the Environmental Impact Report.

- Implement Mitigation Measure for SR-94/Steele Canyon Road Intersection listed in Sections 2.1.3 and 2.2.5.

## Chapter 7 Cumulative Impacts

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### 7.1 Affected Environment

#### 7.1.1 Introduction

The cumulative impact analysis broadens the scope of analysis to include impacts beyond those solely attributable to the implementation of the project. Cumulative impacts are defined as the effects on the environment which result from the incremental effect of the Proposed Project when added to other past, present, and reasonably foreseeable future actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

The California Environmental Quality Act (CEQA) Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines.

#### 7.1.2 Cumulative Setting

The geographic boundary of the cumulative analysis is defined as the Valle de Oro Community Plan Area and Jamul/Dulzura Sub regional Plan Area. This analytical boundary is used because potential land use effects would occur within these areas due to the location of the project site. The northern most two intersections, SR-94/Jamacha Boulevard and SR-94/Jamacha Road, are location within the Valle de Oro Community Plan Area. The remaining intersections and access roads are located within the Jamul/Dulzura Sub regional Plan Area. While regional development and growth would occur outside of these areas, the Proposed Project is expected to result in negligible land use effects beyond the two stated above.

The Traffic Impact Study developed for the SR-94 Improvement Project identified fifteen cumulative projects that could add traffic to the study area intersections. The cumulative project list includes the following:

**TABLE 13  
CUMULATIVE PROJECT LIST**

<b>Project Name</b>	<b>Description</b>
Jamul Indian Village Gaming Project	A 203,000 square foot gaming facility on the JIV. The external boundaries of the JIV lie within the Community of Jamul, County of San Diego. This project is estimated to generate 9,000 ADT with 420 inbound/179 outbound trips during the AM weekday peak-hour and 533 inbound/472 outbound trips during the weekday PM peak-hour.
TMP 20550 (Morgan Minor Subdivision)	Two single-family estate homes. The project site is proposed north of the Procter Valley Road/Poplar Meadow Lane intersection. The project was manually calculated using SANDAG's Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002) for estate homes. The project trips were calculated to generate 24 ADT with 1 inbound/1 outbound trip during the AM peak-hour and 1 inbound/1 outbound trip during the PM peak-hour.
TM 5154 RPL1 (Hendrix Subdivision)	The project, which consists of 5 single-family estate homes, is located east of Campo Road on Las Palmas Road. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 60 ADT with 2 inbound/3 outbound trips during the AM peak-hour and 4 inbound/2 outbound trips during the PM peak-hour.
TM 5213 RPL2 (Mintz Subdivision)	The project, which consists of 25 acres of land into 10 single-family estate homes, is located north of Skyline Truck Trail and east of Hidden Trail drive. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 120 ADT with 3 inbound/7 outbound trips during the AM peak-hour and 8 inbound/4 outbound trips during the PM peak-hour.
TM 5289 RPL2 (Jamul Highlands Subdivision)	The project, which consists of 25 single-family estate homes, is located south of the Valley Road/Jamul Highlands Road intersection. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 300 ADT with 7 inbound/19 outbound trips during the AM peak-hour and 21 inbound/9 outbound trips during the PM peak-hour.
TPM 20626	The project, which consists of 3 single-family estate homes, is located on the west side of Procter Valley Road, just north of the Procter Valley Road/Melody Road intersection. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 36 ADT with 1 inbound/2 outbound trips during the AM peak-hour and 3 inbound/1 outbound trips during the PM peak-hour.
TPM 20628 RPLI (Yacoo Minor Subdivision)	The project, which consists of 4 single-family estate homes, is proposed on Steele Canyon Road north of Procter Valley Road. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 48 ADT with 1 inbound/3 outbound trips during the AM peak-hour and 4 inbound/1 outbound trips during the PM peak-hour.
No Name	A Residential Development is located just east of the Proposed Project and south of Olive Vista Drive. The project proposes to develop 20 single-family estate homes. The project is calculated to generate 240 ADT with 6 inbound/13 outbound trips during the AM peak-hour and 17 inbound/7 outbound trips during the PM peak-hour.
TPM 20599 RPLI (Blanco Parcel Map)	The project, which consists of 4 single-family estate homes, is proposed on the east side of SR 94, north of the Melody

	Road. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 48 ADT with 1 inbound/3 outbound trips during the AM peak-hour and 4 inbound/1 outbound trips during the PM peak-hour.
TPM 20868 (Stein barth Minor Subdivision)	The project, which consists of 2 single-family estate homes, is located just north of the Proposed Project and south of Olive Vista Drive. The project proposes to develop. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 24 ADT with 1 inbound/1 outbound trip during the AM peak-hour and 1 inbound/1 outbound trip during the PM peak-hour.
TPM 20594 (Pioneer Minor Subdivision)	The project, which consists of 3 single-family estate homes, is located just west of the Proposed Project and north of Melody Lane. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 36 ADT with 1 inbound/2 outbound trips during the AM peak-hour and 3 inbound/1 outbound trips during the PM peak-hour.
Otay Ranch -Village 19	The project, which consists of 20 single-family estate homes, is located southwest of the Proposed Project and south of Melody Lane. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 240 ADT with 6 inbound/13 outbound trips during the AM peak-hour and 17 inbound/7 outbound trips during the PM peak-hour.
Jamul Estates II	The project, which consists of 68 single-family estate homes based on the current zoning, is located just north east of the Proposed Project. The project trips were manually calculated using SANDAG's Trip Rates (April 2002) for estate homes. The project is calculated to generate 816 ADT with 20 inbound/46 outbound trips during the AM peak-hour and 57 inbound/24 outbound trips during the PM peak-hour.
Simpson Farms	The project, which consists of 98 single-family estate homes and 115,000 square feet (sf) of commercial uses, is generally located on the northeast corner of the SR 94 (Campo Road)/Jefferson Road intersection in the Jamul Community of San Diego County. The project trips were calculated to generate approximately 6,500 ADT with approximately 124 inbound/130 outbound trips during the AM peak-hour and 323 inbound/275 outbound trips during the PM peak-hour.
Peaceful Valley Ranch	The project, which consists of the subdivision of 181.31 acres for an estate residential development; equestrian uses and amenities; and fire service facilities, is located east of SR 94 and will use the intersection of SR 94 and Melody Road as a single access point. The total project is calculated to generate approximately 750 ADT with 43 inbound/46 outbound trips during the AM peak hour and 56 inbound/46 outbound trips during the PM peak hour.

SOURCE: Kimley Horn, 2012; EDS 2014

## 7.2 Environmental Consequences

Cumulative land use effects that may occur as a result of expected growth and development include the following:

- Conflicts with existing land uses, and
- Disruption of access to existing or planned land uses.

Unlike the Proposed Project, the projects listed above would all add traffic to area streets and the highway. The SR-94 Improvement Project would facilitate the movement of traffic through the community by improving operations in and around select intersection along SR-94. It can be expected that several of the projects listed above would be responsible, similar to the Jamul Gaming Project, to identify significant impacts to mitigation measures for the SR-94 corridor and intersection. It is known that, in addition to the intersections being addressed in this document, the following intersections would also require improvements:

1. SR-94/Via Mercado: Located west of the SR-94/Jamacha Boulevard, land uses surrounding this intersection are undeveloped. The addition of a second southbound left-turn lane would be required to address cumulative traffic impacts.
2. SR-94/Cougar Canyon Road: Located west of the SR-94/Steele Canyon Road intersection, land uses surrounding the intersection include the Steele Canyon High School to the north and vacant land to the south. The addition of a second eastbound through lane on the southside of SR-94 would be required to address cumulative impacts.
3. SR-94/Jefferson Road: Located northwest of the Maxfield Road Intersection, land uses surrounding the intersection include commercial to the northwest southwest, and southeast and vacant land to the northeast. The addition of northbound and southbound left-turn lanes and a second eastbound through lane would be required to address cumulative impacts.
4. SR-94/Otay Lakes Road: Located south of the JIV, undeveloped land surrounds this intersection. The addition of a southbound exclusive right-turn lane would be required to address cumulative impacts.

5. Jamacha Boulevard/Sweetwater Springs Boulevard: Located southwest of the SR-94/Jamacha Boulevard intersection, commercial development is located on the northeast corner and undeveloped land is located on the other three corners. The addition of a second eastbound exclusive right-turn lane and a restriping of the southbound right-turn lane to a shared through right-turn lane is required to address cumulative impacts.

Whether or not the cumulative projects receive approval and traffic improvements get built is subject to future consideration from the various applicants, San Diego County and Caltrans. Enforcement of stated goals and policies in the County General Plan, Valle de Orro Community Plan, and Jamul/Dulzura Sub regional Plan would ensure orderly development within the County. Adopted goals are expected to minimize land use conflicts as growth occurs within this area over the next 20+ years.

The analysis conducted for these intersections concluded that no additional ROW would be required for the improvements. As such, no adverse cumulative land use impacts would occur to parcel size, business operations, or MSCP. Cumulative economic impacts would also be less than significant.

### **7.3 Avoidance, Minimization, and Mitigation Measures**

No avoidance, minimization and mitigation measures are required.

## **Chapter 8 Public Involvement**

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A Notice of Preparation (NOP) was mailed out to the public on August 23, 2013 to begin the CEQA public scoping process on the SR-94 Improvement Project. Caltrans also held a CEQA Scoping Meeting on September 25, 2013 at the Cottonwood Golf Club located at 3121 Willow Glen Drive in El Cajon, California. An English version of the public notice was issued in the *San Diego Union Tribune* on Thursday September 5, 2013, while a Spanish version was issued in the *San Diego Union Tribune Enlace* on September 7, 2013. In attendance at the Public Information Meeting were a bilingual court reporter, as well as Caltrans and consultant Spanish translators.

In attendance were approximately 150 people from the surrounding community raising various concerns overwhelmingly associated with the Tribe's Gaming Project.

The author of this CIA heard no concerns, negative feedback, or suggestions concerning the proposed Caltrans SR-94 Improvement Project.

Caltrans provided display boards for each proposed improvement to the intersections and access roads. Information contained on the boards is provided in **Appendix C**. Caltrans staff and support consultants were in attendance to answer questions and address concerns from area residents. The overwhelming majority of concerns raised from participants were directed at the increased traffic that would be experienced with opening of the Gaming Project.

A total of 8 comment letters were received from public agencies/groups, 91 individual comment letters were received from the general public, a scoping report including comments from 20 individuals and one form comment letter was signed by 40 individuals. A total of 496 individual comments were submitted by public agencies, groups and individuals. Approximately 56% of the comments were traffic related with requests made to study additional County road and SR-94 intersections. It should be noted, that the vast majority of the comments (over 90%) were directed to the Tribe's casino project. There is a general mistaken belief within the comments submitted that the Caltrans SR-94 Improvement project would facilitate the construction of the Tribe's casino project. The next heavily weighted topical issue commented on by the public was biological resources (approximately 9%), which came mostly from the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service and San Diego County. Impacts to the Multi-Species Conservation Plan, wildlife corridors and roadkill topped the list within Biological Resources.

The issue of the proposed traffic improvements contained in the SR-94 Improvement Project did not seem to concern participants. In fact many questioned why more improvements were not being undertaken at this time. Specifically, questions were raised concerning intersections at SR-94/Cougar Canyon Road (location of Steele Canyon High School), SR-94/Otay Lakes Road, SR-94 Proctor Valley Road, as well as various County roadways such as Jamul Drive, Steele Canyon Road, Proctor Valley Road, etc. The CIA report preparers did not hear of any specific concerns related to individual elements of the proposed traffic improvements.

Caltrans has also held several Project Development Team Meetings with a cross section of County, State, and Federal agency personnel, as well as community members. The first of these meetings was held early in the process on November 8, 2013 at the Caltrans District 11 offices in San Diego County, California. Caltrans staff/consultants have also met with State/Federal agency personnel at the CDFW,

USFWS and U.S. Army Corps of Engineers (Corps) throughout the process to discuss right-of-way and technical issues (impacts to water of the U.S., road mortality, etc.) related to the project.

## Chapter 9 References

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# **APPENDIX A: PARKING OCCUPANCY STUDY**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES  
**PARKING OCCUPANCY STUDY**

Location: SR-94 & Steele Canyon Rd

City: Jamul

Day: Thursday  
 Date: 2/13/2014

Day: Friday  
 Date: 2/14/2014

TIME	Regular	Handicapped	TOTAL
<b>Spaces</b>	<b>55</b>	<b>1</b>	<b>56</b>
7:00 AM	9	0	9
8:00 AM	11	0	11
9:00 AM	8	0	8
10:00 AM	8	0	8
11:00 AM	10	0	10
12:00 PM	20	0	20
1:00 PM	21	0	21
2:00 PM	18	0	18
3:00 PM	20	0	20
4:00 PM	23	0	23
5:00 PM	25	0	25
6:00 PM	22	0	22
7:00 PM	24	0	24
8:00 PM	15	0	15
9:00 PM	9	0	9
10:00 PM	8	0	8

TIME	Regular	Handicapped	TOTAL
<b>Spaces</b>	<b>55</b>	<b>1</b>	<b>56</b>
7:00 AM	2	0	2
8:00 AM	14	0	14
9:00 AM	16	0	16
10:00 AM	11	0	11
11:00 AM	18	0	18
12:00 PM	21	0	21
1:00 PM	19	0	19
2:00 PM	22	0	22
3:00 PM	20	0	20
4:00 PM	24	0	24
5:00 PM	28	0	28
6:00 PM	30	0	30
7:00 PM	27	0	27
8:00 PM	14	0	14
9:00 PM	9	0	9
10:00 PM	8	0	8

Day: Saturday  
 Date: 2/15/2014

Day: Sunday  
 Date: 2/16/2014

TIME	Regular	Handicapped	TOTAL
<b>Spaces</b>	<b>55</b>	<b>1</b>	<b>56</b>
7:00 AM	3	0	3
8:00 AM	9	0	9
9:00 AM	10	0	10
10:00 AM	20	0	20
11:00 AM	21	0	21
12:00 PM	25	0	25
1:00 PM	38	0	38
2:00 PM	36	0	36
3:00 PM	35	0	35
4:00 PM	37	0	37
5:00 PM	39	0	39
6:00 PM	34	0	34
7:00 PM	30	0	30
8:00 PM	17	0	17
9:00 PM	14	0	14
10:00 PM	7	0	7

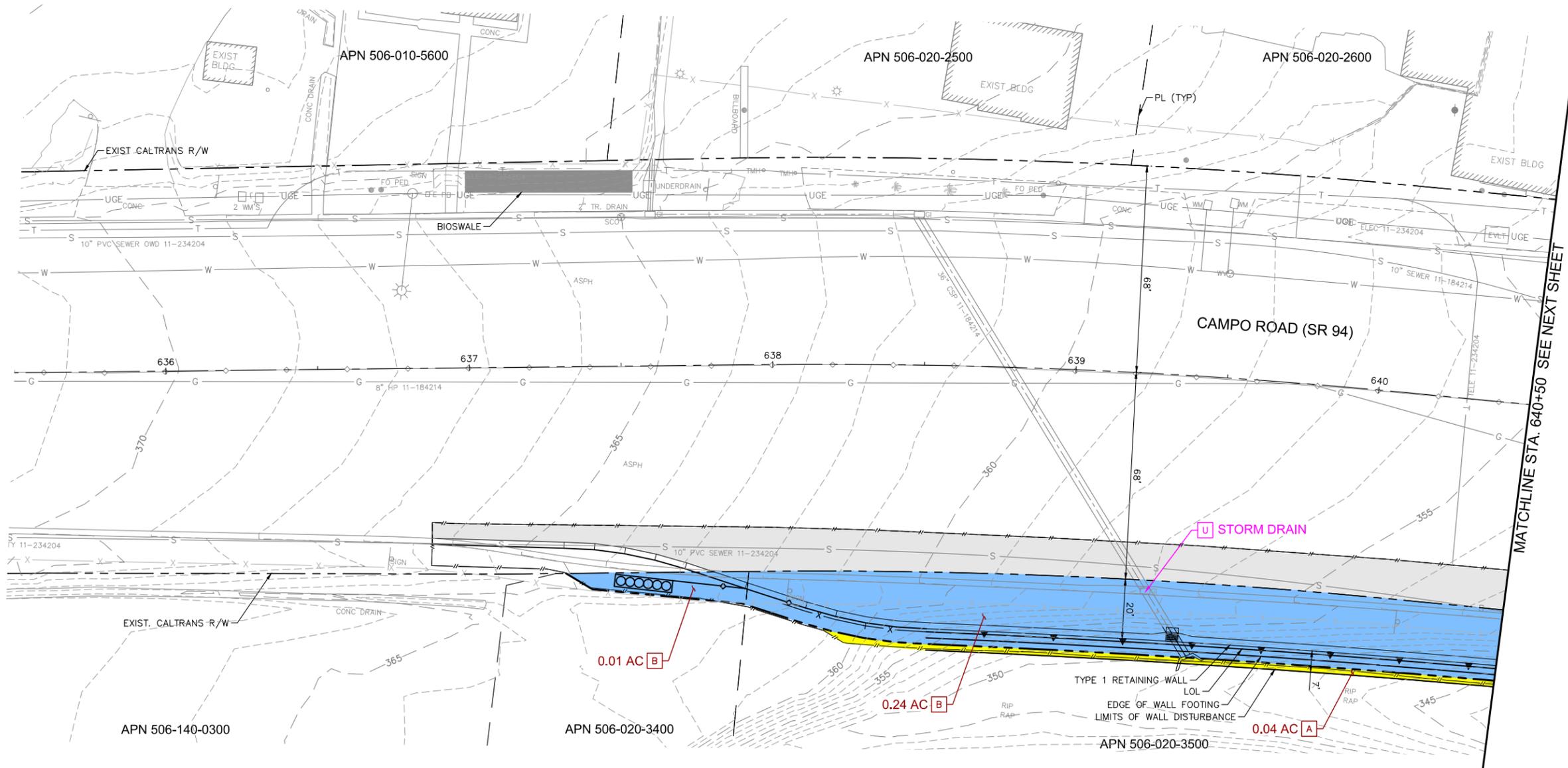
TIME	Regular	Handicapped	TOTAL
<b>Spaces</b>	<b>55</b>	<b>1</b>	<b>56</b>
7:00 AM	4	0	4
8:00 AM	6	0	6
9:00 AM	6	0	6
10:00 AM	7	0	7
11:00 AM	14	0	14
12:00 PM	15	0	15
1:00 PM	16	0	16
2:00 PM	12	0	12
3:00 PM	30	0	30
4:00 PM	36	0	36
5:00 PM	32	0	32
6:00 PM	35	0	35
7:00 PM	33	0	33
8:00 PM	16	0	16
9:00 PM	12	0	12
10:00 PM	7	0	7

Note: \* The two small restaurants are closed on Sundays

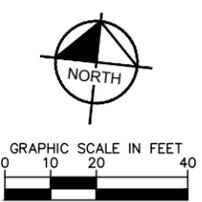
**APPENDIX B: EXISTING UTILITIES**

**DISTURBED AREAS**

- A TEMPORARY CONSTRUCTION EASEMENT
- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- U UTILITY CONFLICT
- PROPOSED R/W



MATCHLINE STA. 640+50 SEE NEXT SHEET



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REVISIONS	BY	APPROVED	DATE

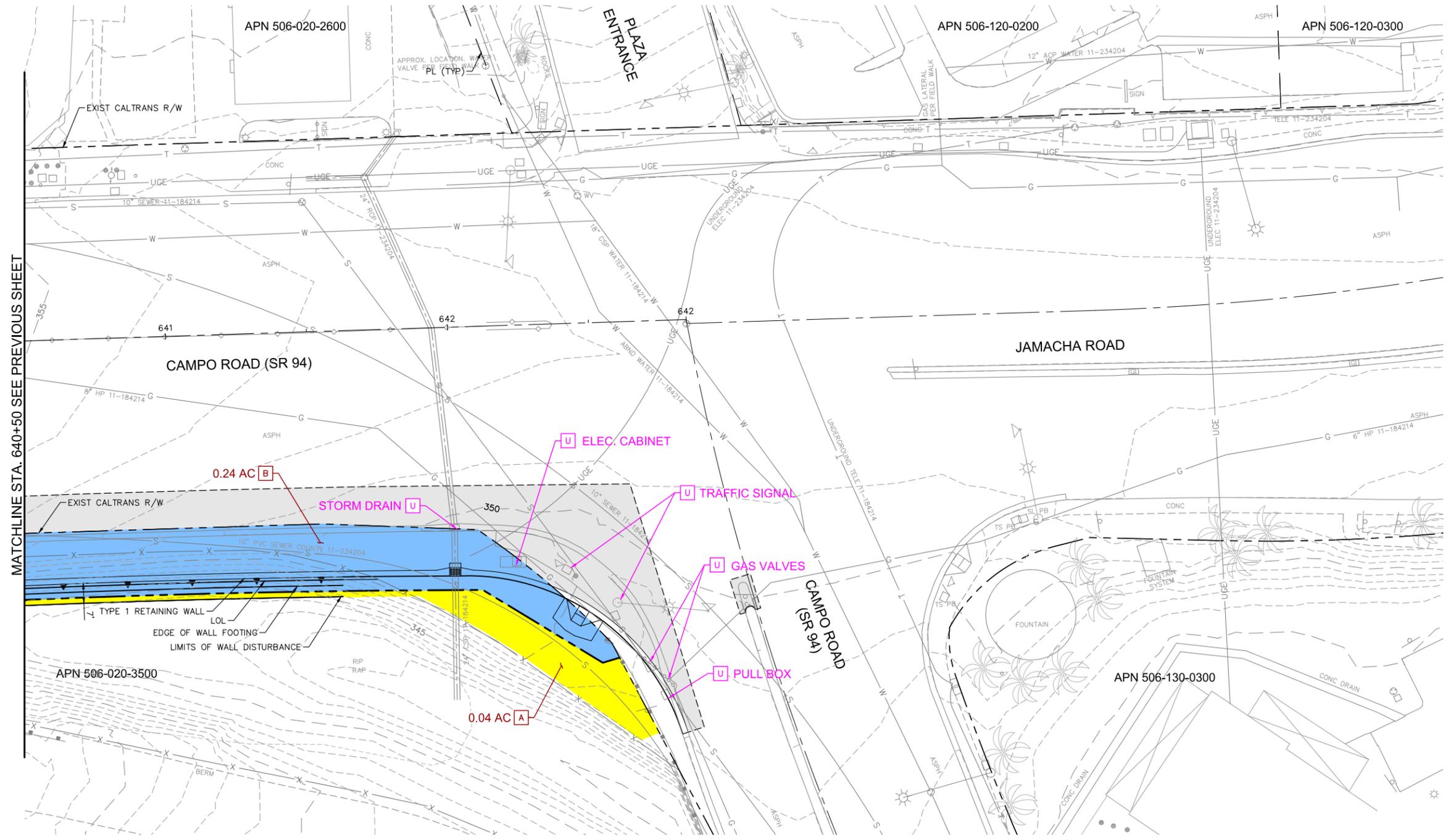
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**CAMPO ROAD IMPROVEMENTS**  
**AT JAMACHA ROAD**  
**IMPROVEMENT PLAN**

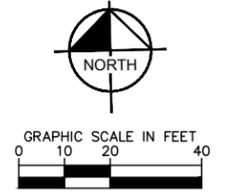
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SHEET 11 OF X SHEETS

**DISTURBED AREAS**

- A TEMPORARY CONSTRUCTION EASEMENT
- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- U UTILITY CONFLICT
- PROPOSED R/W



MATCHLINE STA. 640+50 SEE PREVIOUS SHEET



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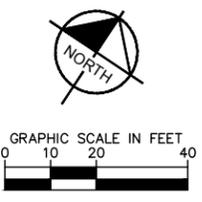
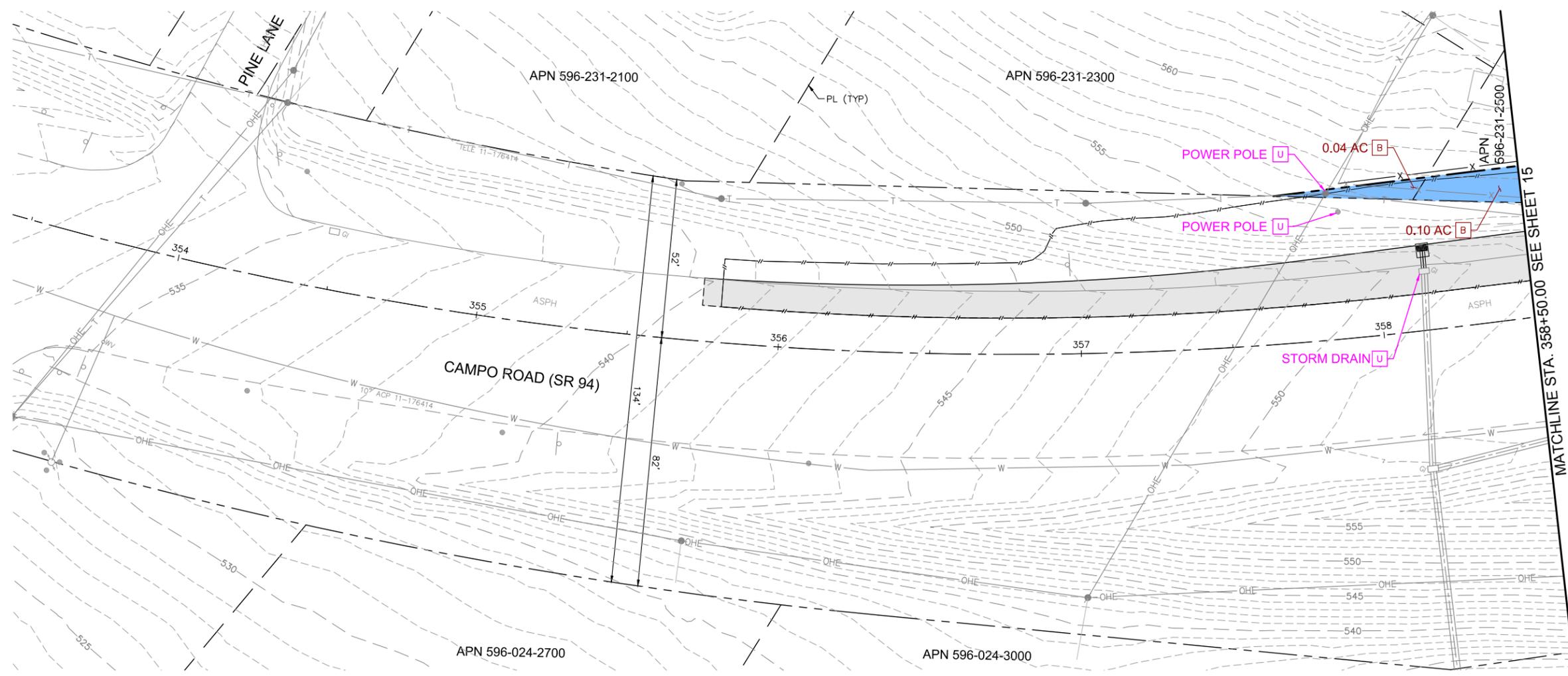
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**CAMPO ROAD IMPROVEMENTS**  
**AT JAMACHA ROAD**  
**IMPROVEMENT PLAN**

SCALE: HOR. 1" = 20' VERT. N/A  
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**DISTURBED AREAS**

- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- U UTILITY CONFLICT
- PROPOSED R/W



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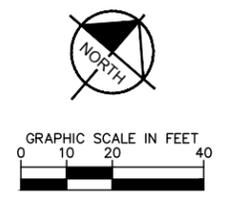
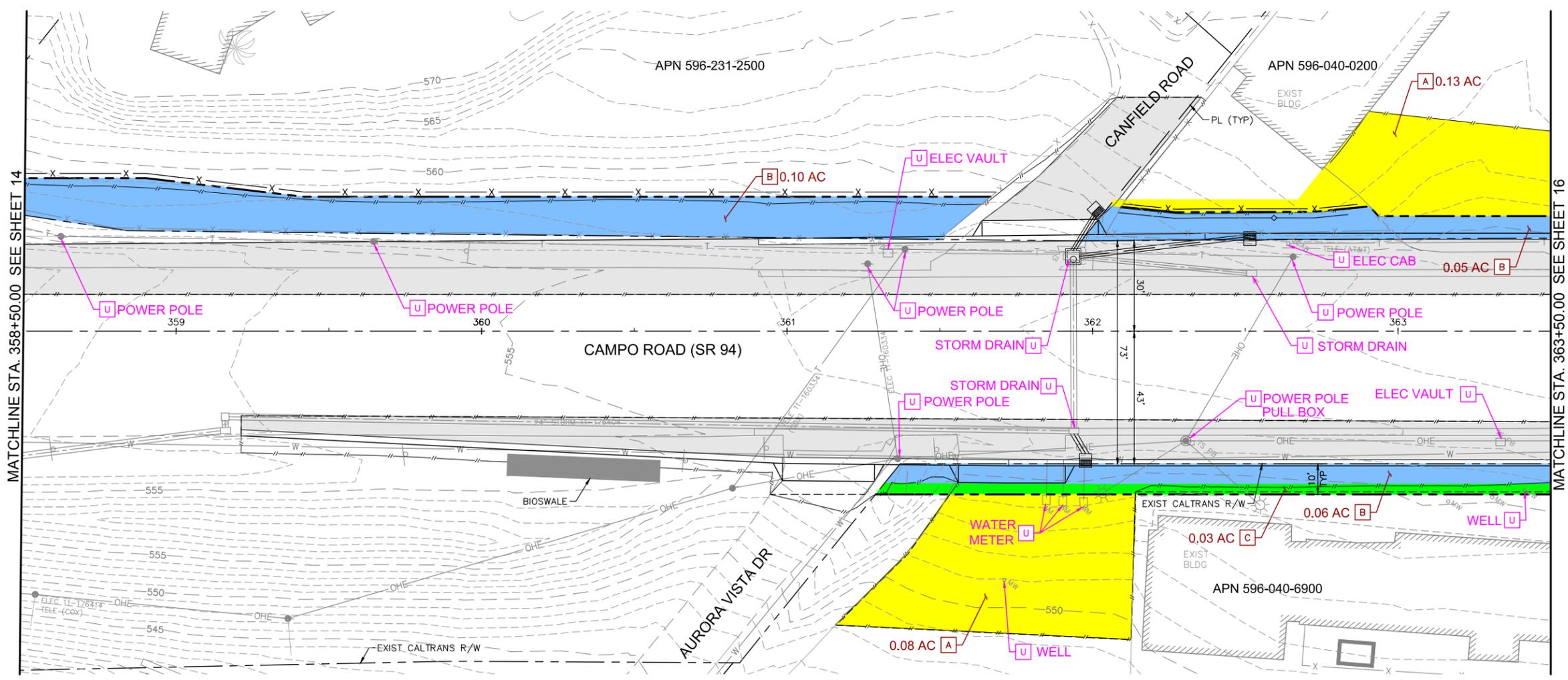
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**CAMPO ROAD IMPROVEMENTS**  
**AT STEELE CANYON ROAD**  
**IMPROVEMENT PLAN**

SCALE: HOR. 1" = 20' VERT. N/A  
W.A. XXXX R.S. XXXX  
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SHEET 14 OF X SHEETS

**DISTURBED AREAS**

- A TEMPORARY CONSTRUCTION EASEMENT
- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- C RIGHT OF WAY ACQUISITION FOR UTILITIES
- U UTILITY CONFLICT
- PROPOSED R/W



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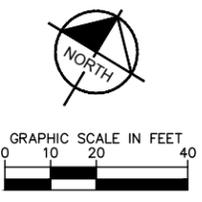
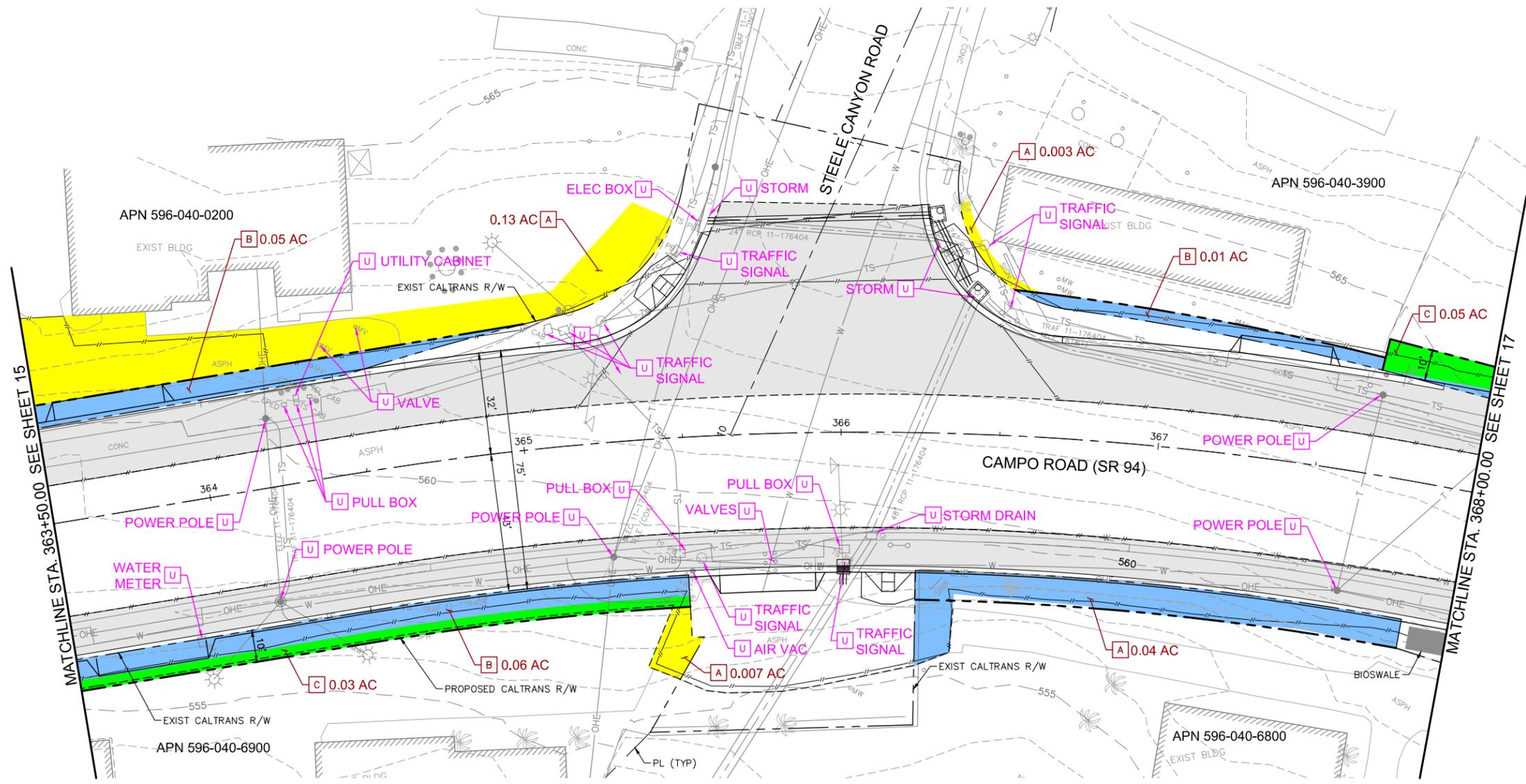
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**CAMPO ROAD IMPROVEMENTS**  
**AT STEELE CANYON ROAD**  
**IMPROVEMENT PLAN**

SCALE: HOR. 1" = 20' VERT. N/A  
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**DISTURBED AREAS**

- A TEMPORARY CONSTRUCTION EASEMENT
- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- C RIGHT OF WAY ACQUISITION FOR UTILITIES
- U UTILITY CONFLICT
- PROPOSED R/W



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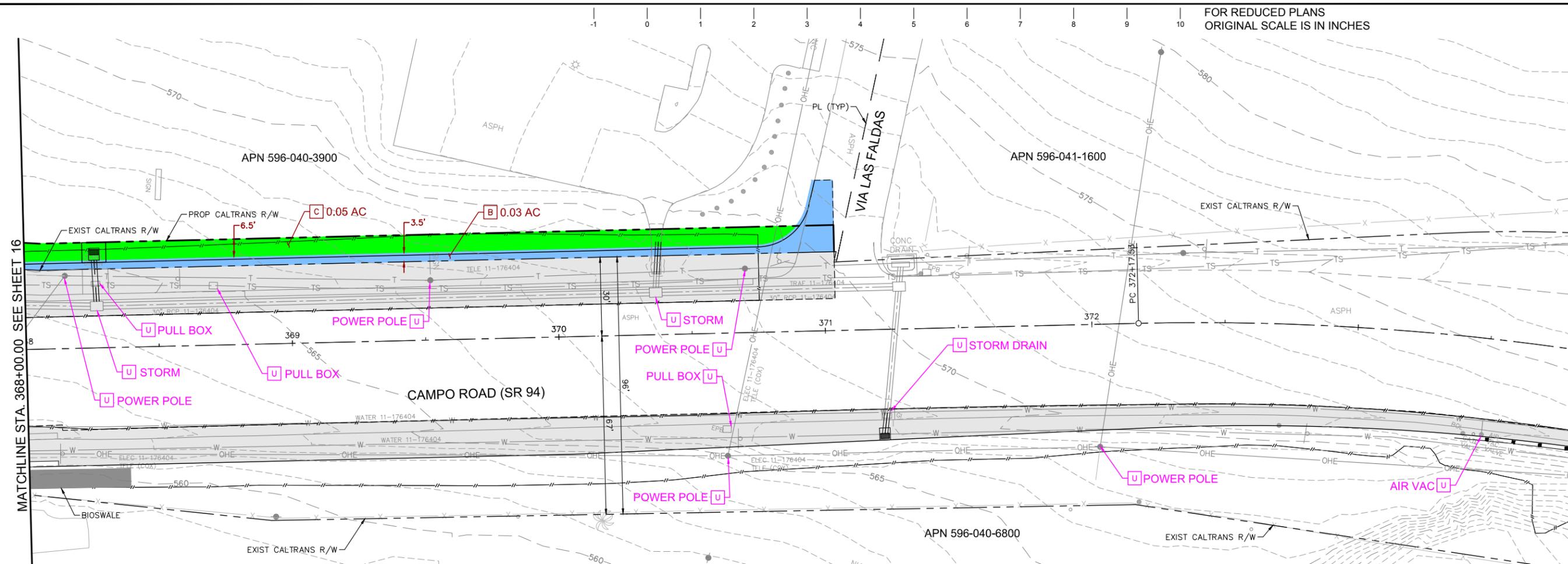
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**IMPROVEMENT PLAN**

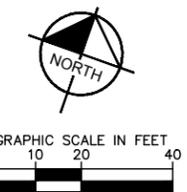
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FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES



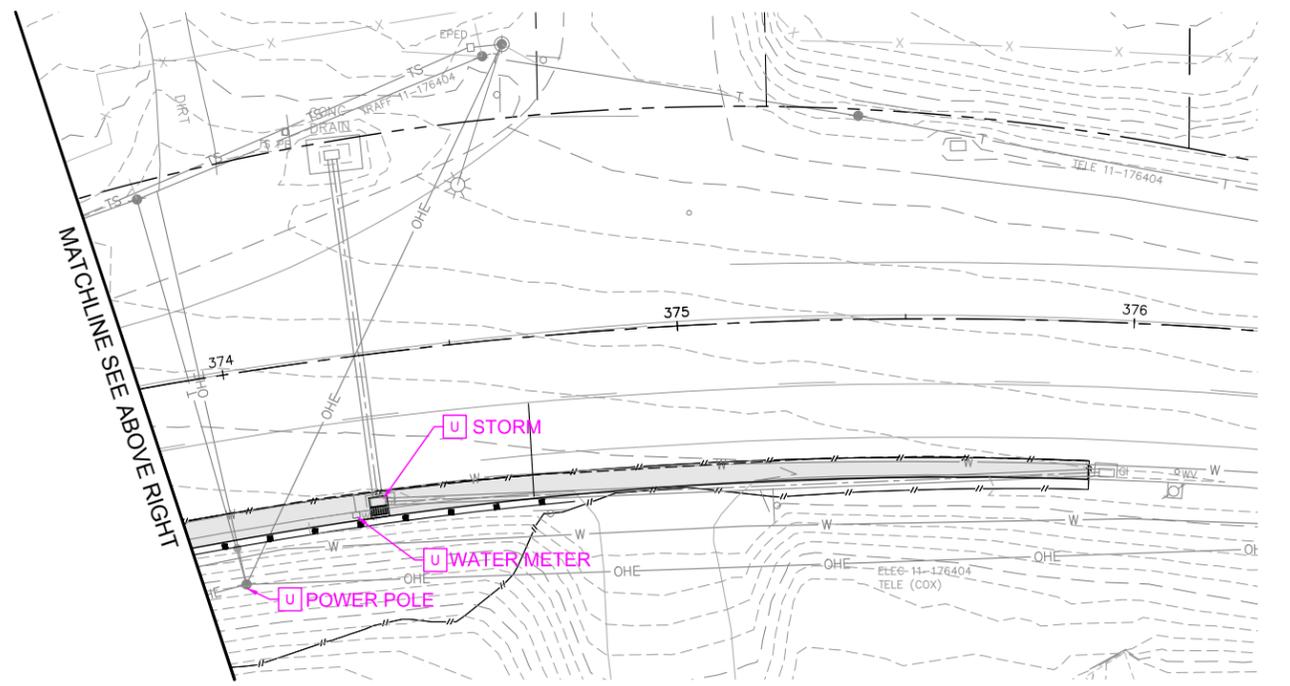
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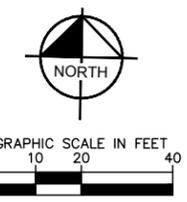


**DISTURBED AREAS**

- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- C RIGHT OF WAY ACQUISITION FOR UTILITIES
- U UTILITY CONFLICT
- PROPOSED R/W



MATCHLINE SEE ABOVE RIGHT



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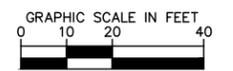
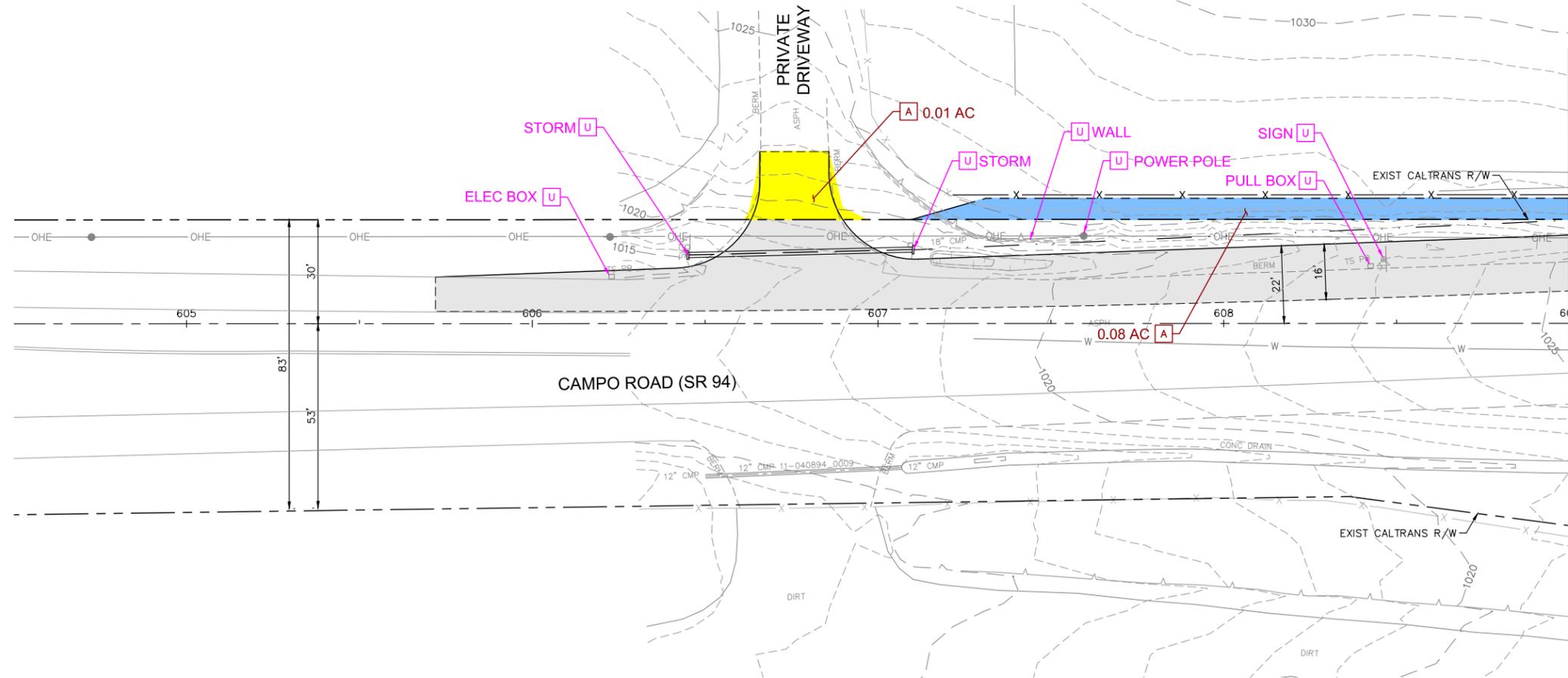
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**CAMPO ROAD IMPROVEMENTS  
AT STEELE CANYON ROAD  
IMPROVEMENT PLAN**

SCALE: HOR. 1" = 20' VERT. N/A  
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SHEET 17 OF X SHEETS

**DISTURBED AREAS**

- A TEMPORARY CONSTRUCTION EASEMENT
- U UTILITY CONFLICT
- PROPOSED R/W



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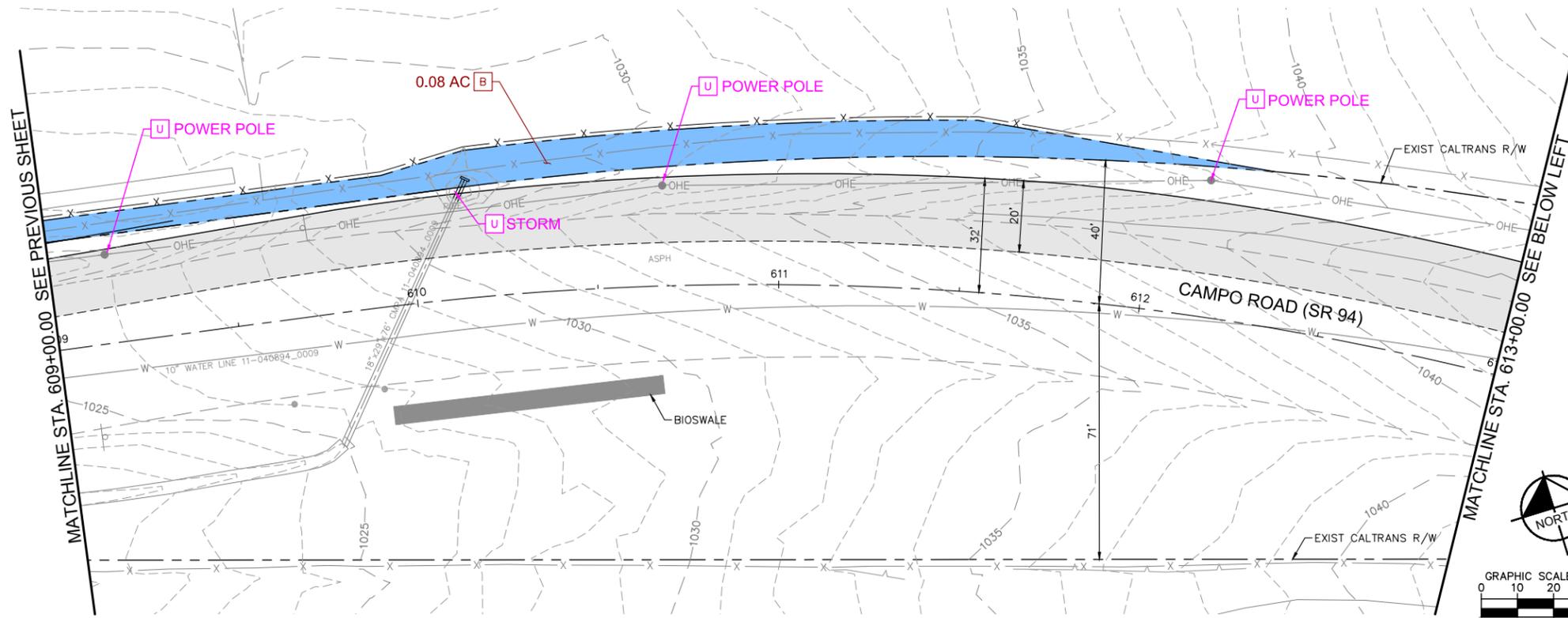
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**CAMPO ROAD IMPROVEMENTS**  
**AT MAXFIELD ROAD**  
**IMPROVEMENT PLAN**

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SHEET 20 OF X SHEETS

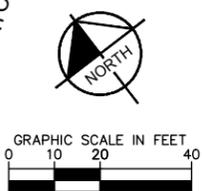
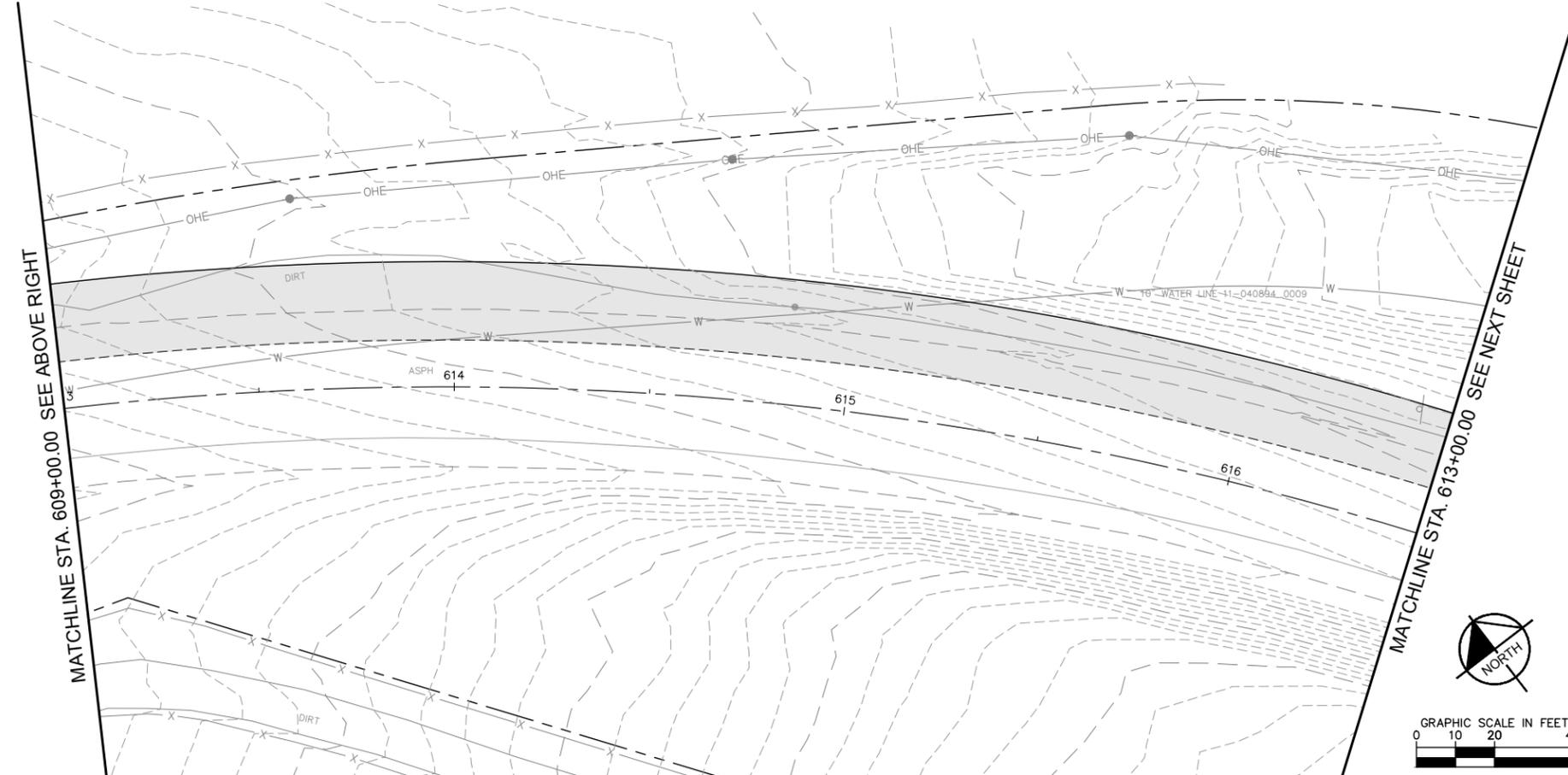
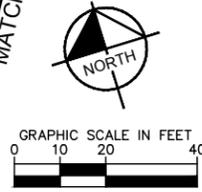
FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

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**DISTURBED AREAS**

- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- U UTILITY CONFLICT
- PROPOSED R/W



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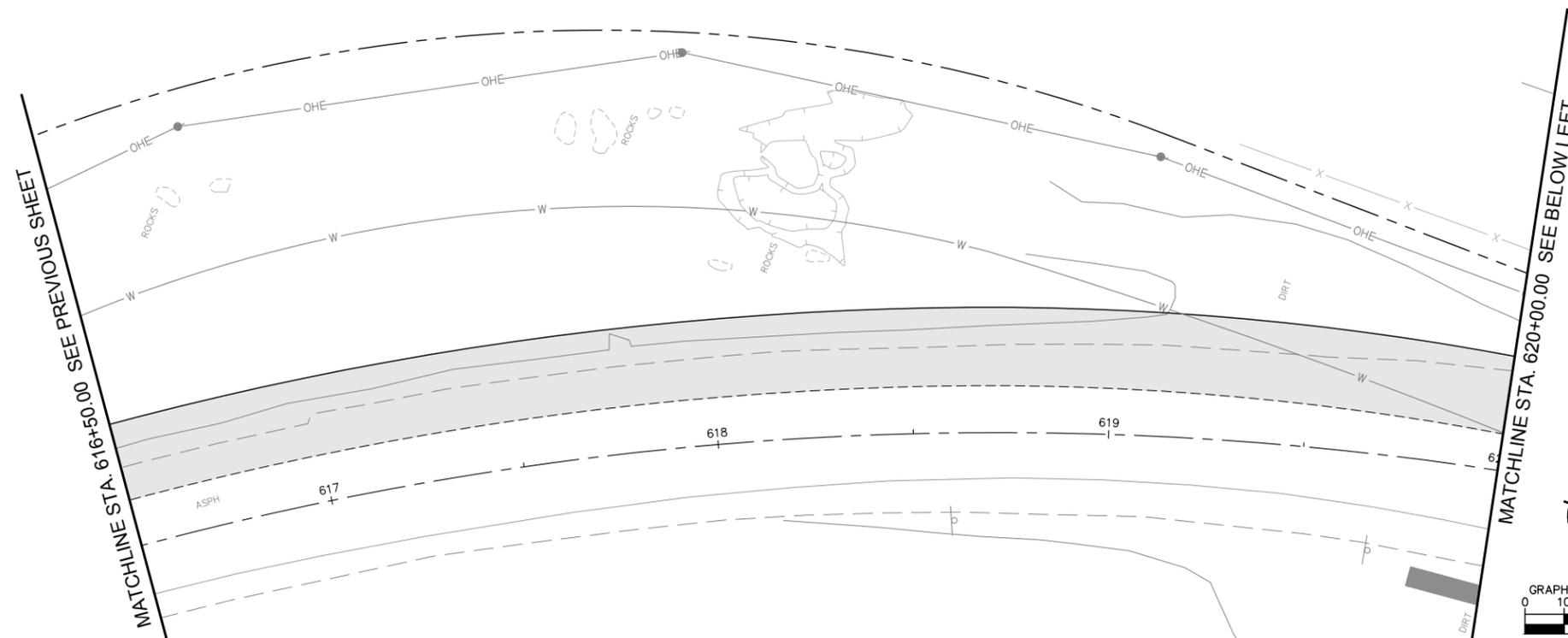
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**CAMPO ROAD IMPROVEMENTS  
AT MAXFIELD ROAD  
IMPROVEMENT PLAN**

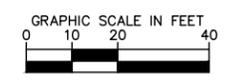
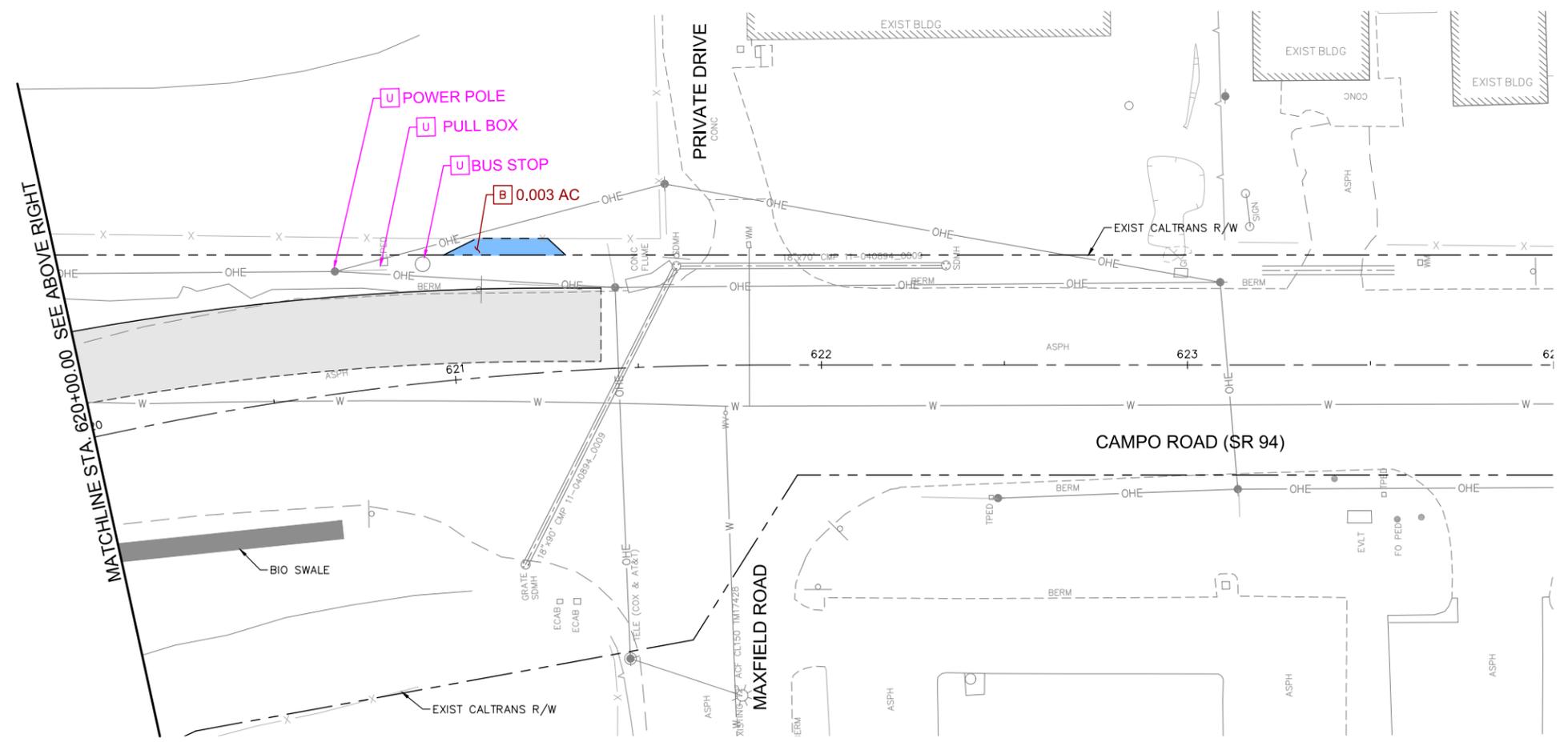
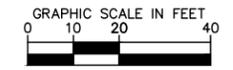
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**DISTURBED AREAS**

- B RIGHT OF WAY ACQUISITION FOR IMPROVEMENTS
- U UTILITY CONFLICT
- PROPOSED R/W



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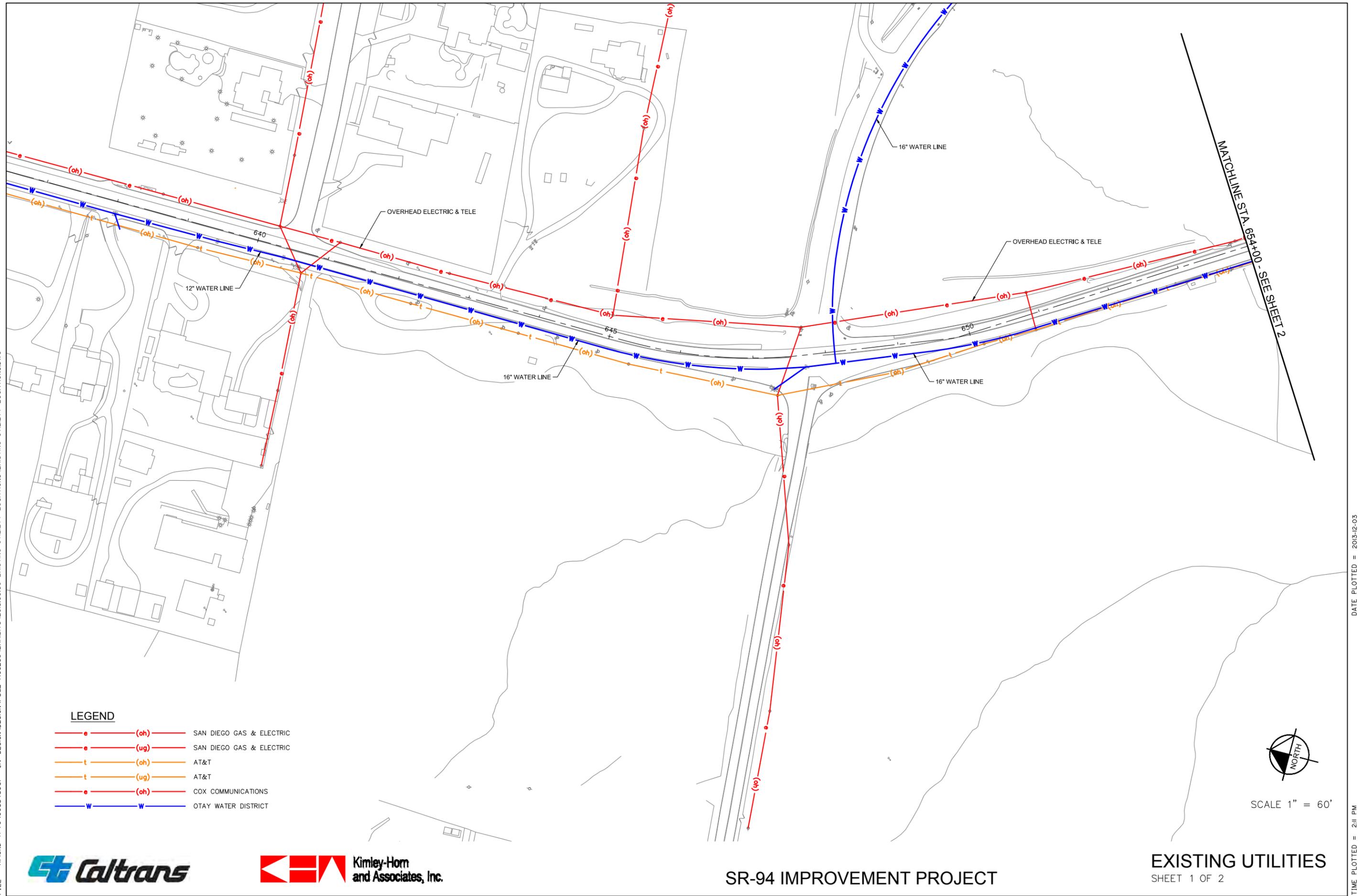
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**CAMPO ROAD IMPROVEMENTS**  
**AT MAXFIELD ROAD**  
**IMPROVEMENT PLAN**

SCALE: HOR. 1" = 20' VERT. N/A  
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SHEET 24 OF X SHEETS



**LEGEND**

- (oh) SAN DIEGO GAS & ELECTRIC
- (ug) SAN DIEGO GAS & ELECTRIC
- (oh) AT&T
- (ug) AT&T
- (oh) COX COMMUNICATIONS
- (w) OTAY WATER DISTRICT

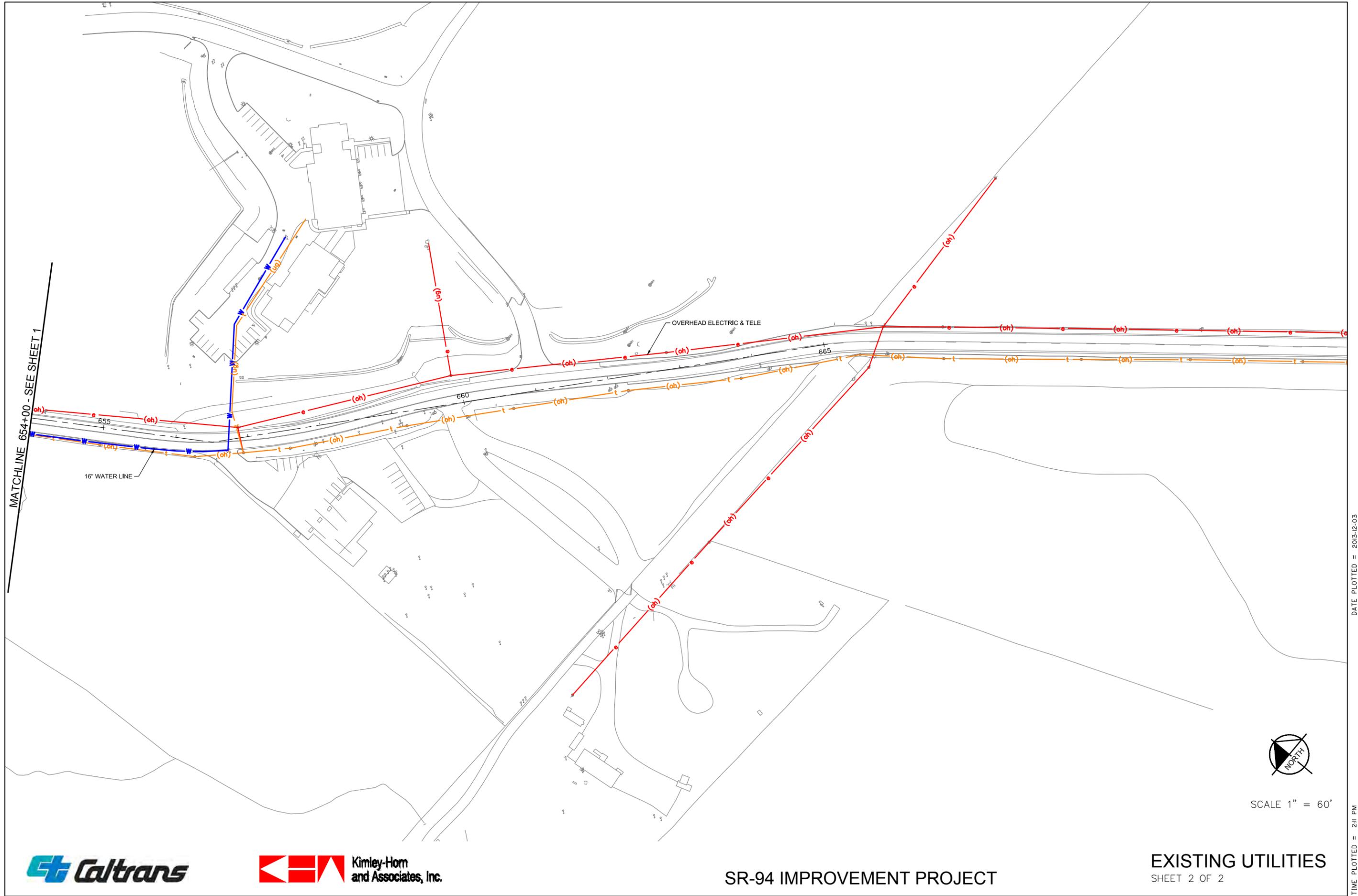


**SR-94 IMPROVEMENT PROJECT**

**EXISTING UTILITIES**  
SHEET 1 OF 2



SCALE 1" = 60'



SR-94 IMPROVEMENT PROJECT

EXISTING UTILITIES  
SHEET 2 OF 2



SCALE 1" = 60'

**APPENDIX C: PUBLIC INFORMATION  
MEETING DISPLAY BOARDS**



# SR-94 Improvement Project



## Key Steps in the Environmental Process

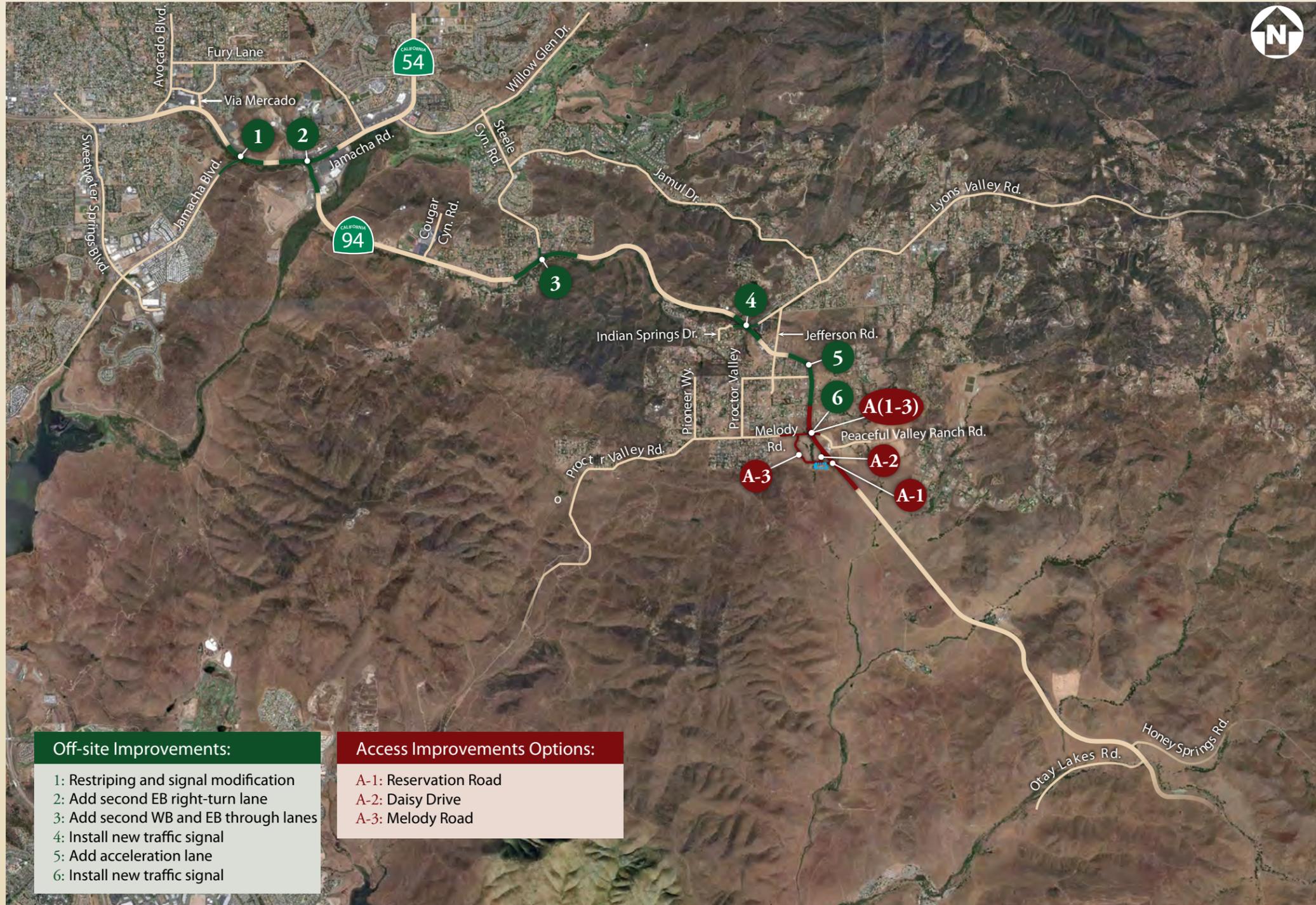




# SR-94 Improvement Project



## Key Plan



- Off-site Improvements:**
- 1: Restriping and signal modification
  - 2: Add second EB right-turn lane
  - 3: Add second WB and EB through lanes
  - 4: Install new traffic signal
  - 5: Add acceleration lane
  - 6: Install new traffic signal

- Access Improvements Options:**
- A-1: Reservation Road
  - A-2: Daisy Drive
  - A-3: Melody Road

Future Gaming Facility



# SR-94 Improvement Project



## 1 Proposed SR-94 (Campo Road) and Jamacha Boulevard Improvements

### Potential Project Features:

- Restriping of intersection to provide additional northbound right-turn lane
- Traffic signal modification



— — — — — Potential Project Limits



# SR-94 Improvement Project



## 2 Proposed SR-94 (Campo Road) and Jamacha Road Improvements

### Potential Project Features:

- Roadway widening to provide additional eastbound right-turn lane
- Restriping to provide third northbound left-turn lane
- Reconstruction of shoulder and curbs
- Traffic signal modification
- Installation of retaining walls
- Modification of culvert
- Pavement reconstruction
- Driveway upgrades



--- Potential Project Limits

## 3 Proposed SR-94 (Campo Road) and Steele Canyon Road Improvements

### Potential Project Features:

- Roadway widening to provide a second eastbound and westbound through lanes
- Utility relocation
- Reconstruction of existing curb, gutters and shoulders
- Reconstruction of pedestrian ramps
- Restriping of intersection
- Installation of retaining walls
- Traffic signal modification
- Pavement reconstruction
- Driveway upgrades



--- Potential Project Limits



# SR-94 Improvement Project



## 4 Proposed SR-94 (Campo Road) and Lyons Valley Road Improvements

### Potential Project Features:

- Traffic signal installation
- Pavement reconstruction
- Driveway upgrades



--- Potential Project Limits



# SR-94 Improvement Project



## 5 Proposed SR-94 (Campo Road) and Maxfield Road Improvements

### Potential Project Features:

- Roadway widening to provide an acceleration lane for northbound left-turn movement
- Utility relocation
- Reconstruction of existing shoulder
- Pavement reconstruction
- Driveway upgrades



--- Potential Project Limits



# SR-94 Improvement Project



## 6 Proposed SR-94 (Campo Road) and Melody Road Improvements

### Potential Project Features:

- Roadway widening to provide second westbound and eastbound lanes
- Installation of a traffic signal
- Reconstruction of existing culvert at Melody Road
- Widening of Melody Road to match improvements along SR-94
- Installation of retaining walls
- Drainage improvements
- Utility Relocation
- Pavement reconstruction
- Driveway upgrades

Improvements to SR-94 and Melody Rd Intersection vary slightly depending upon access improvement options



--- Potential Project Limits



# SR-94 Improvement Project



## A-1 Proposed Reservation Road Access Improvements

### Potential Project Features:

- Roadway widening to provide second westbound and eastbound lanes
- Installation of a traffic signal at Melody Road
- Installation of a traffic signal at Reservation Road
- Reconstruction of existing culvert at Melody Road
- Widening of Melody Road to match improvements along SR-94
- Installation of retaining walls
- Drainage improvements
- Utility Relocation
- Pavement reconstruction
- Driveway upgrades



— — — — — Potential Project Limits

— — — — — Future Gaming Facility

— — — — — Potential Roadway Access Limit



# SR-94 Improvement Project



## A-2 Proposed Daisy Drive Access Improvements

### Potential Project Features:

- Roadway widening to provide second westbound and eastbound lanes
- Installation of a traffic signal at Melody Road
- Installation of a traffic signal at Daisy Drive
- Reconstruction of existing culvert at Melody Road
- Widening of Melody Road to match improvements along SR-94
- Installation of retaining wall
- Drainage improvements
- Utility Relocation
- Pavement reconstruction
- Driveway upgrades



--- Potential Project Limits

--- Future Gaming Facility

--- Potential Roadway Access Limit



# SR-94 Improvement Project



## A-3 Proposed Melody Road Access Improvements

### Potential Project Features:

- Roadway widening to provide additional lanes along Melody Road
- Installation of a traffic signal at Melody Road
- Reconstruction of existing culvert at Melody Road
- Widening of SR-94 to match improvements along Melody Road
- Installation of retaining walls
- Drainage improvements
- New Road construction to connect Melody Road to the JIV Gaming Project
- Utility Relocation
- Pavement reconstruction
- Driveway upgrades



— Potential Project Limits

— Future Gaming Facility

— Potential Roadway Access Limit

## **APPENDIX D: LIST OF PREPARERS**

## LIST OF PREPARERS

### LEAD AGENCY

#### **California Department of Transportation**

Bruce April, District 11 Environmental Chief  
Jamie Ledent, Associate Planner  
Michelle Madigan, Associate Environmental Planner

### ENVIRONMENTAL CONSULTANT

#### **Environmental Data Systems**

Joe Broadhead, Principal