



State Route 94 (Jamul) Improvements Project

Visual Impact Assessment

May 2014

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VISUAL IMPACT ASSESSMENT
State Route 94 (Jamul) Improvements
Project (for Moderate Level VIA)

May 2014

California Department of Transportation
Caltrans District 11, San Diego County,
State Route 94

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District 11, San Diego

Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this project.

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VISUAL IMPACT ASSESSMENT

State Route 94 (Jamul) Improvements Project

I. PURPOSE OF STUDY

The purpose of this visual impact assessment (VIA) is to document potential visual impacts caused by the proposed project and propose measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes.

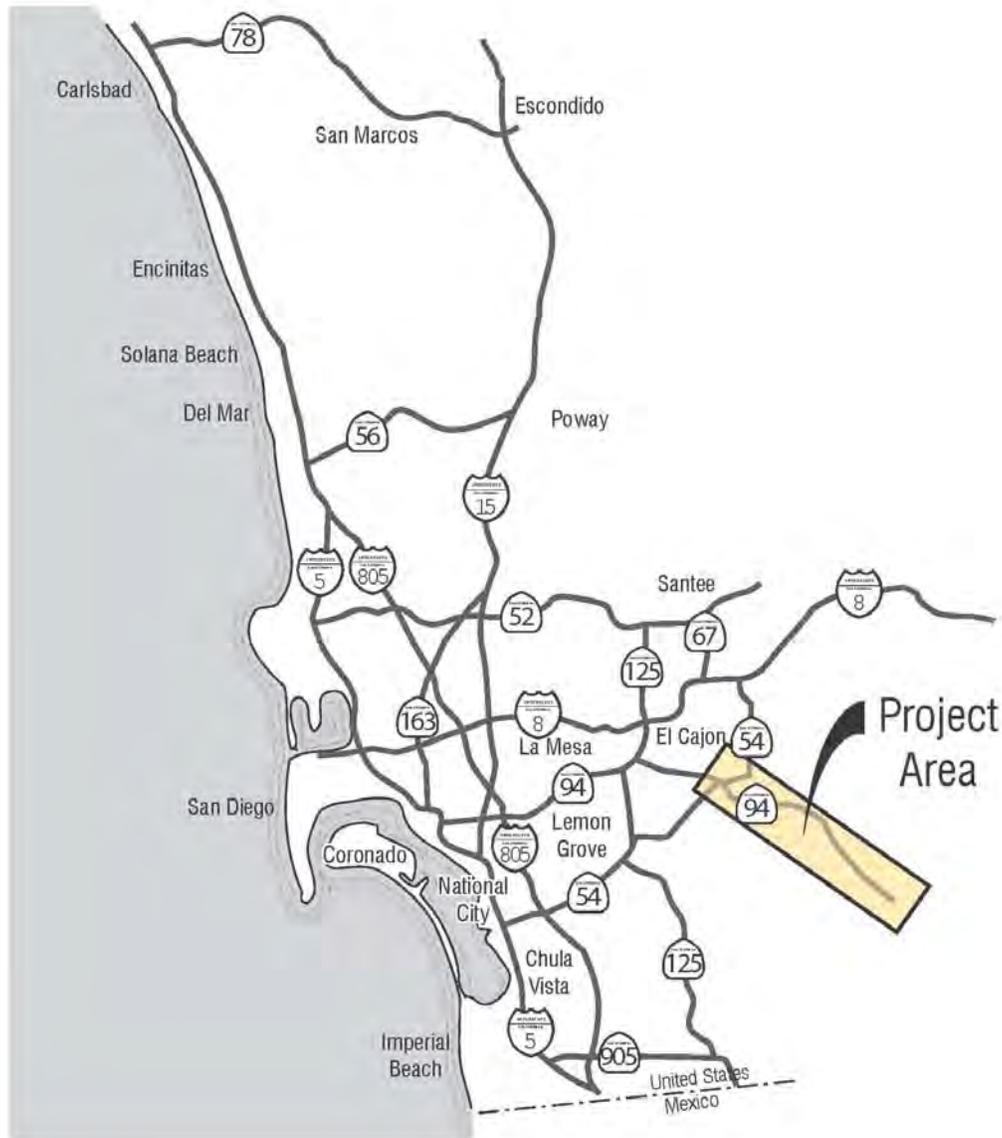


FIGURE 1: REGIONAL MAP - The project area is located in a rural part of Southeast San Diego County.



FIGURE 2: PROJECT VICINITY MAP - The project includes specific roadway and signaling improvements along SR 94.

LEGEND

- # Intersection Improvement Options
- # Access Improvements Options



NOT TO SCALE

Vicinity Map
SR 94 Improvements

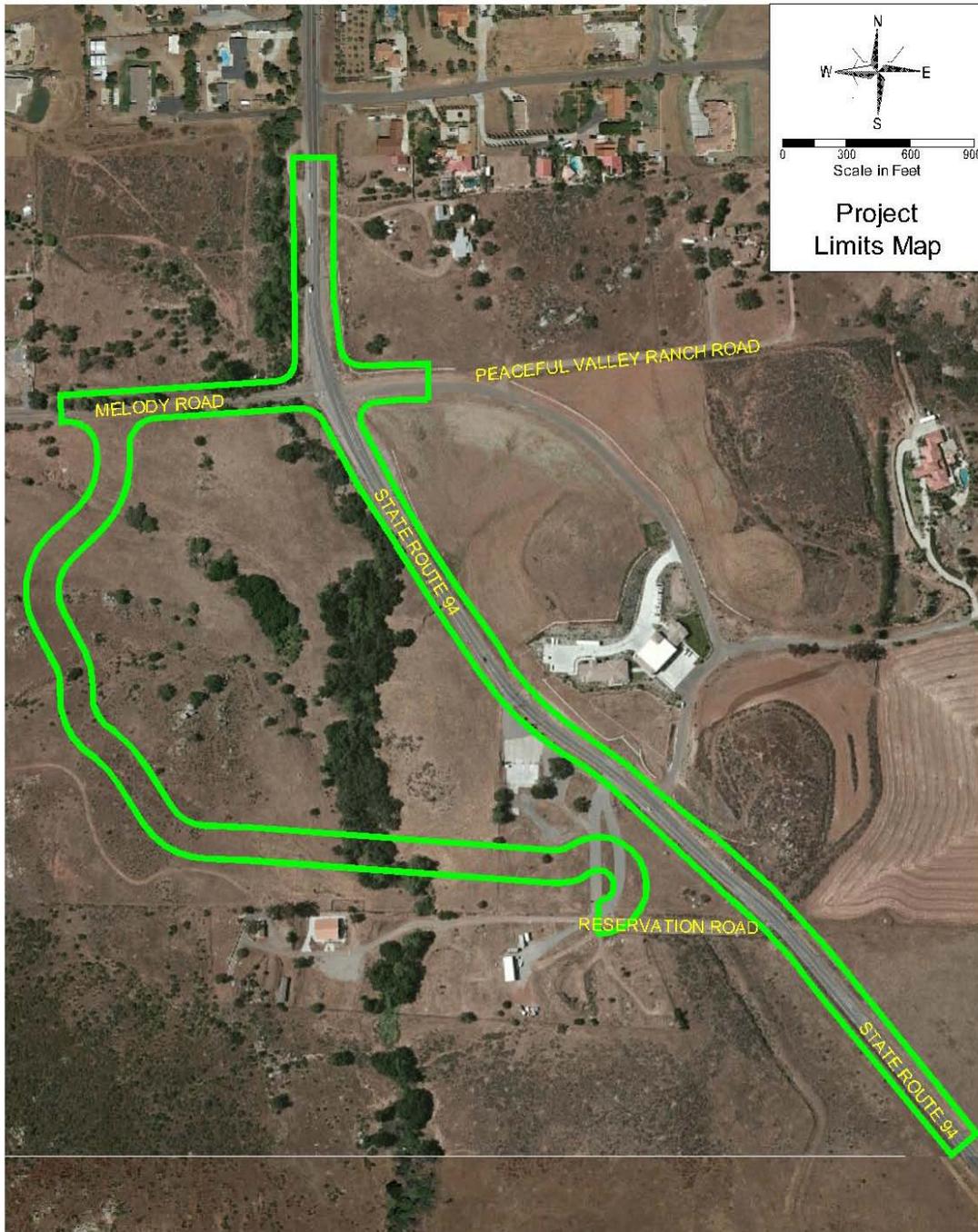


FIGURE 3: PROJECT LIMITS MAP—The project area consists of several alternatives that would encompass approximately a 0.9 mile segment of California State Route 94 between Jamul and Dulzura.

II. 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 State Route 94 (SR-94), as a result of traffic generated from the operation of their future gaming facility. The California Department of Transportation (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 California Environmental Quality Act (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 "known as Daisy Drive", or (3) via a new roadway constructed from Melody Road south to the JIV property. Under the Daisy Drive 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: Four-Acre Access, (Daisy Drive)

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 right of way (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.

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. SR94/Jamacha Boulevard Intersection: Restripe the northbound through shared left-turn lane to a northbound through shared right-turn lane (including required traffic signal modifications). The proposed improvements would affect Jamacha Boulevard, which is within the County.
2. SR94/Jamacha Road Intersection: Add a second eastbound right-turn lane and retaining wall (including required traffic signal modifications). The right-turn lane would extend beyond the existing Caltrans ROW. Restripe the northbound approach to provide a northbound through shared left-turn lane to a northbound through shared right-turn lane.
3. SR94/Steele Canyon Road Intersection: Add a second eastbound and westbound through lane. Two of the approaches are within the County ROW.
4. SR94/Lyons Valley Road Intersection: Install a traffic signal. Traffic signal equipment, such as detection system, conduits and pullboxes would have to be installed within the County's ROW.
5. SR94/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.

Alternative 1: Reservation Road Access

Alternative 1 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.

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.

Alternative 2: Four-Acre Access (Daisy Drive)

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, at "Daisy Drive." Locating the access point at Daisy Drive 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, south of Daisy Drive, which results in one less horizontal curve along SR-94 within the project limits.

Alternative 2: Option 1 (Full Disturbed Area)

Option 1 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.

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 at Daisy Drive

instead of Reservation Road. In Addition, Option 1 would provide an additional northbound lane along SR-94 between Daisy Drive and Peaceful Valley Ranch Road to accommodate the expected dual left-turn lanes departing from the access driveway at Daisy Drive. 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 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 at Daisy Drive. 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 proposes to provide access to the JIV Gaming Project via Daisy Drive, 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 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: Option2 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.

Alternative 3: Melody Road Access

Alternative 3 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 Daisy Drive 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.

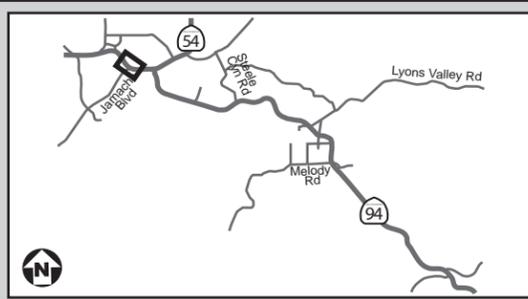
The proposed centerline alignment for SR-94 for Alternative 3 is relatively the same as proposed for Alternative 2: Option 1. However, the extent of improvement along both SR-94 and Melody Road are different when compared to the other alternatives. The difference is related to the access driveway location.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

Alternative 4: No Build Alternative

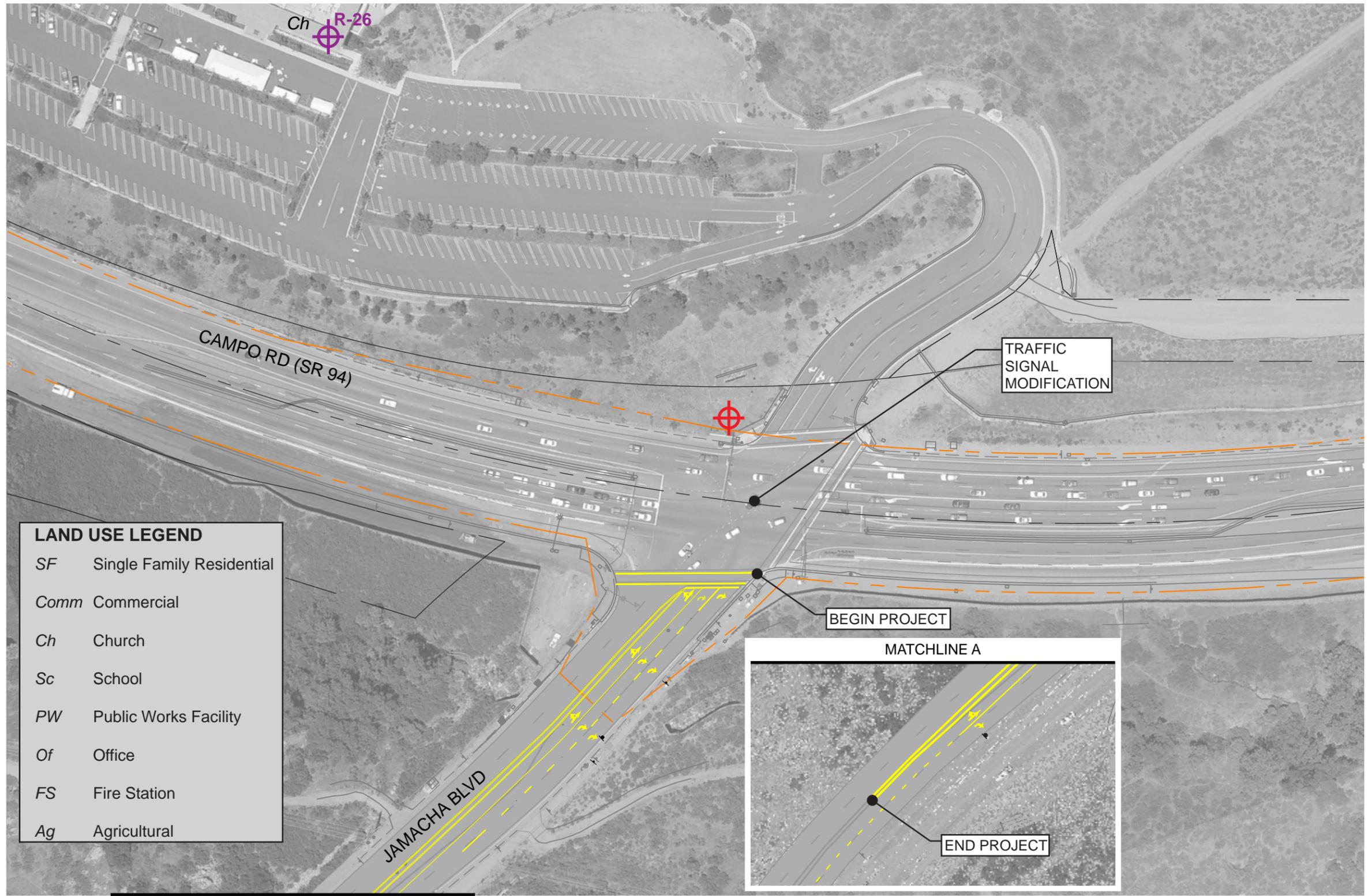
No roadway improvements would be constructed under the No Build Alternative.

FIGURE 4 - SR 94 (Campo Rd) and Jamacha Boulevard

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-  Existing Right-of-way
-  Noise Measurement
-  Noise Receptors (R)
-  Proposed Restriping
-  Property Boundaries



LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

MATCHLINE A

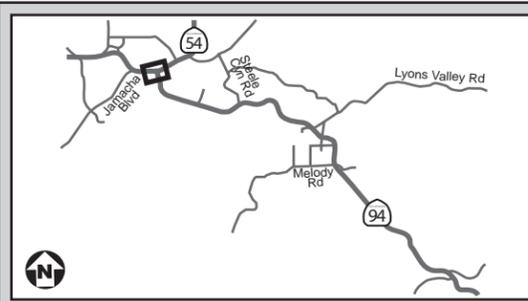


Common Design Features:
SR 94 (Campo Rd) and Jamacha Boulevard
 SR 94 Improvements

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FIGURE 5 - SR 94 (Campo Rd) and Jamacha Road

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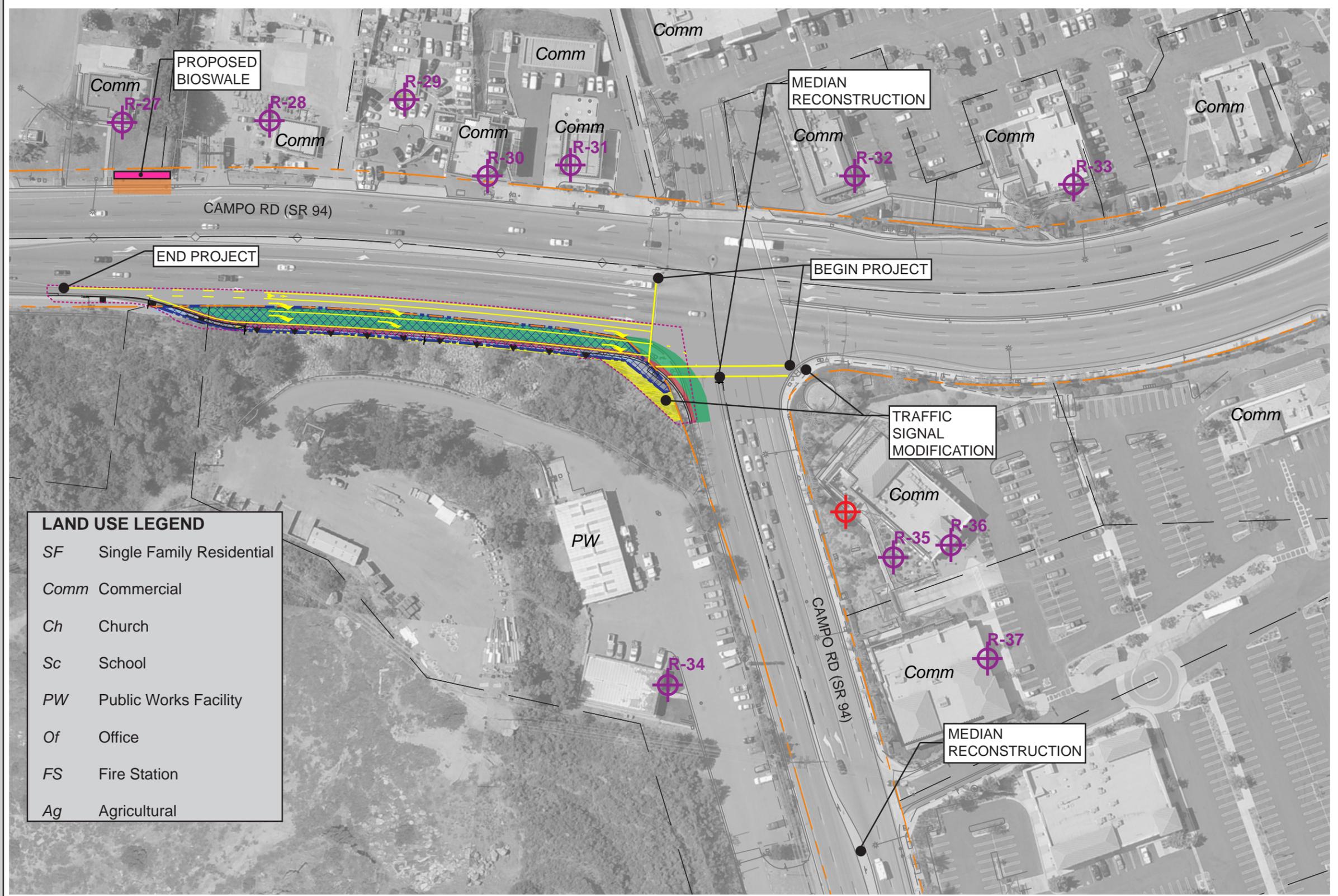


LEGEND

- Proposed Culvert Widening or Replacement
- 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
- Noise Measurement
- Noise Receptors (R)
- Proposed Restriping
- Property Boundaries

LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

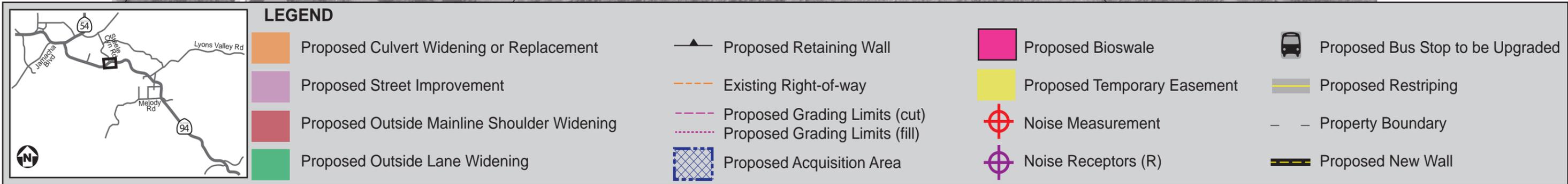
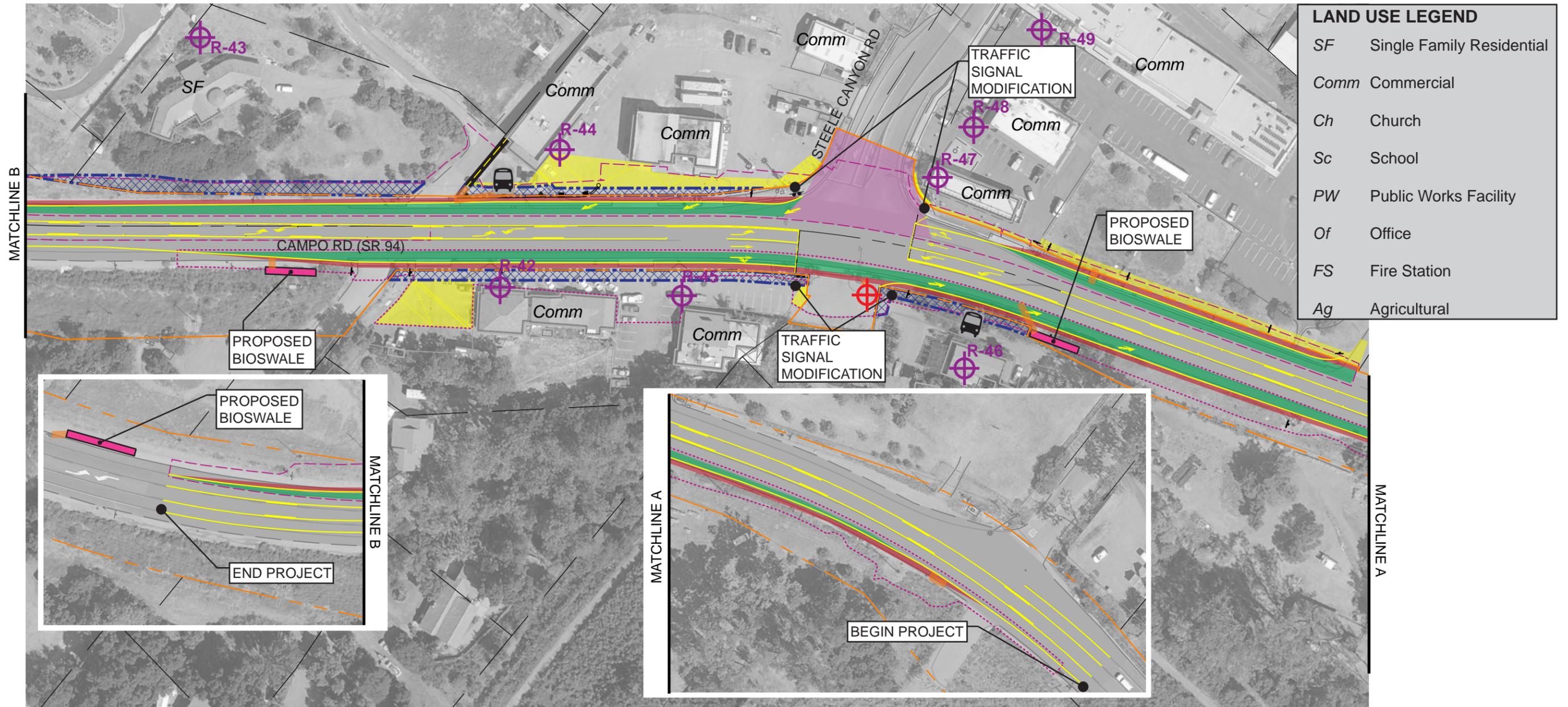


Common Design Features:
SR 94 (Campo Road) and Jamacha Road
 SR 94 Improvements

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FIGURE 6 - SR 94 (Campo Rd) and Steel Canyon Road

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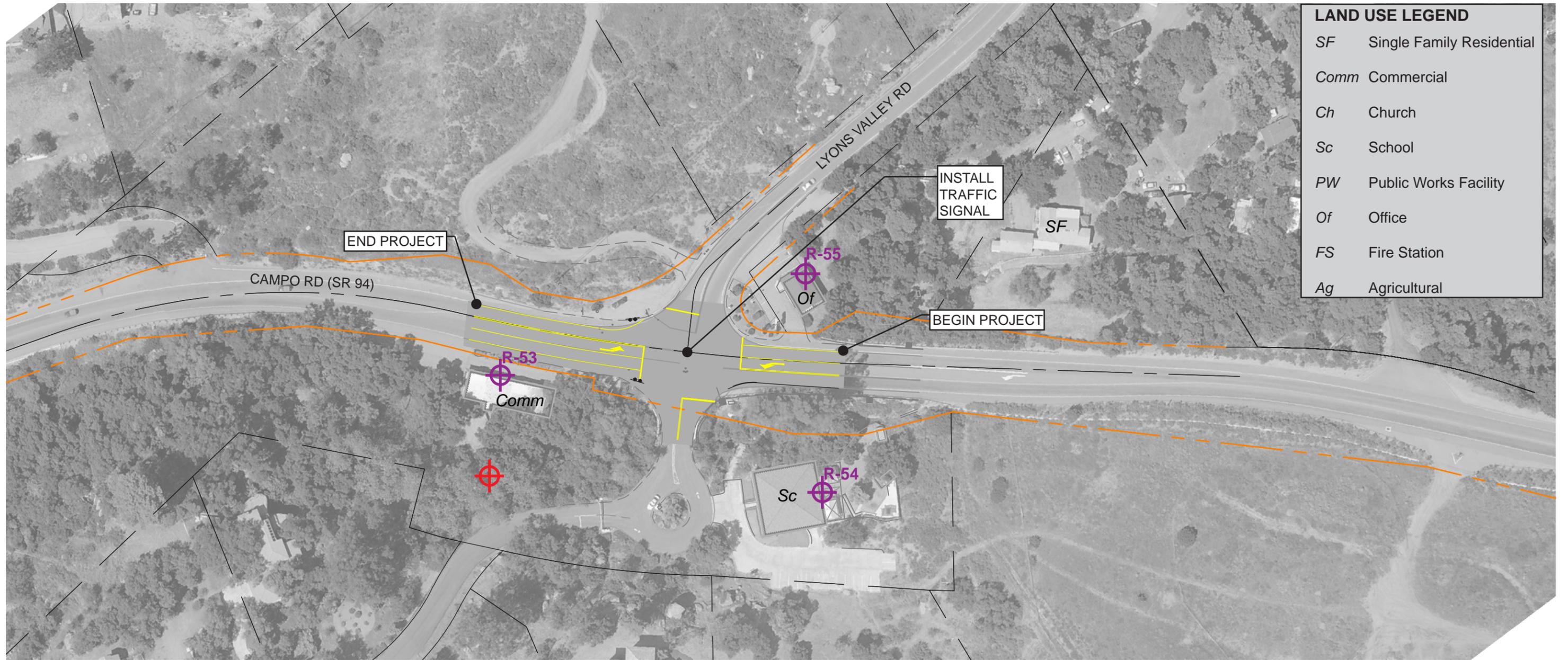


Common Design Features:
SR 94 (Campo Road) and Steele Canyon Road
 SR 94 Improvements

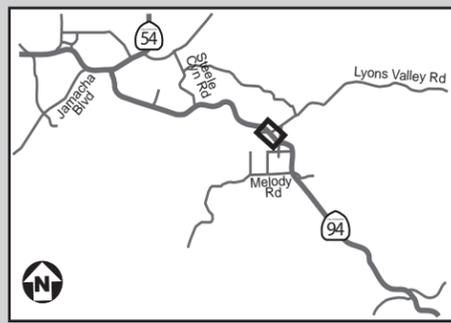
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FIGURE 7 - SR 94 (Campo Rd) and Lyons Valley Road

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LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural



LEGEND

- Existing Right-of-way
- Noise Measurement
- Noise Receptors (R)
- Proposed Restriping
- Property Boundary

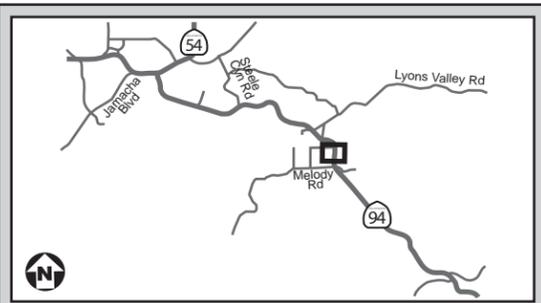


Common Design Features:
SR 94 (Campo Road) and Lyons Valley Road
 SR 94 Improvements

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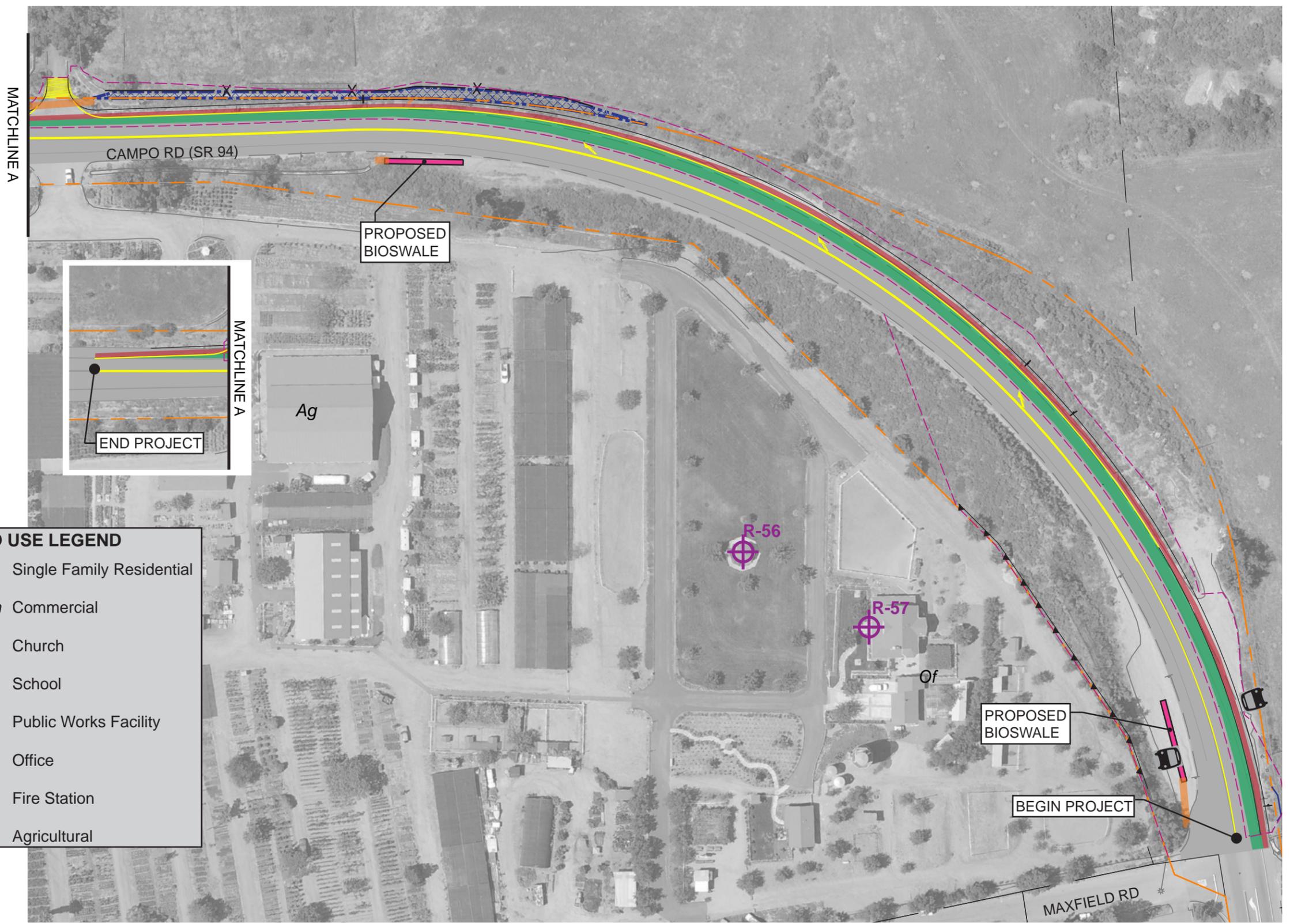
FIGURE 8 - SR 94 (Campo Rd) and Maxfield Road

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- 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
 - Noise Receptors (R)
 - Proposed Bus Stop to be Upgraded
 - Proposed Restriping
 - Property Boundary

- LAND USE LEGEND**
- SF Single Family Residential
 - Comm Commercial
 - Ch Church
 - Sc School
 - PW Public Works Facility
 - Of Office
 - FS Fire Station
 - Ag Agricultural

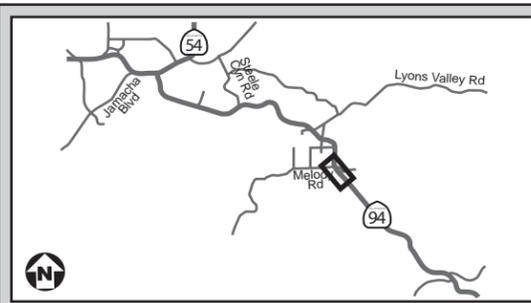


**Common Design Features:
SR 94 (Campo Road) and Maxfield Road
SR 94 Improvements**

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FIGURES 9A & 9B: PROJECT ALTERNATIVE #1

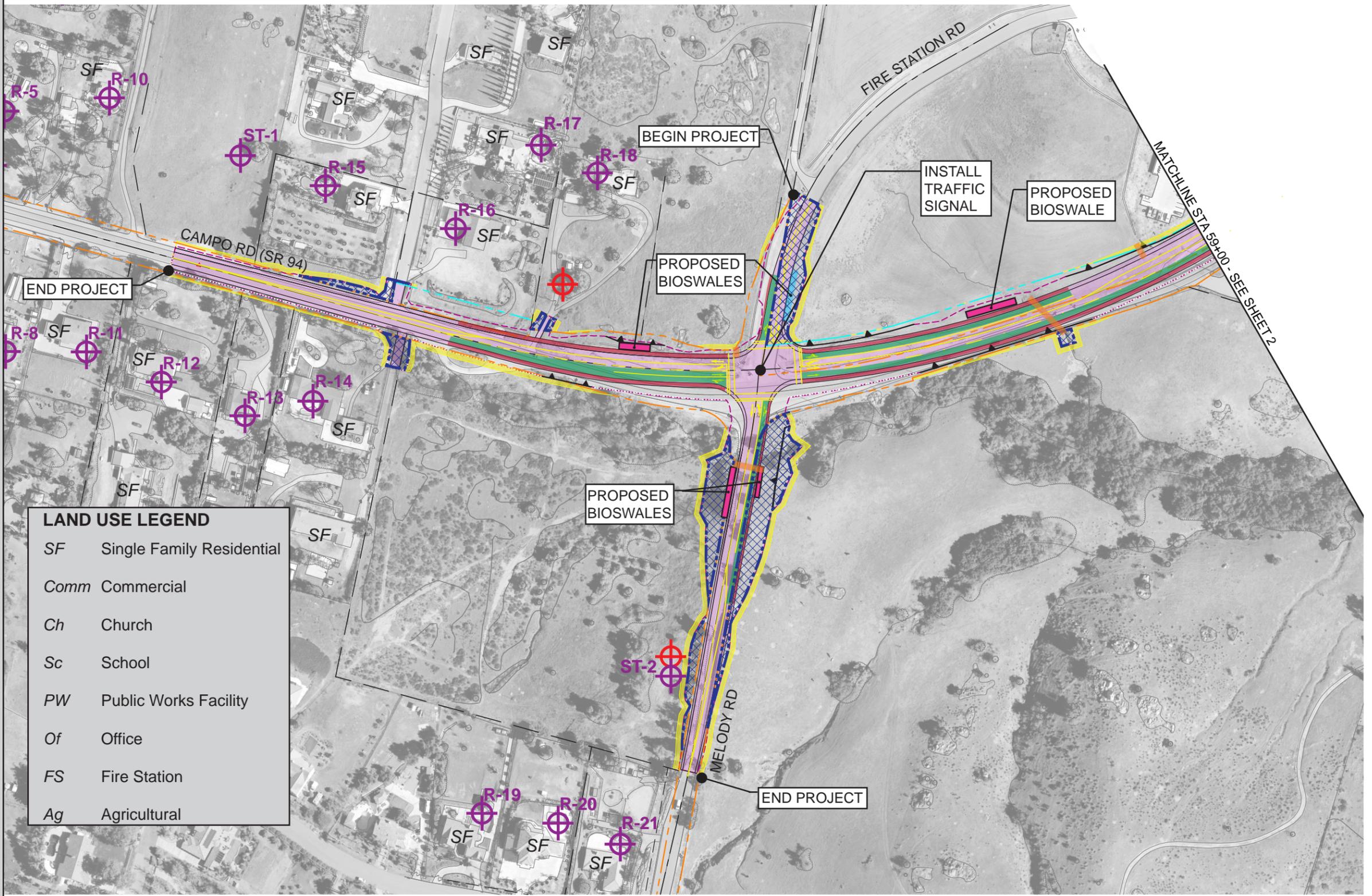
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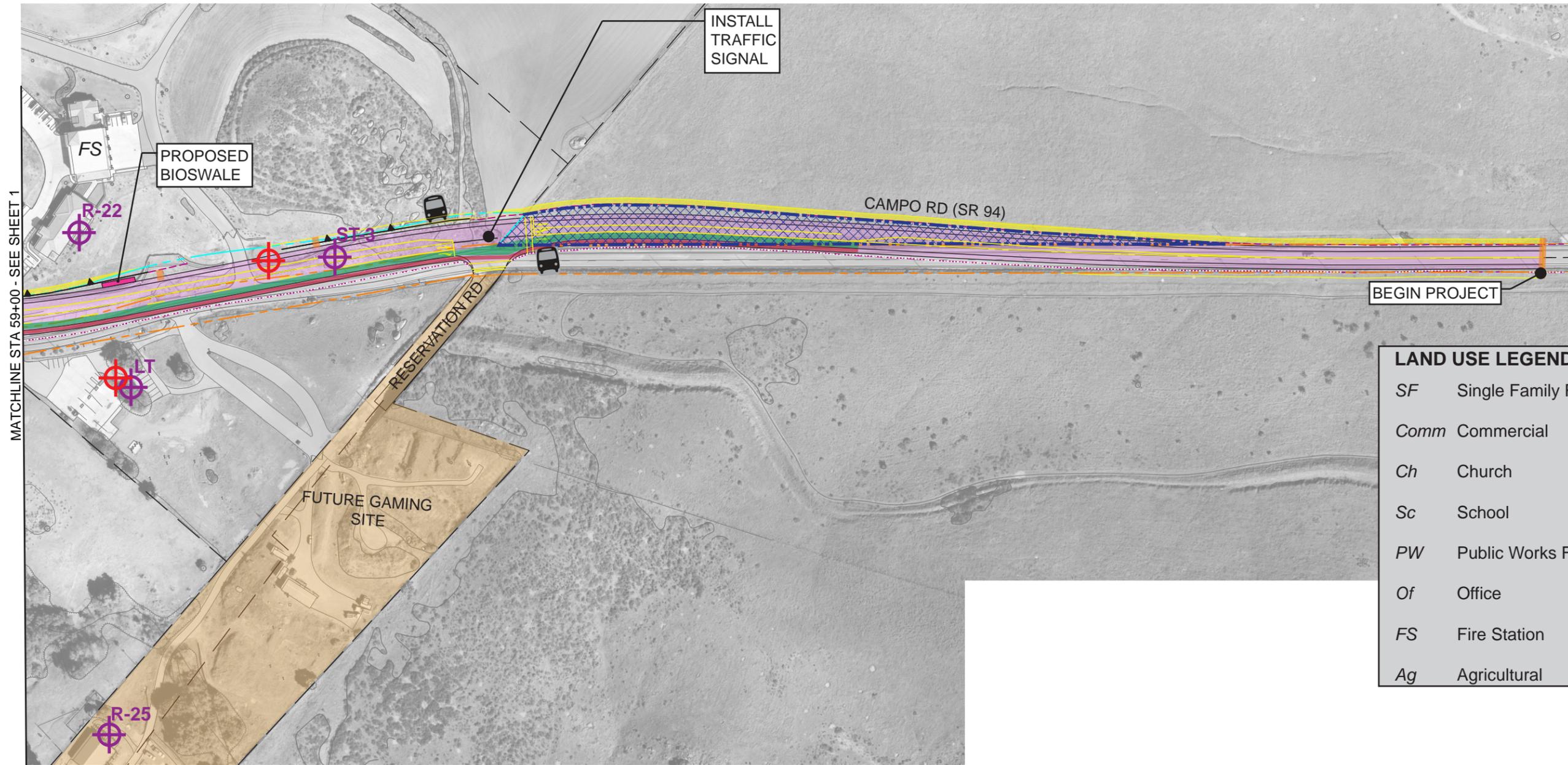
- LEGEND**
- Proposed Culvert Widening or Replacement
 - Proposed Street Improvement
 - Proposed Outside Mainline Shoulder Widening
 - Proposed Outside Lane Widening
 - Proposed Retaining Wall
 - Proposed Grading Limits (cut)
 - Proposed Grading Limits (fill)
 - Existing Right-of-way
 - Existing Irrevocable Offer of Dedication
 - Proposed Bioswale
 - Proposed Acquisition Area
 - Proposed Temporary Easement
 - Noise Measurement
 - Noise Receptors (R)
 - Proposed Restriping
 - Property Boundary

LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural



**Unique Design Features of Access Road:
Alternative 1 Sheet 1
SR 94 Improvements**



LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

LEGEND

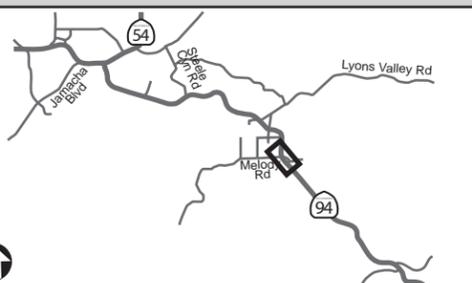
<ul style="list-style-type: none"> Proposed Culvert Widening or Replacement Proposed Street Improvement Proposed Outside Mainline Shoulder Widening Proposed Outside Lane Widening 	<ul style="list-style-type: none"> Proposed Grading Limits (cut) Proposed Grading Limits (fill) Existing Right-of-way Existing Irrevocable Offer of Dedication Proposed Bioswale 	<ul style="list-style-type: none"> Proposed Acquisition Area Proposed Temporary Easement Noise Measurement Noise Receptors (R)
<ul style="list-style-type: none"> Future Gaming Site Proposed Restriping Property Boundary 	<ul style="list-style-type: none"> Proposed Bus Stop to be Upgraded 	



**Unique Design Features of Access Road:
Alternative 1 Sheet 2
SR 94 Improvements**

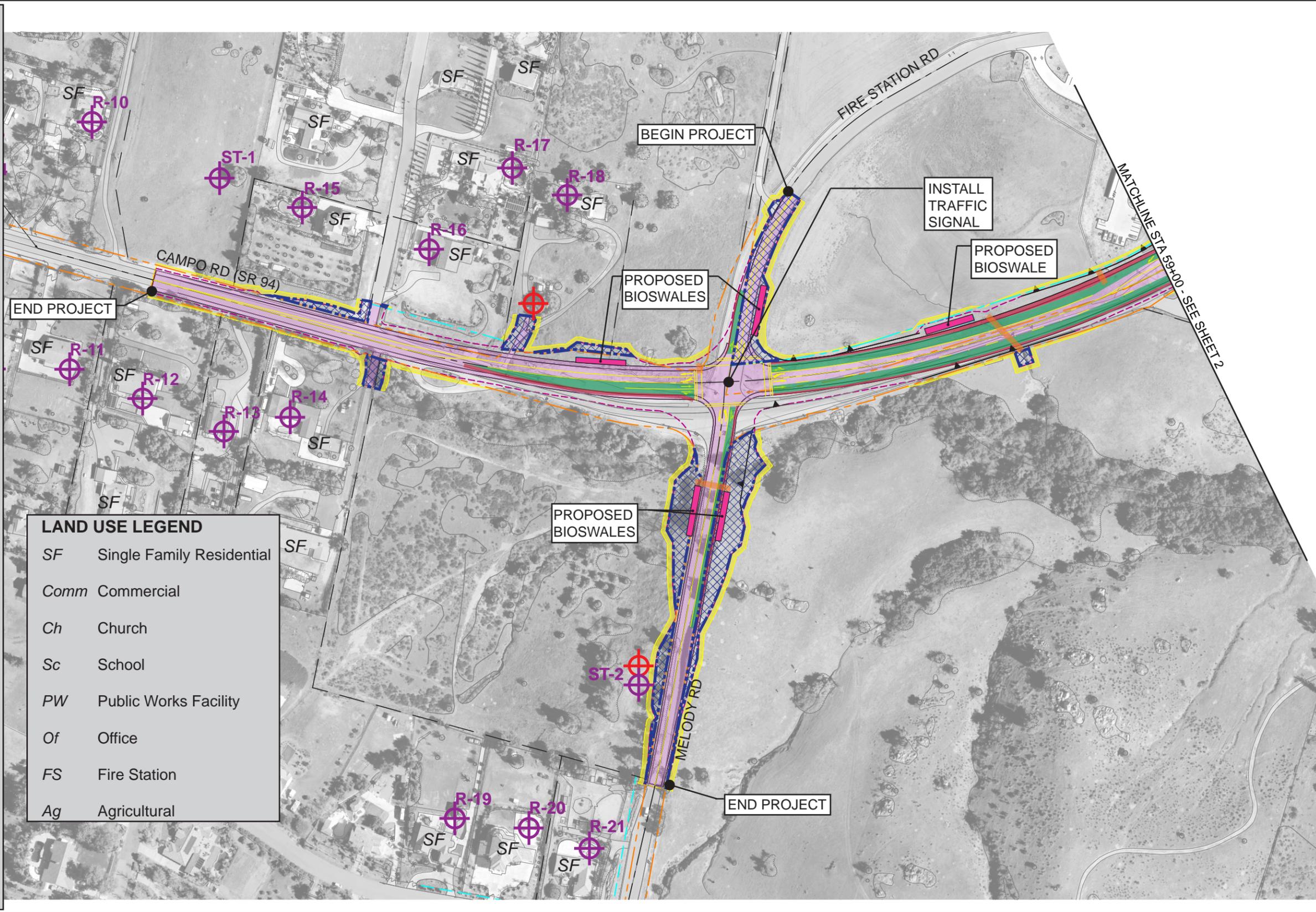
FIGURES 10A & 10B: PROJECT ALTERNATIVE #2-1

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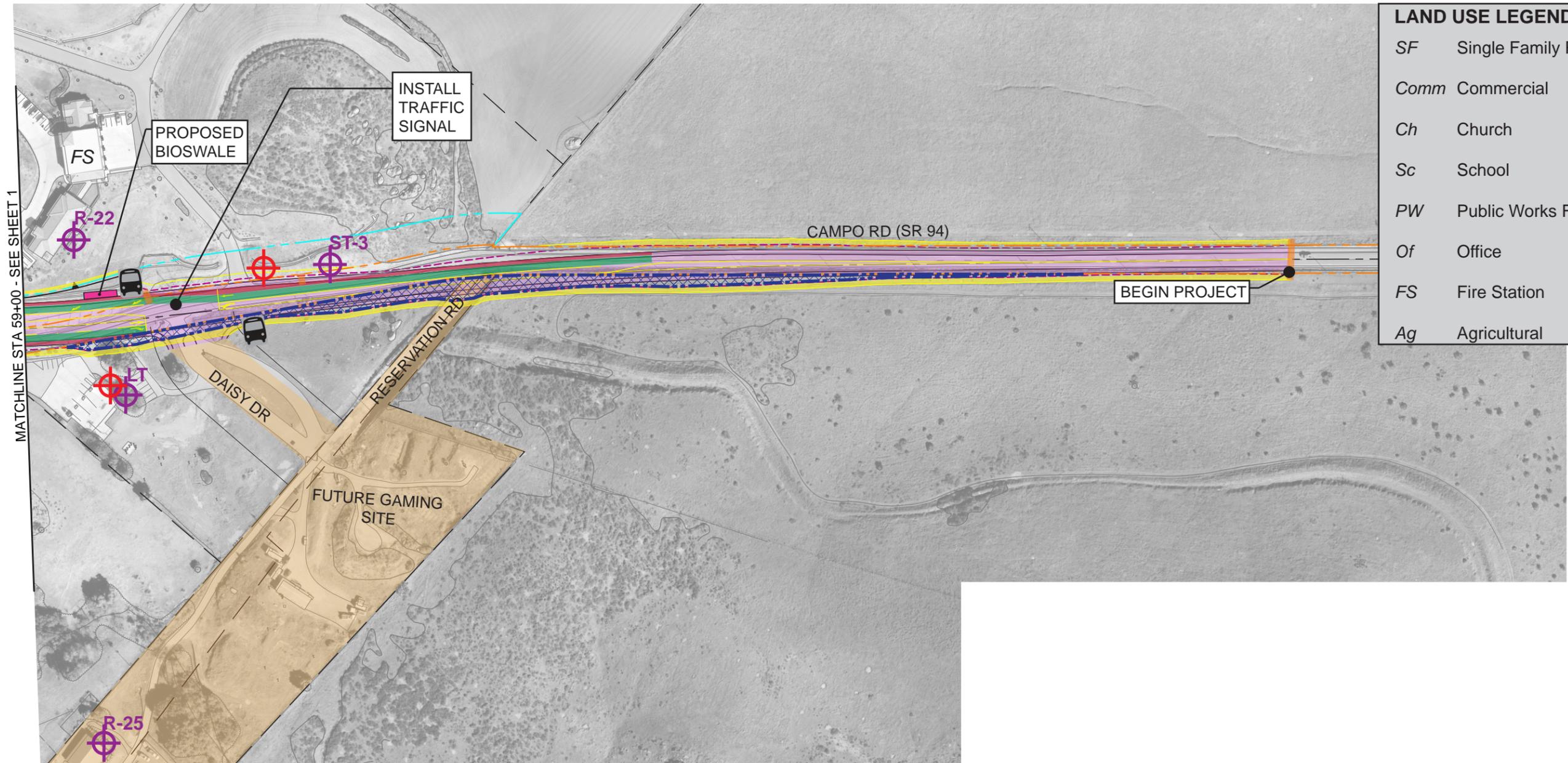


LEGEND

- Proposed Culvert Widening or Replacement
- Proposed Street Improvement
- Proposed Outside Mainline Shoulder Widening
- Proposed Outside Lane Widening
- Proposed Retaining Wall
- Proposed Grading Limits (cut)
- Proposed Grading Limits (fill)
- Existing Right-of-way
- Existing Irrevocable Offer of Dedication
- Proposed Bioswale
- Proposed Acquisition Area
- + Noise Measurement
- + Noise Receptors (R)
- Proposed Restriping
- Property Boundary



**Unique Design Features of Access Road:
Alternative 2A Sheet 1
SR 94 Improvements**



LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

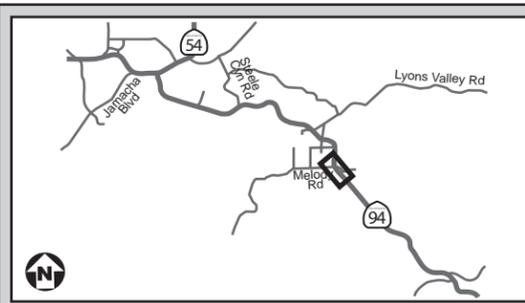
LEGEND			
	Proposed Culvert Widening or Replacement		Proposed Grading Limits (cut)
	Proposed Street Improvement		Proposed Grading Limits (fill)
	Proposed Outside Mainline Shoulder Widening		Existing Right-of-way
	Proposed Outside Lane Widening		Existing Irrevocable Offer of Dedication
	Proposed Bioswale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



**Unique Design Features of Access Road:
Alternative 2A Sheet 2
SR 94 Improvements**

FIGURES 11A & 11B: PROJECT ALTERNATIVE #2-2

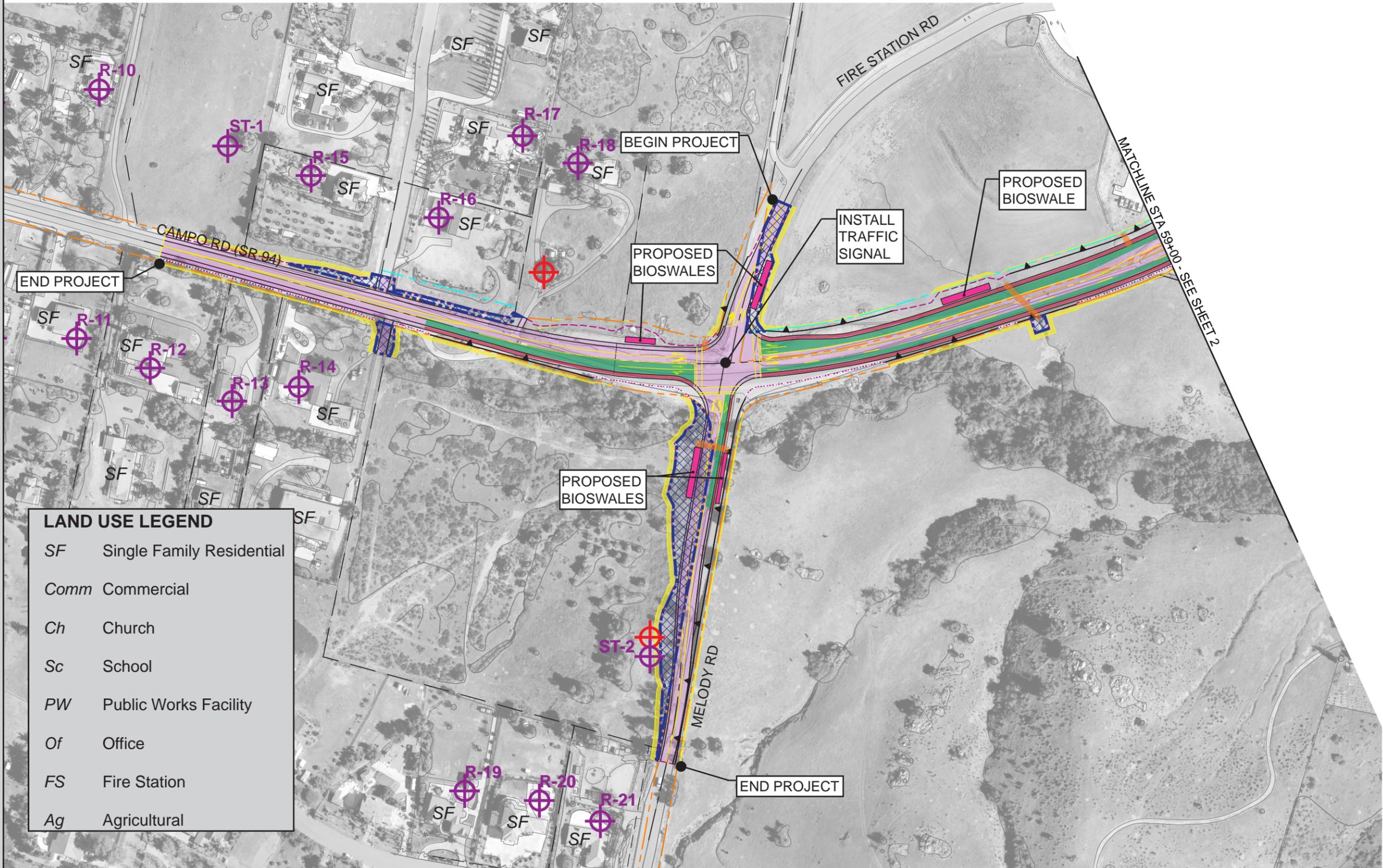
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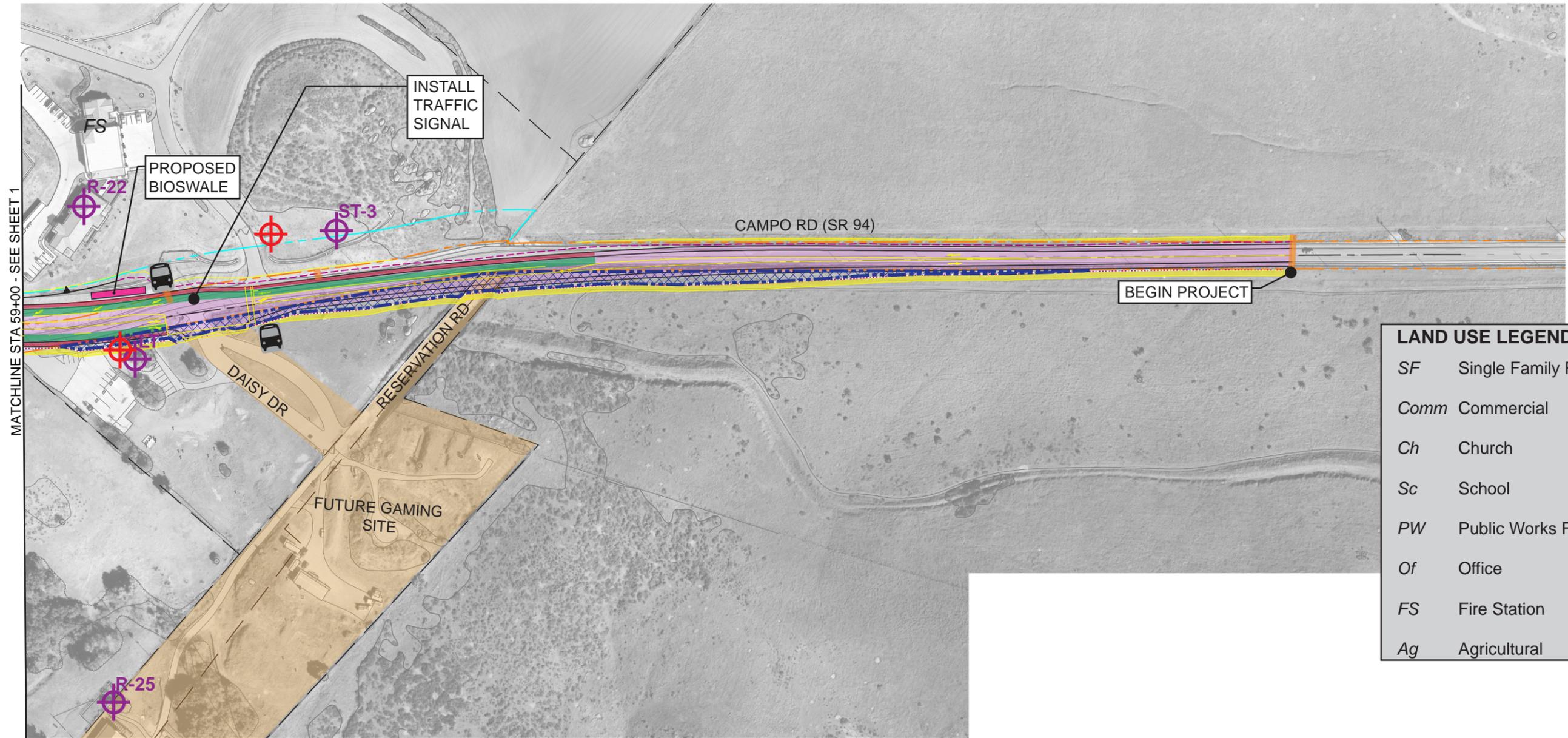
- LEGEND**
- Proposed Culvert Widening or Replacement
 - Proposed Street Improvement
 - Proposed Outside Mainline Shoulder Widening
 - Proposed Outside Lane Widening
 - Proposed Retaining Wall
 - Proposed Grading Limits (cut)
 - Proposed Grading Limits (fill)
 - Existing Right-of-way
 - Existing Irrevocable Offer of Dedication
 - Proposed Bioswale
 - Proposed Acquisition Area
 - Proposed Temporary Easement
 - Noise Measurement
 - Noise Receptors (R)
 - Proposed Restriping
 - Property Boundary

LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural



**Unique Design Features of Access Road:
Alternative 2B Sheet 1
SR 94 Improvements**



LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

LEGEND

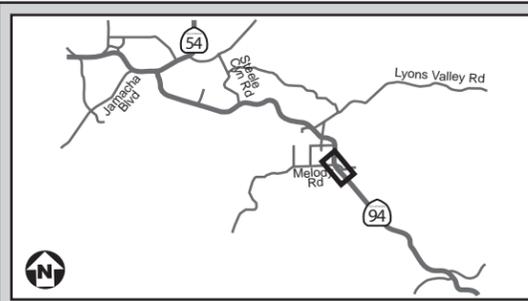
<ul style="list-style-type: none"> Proposed Culvert Widening or Replacement Proposed Street Improvement Proposed Outside Mainline Shoulder Widening Proposed Outside Lane Widening 	<ul style="list-style-type: none"> Proposed Grading Limits (cut) Proposed Grading Limits (fill) Existing Right-of-way Existing Irrevocable Offer of Dedication Proposed Bioswale 	<ul style="list-style-type: none"> Proposed Acquisition Area Proposed Temporary Easement Noise Measurement Noise Receptors (R)
<ul style="list-style-type: none"> Proposed Bus Stop to be Upgraded Future Gaming Site Proposed Restriping Property Boundary 		



**Unique Design Features of Access Road:
Alternative 2B Sheet 2
SR 94 Improvements**

FIGURES 12A & 12B: PROJECT ALTERNATIVE #2-3

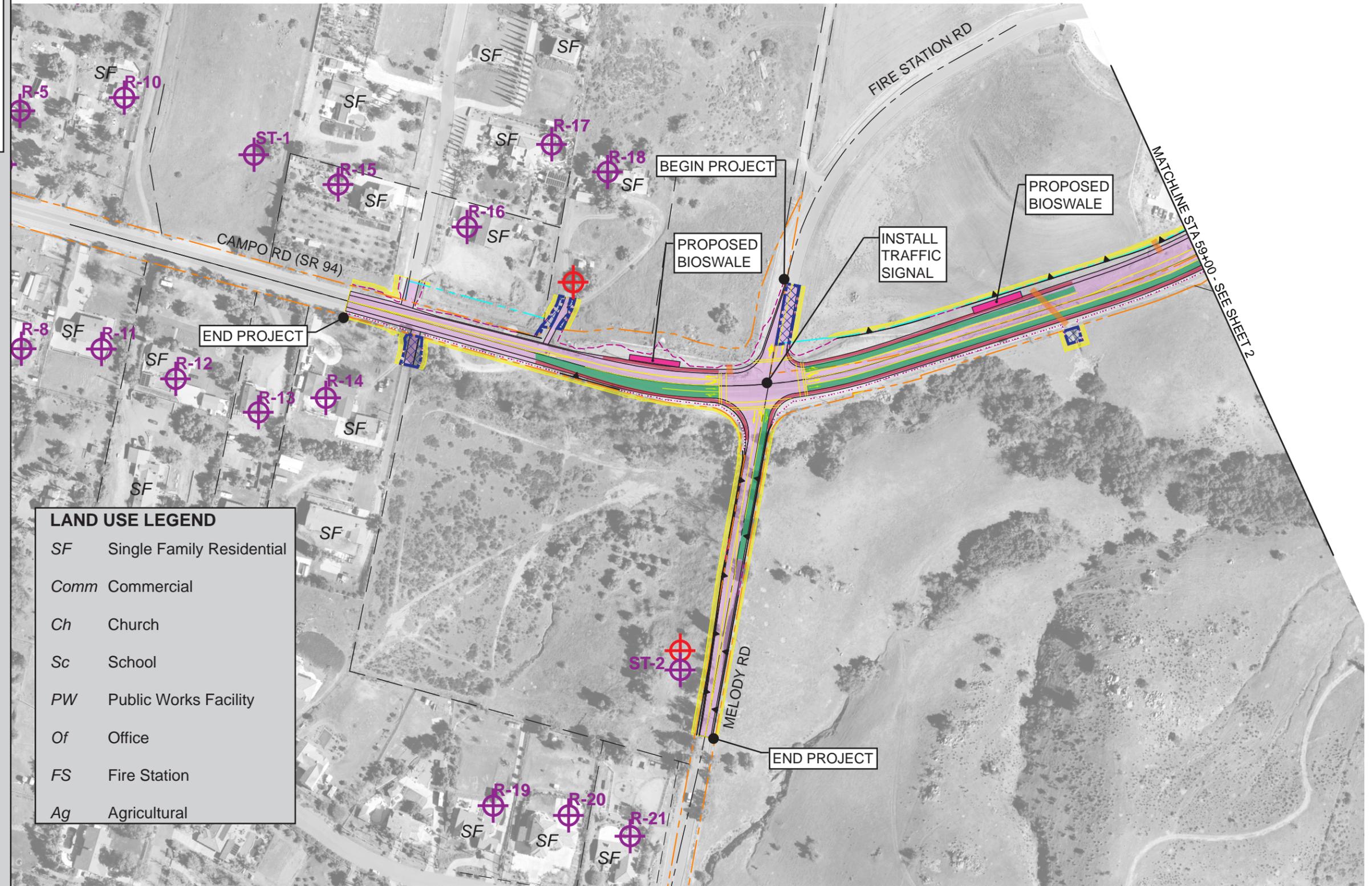
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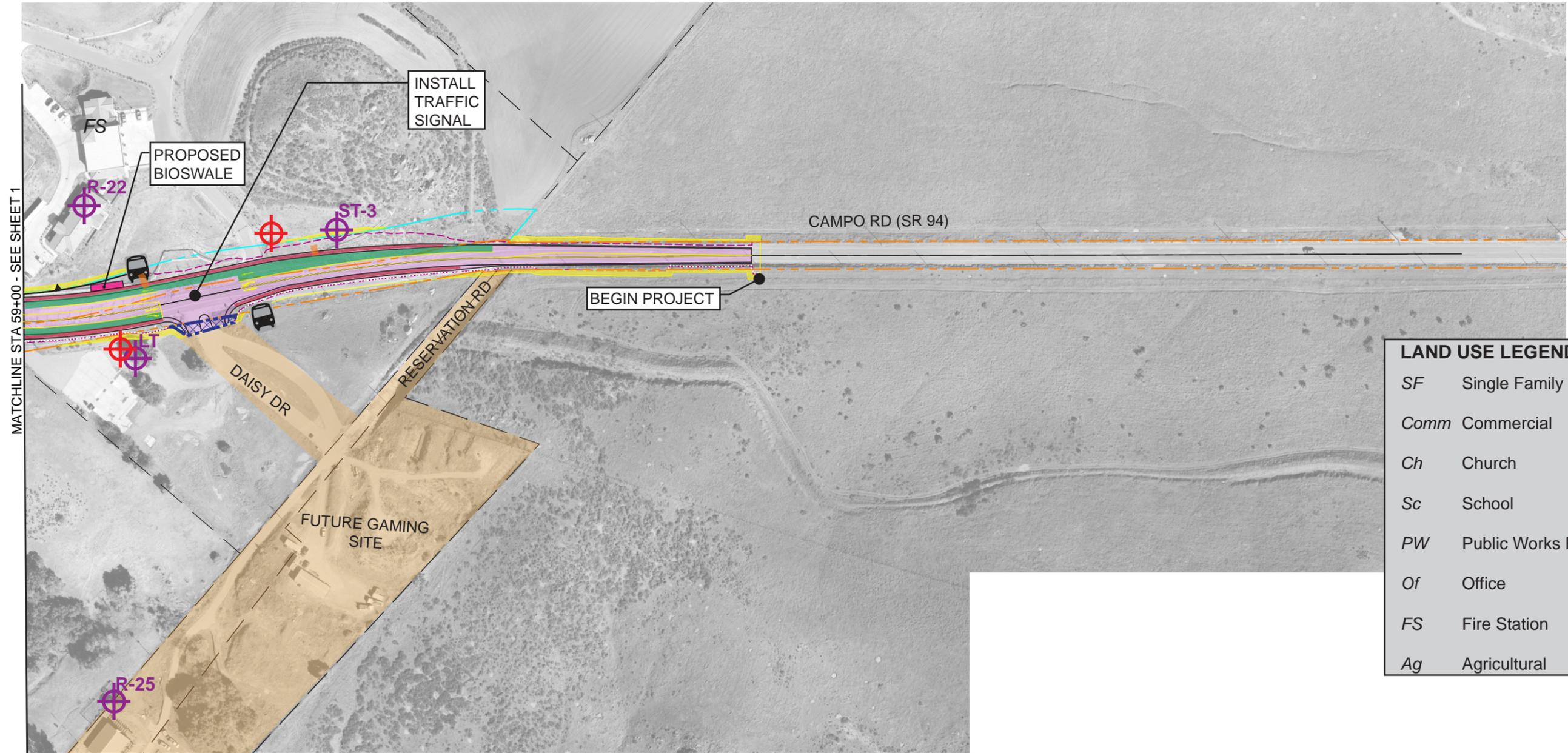
LEGEND

- Proposed Culvert Widening or Replacement
- Proposed Street Improvement
- Proposed Outside Mainline Shoulder Widening
- Proposed Outside Lane Widening
- Proposed Retaining Wall
- Proposed Grading Limits (cut)
- Proposed Grading Limits (fill)
- Existing Right-of-way
- Existing Irrevocable Offer of Dedication
- Proposed Bioswale
- Proposed Acquisition Area
- Proposed Temporary Easement
- Noise Measurement
- Noise Receptors (R)
- Proposed Restriping
- Property Boundary

LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural



**Unique Design Features of Access Road:
Alternative 2C Sheet 1
SR 94 Improvements**



LAND USE LEGEND	
SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

LEGEND

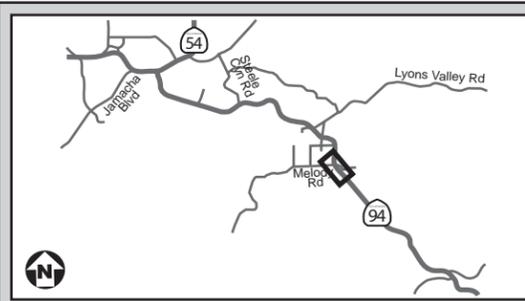
<ul style="list-style-type: none"> Proposed Culvert Widening or Replacement Proposed Street Improvement Proposed Outside Mainline Shoulder Widening Proposed Outside Lane Widening 	<ul style="list-style-type: none"> Proposed Grading Limits (cut) Proposed Grading Limits (fill) Existing Right-of-way Existing Irrevocable Offer of Dedication Proposed Bioswale 	<ul style="list-style-type: none"> Proposed Acquisition Area Proposed Temporary Easement Noise Measurement Noise Receptors (R)
<ul style="list-style-type: none"> Proposed Bus Stop to be Upgraded Future Gaming Site Proposed Restriping Property Boundary 		



**Unique Design Features of Access Road:
Alternative 2C Sheet 2
SR 94 Improvements**

FIGURES 13A & 13B: PROJECT ALTERNATIVE #3

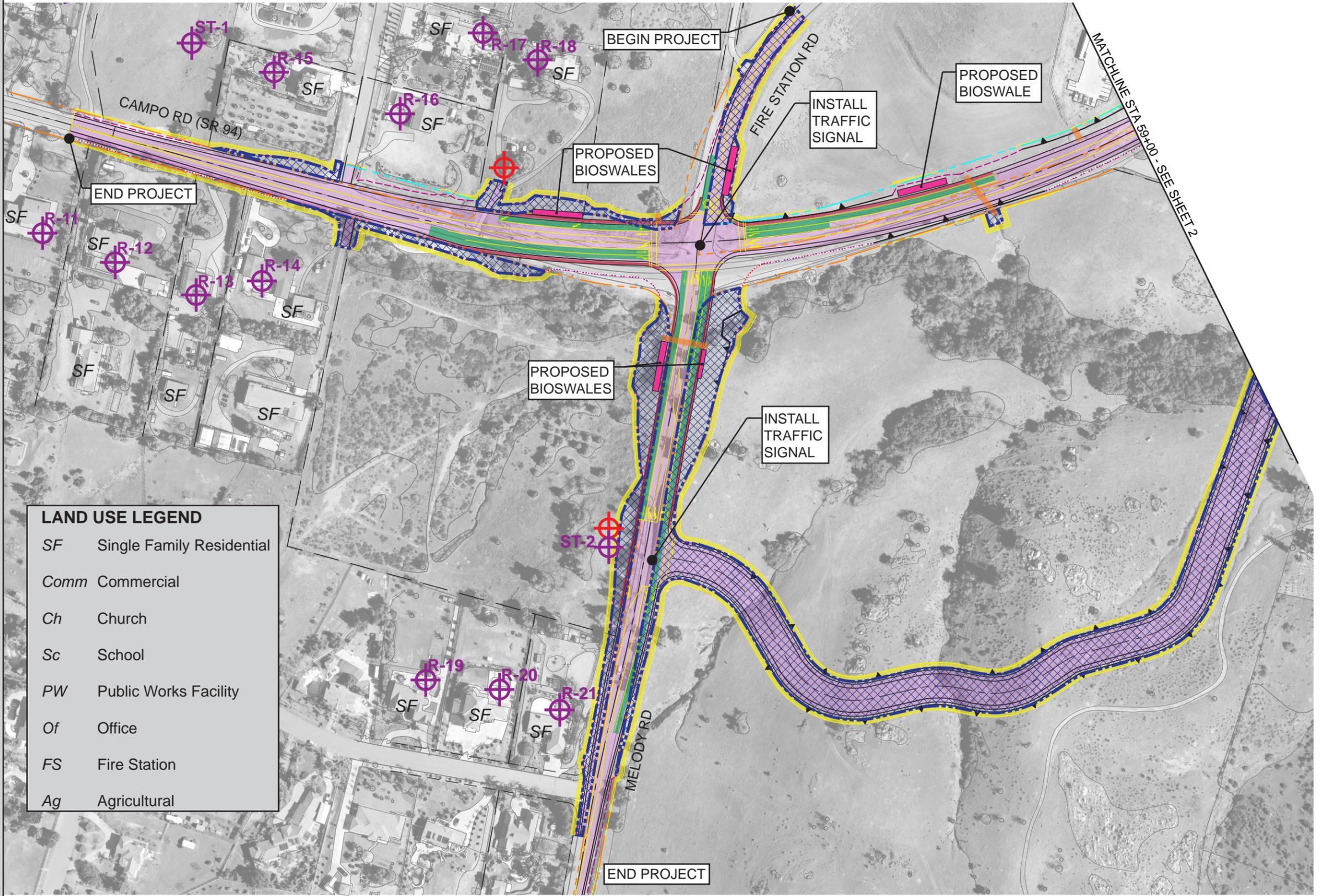
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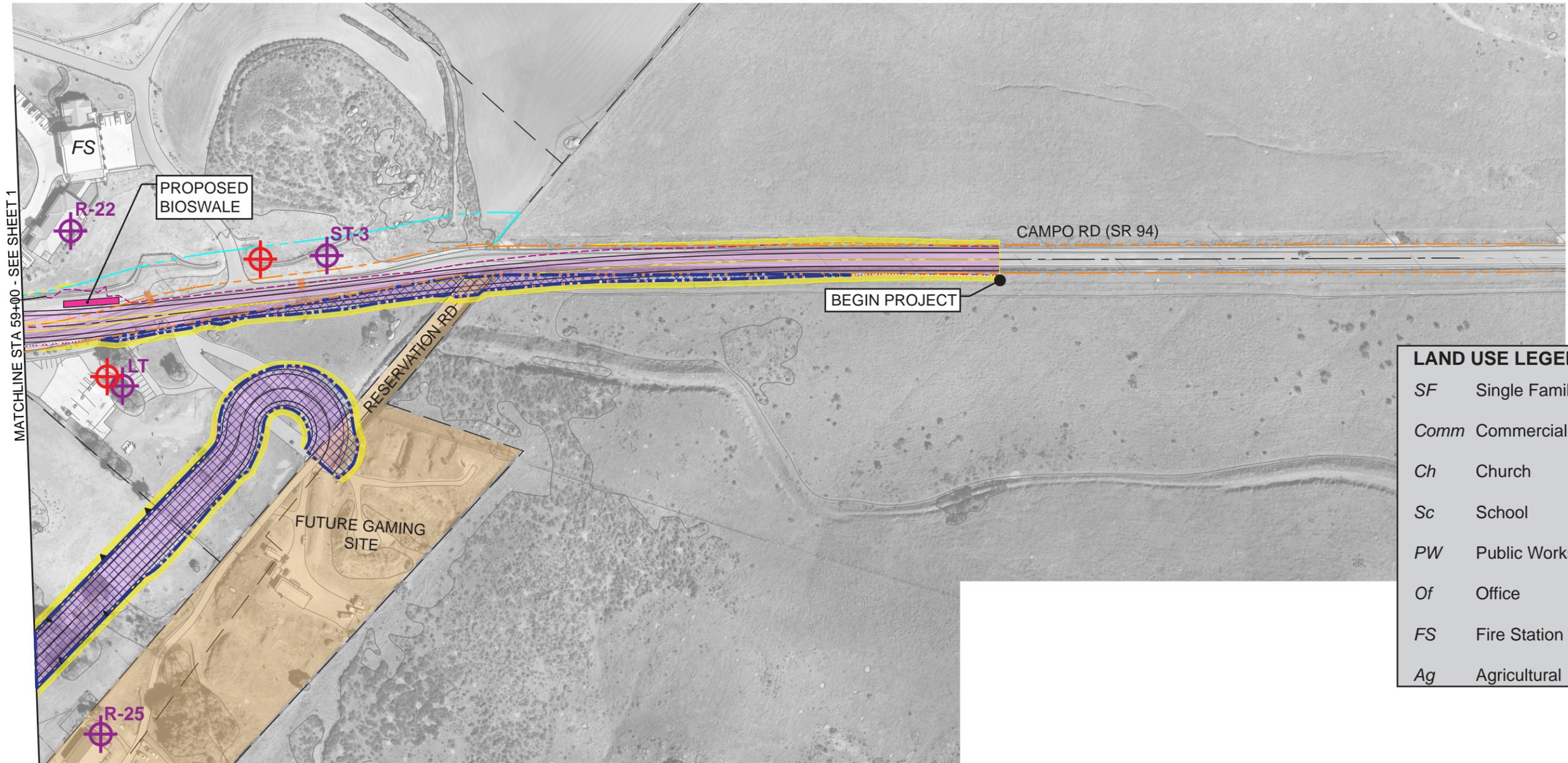
- LEGEND**
- Proposed Culvert Widening or Replacement
 - Proposed Street Improvement
 - Proposed Outside Mainline Shoulder Widening
 - Proposed Outside Lane Widening
 - Proposed Retaining Wall
 - Proposed Grading Limits (cut)
 - Proposed Grading Limits (fill)
 - Existing Right-of-way
 - Existing Irrevocable Offer of Dedication
 - Proposed Bioswale
 - Proposed Acquisition Area
 - Proposed Temporary Easement
 - Noise Measurement
 - Noise Receptors (R)
 - Proposed Restriping
 - Property Boundary

LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural

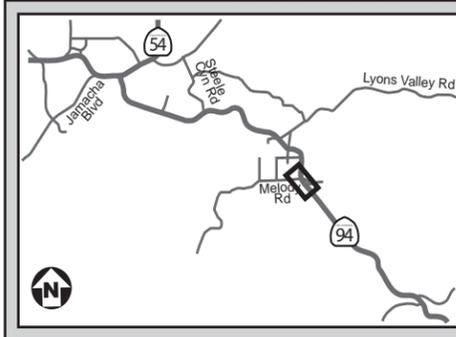


**Unique Design Features of Access Road:
Alternative 3 Sheet 1
SR 94 Improvements**



LAND USE LEGEND

SF	Single Family Residential
Comm	Commercial
Ch	Church
Sc	School
PW	Public Works Facility
Of	Office
FS	Fire Station
Ag	Agricultural



LEGEND

	Proposed Culvert Widening/Replacement		Existing Right-of-way		Proposed Temporary Easement		Property Boundary
	Proposed Local Street Improvement		Existing Irrevocable Offer of Dedication		Noise Measurement		Future Gaming Site
	Proposed Grading Limits		Proposed Bioswale		Noise Receptors (R)		
	Proposed Cut Limits		Proposed Acquisition Area		Proposed Restriping		



**Unique Design Features of Access Road:
Alternative 3 Sheet 2
SR 94 Improvements**

PROJECT FEATURES

The project proposes several options for improvements including additional traveled lanes, left turn lanes, widened roadway shoulders, retaining walls, concrete barriers, guard rails, and intersection signal lights. The new improvements would require the widening of roadway easements (in some Alternatives) to allow for the construction of the new improvements. The project improvements would be compliant with Caltrans standards. The improvements proposed for this project include the following:

Widened Roadway Surface

Additional through and left turn lanes with standard shoulder paving would be provided to accommodate anticipated higher traffic volumes and for compliance with Caltrans standards. The roadway surface along SR-94 would expand from 28' to 64', increasing by over double the amount of existing pavement.

Retaining Walls

Walls would be required to support the proposed roadway improvements within existing easements or where areas are not wide enough to accommodate the new improvements with graded slopes.

The heights of the retaining walls proposed within the project alternatives vary. Walls in Alternative 1, between Peaceful Valley Ranch Road and Reservation Road would total approximately 850 feet in length and vary between 10' and 20'. A fill retaining wall approximately 200 feet in length, varying between 8' and 16' would be required along the south side of Melody Road nearest the intersection with SR-94.

Walls in Alternative 2 Option 1 would be approximately 400 feet in length and vary in height from about 10 feet to 16 feet along the northbound lane of SR-94 north of Daisy Road.

Walls in Alternative 2 Option 2 would include three short fill walls approximately 100 feet to 150 feet in length and approximately 6 feet tall, along the southbound side of SR-94.

Walls in Alternative 2 Option 3 would be approximately 100 feet in length and approximately 4 feet in height along Melody Road. The cut-walls would be approximately 1,000 feet in length, combined, and vary in height from about 10 feet to 20 feet and located along the northbound SR-94 highway north of Daisy Road.

Walls in Alternative 3 would be a cut-walls approximately 250 feet long and 8 feet to 10 feet in height located along the northbound SR-94 highway. A fill-wall would be 175 feet in length and vary in height from 6 feet to 12 feet located along the southbound lanes of the SR-94 highway.

Walls may be battered, or sloped to provide a softer transition to grades and create a distinct built form. Retaining walls would transition to graded slopes at both ends of the wall. The retaining walls would consist of integral color to match the color and texture of the native terrain.

Colored Concrete Barriers

Concrete barriers are required along the widened roadway for safety purposes and would be integrally colored to match the color and texture of the native terrain.

Graded Slopes

Cut and fill slopes are anticipated to have a maximum gradient of 2:1. The erosive nature of soils in the project area may prevent the use of steeper gradients in either cut or fill conditions to reduce the project footprint without the use of mechanical slope reinforcement such as a geo-grid system.

Guard Rails

Safety guard rails are required in many places along the edges of roadway where widening occurs.

Safety Railing

Safety railing will be required at the top of all the retaining walls to provide safety for maintenance personnel at wall locations where grading differences present an unsafe condition.

Traffic Signals

New traffic signals are proposed at specific intersections along SR-94 to improve circulation, calm traffic, and provide safe means for pedestrians to cross the highway. Several traffic signals are proposed within the project area, including the intersections of SR-94/Jamacha Boulevard, SR-94/Jamacha Road, SR-94/Steele Canyon Road, SR-94/Lyons Valley Road, SR-94/Maxfield Road and SR-94/Melody Road.

Alternative 1 proposes a traffic signal at Reservation Road. Alternative 2 Options 1 thru 3 propose a traffic signal at Daisy Road. Alternative 3 proposes a traffic signal at the Melody Road / JIV Gaming project access road intersection.

Landscape

Proposed replacement landscaping would be natural in appearance, low maintenance, preserve open space views, and be contextual to the surroundings. Plant types would be naturalized grasses, shrubs and trees.

Lighting, Signage, and Related Appurtenances

Street lighting and signage would be improved at specific intersection locations. Lighting facilities would consider solutions sensitive to light and glare and overall safety of residential neighborhoods.

Drainage Facilities

Storm water management facilities such as vegetated swales and drainage systems would be constructed with the project within the existing right-of-way. These improvements are proposed at the toe of slope areas or at low points between two slopes, or at retaining wall locations.

This VIA examines five alternatives, including the no-build alternative. The alternatives assessed in this study are:

- Alternative 1 – Reservation Road Access
- Alternative 2, Option 1 – Four-Acre Access (Full Disturbed Area)
- Alternative 2, Option 2 – Four-Acre Access (Reduced Disturbed Area)
- Alternative 2, Option 3 – Four-Acre Access (Minimum Disturbed Area)
- Alternative 3 – Melody Road Access

III. PROJECT LOCATION AND SETTING

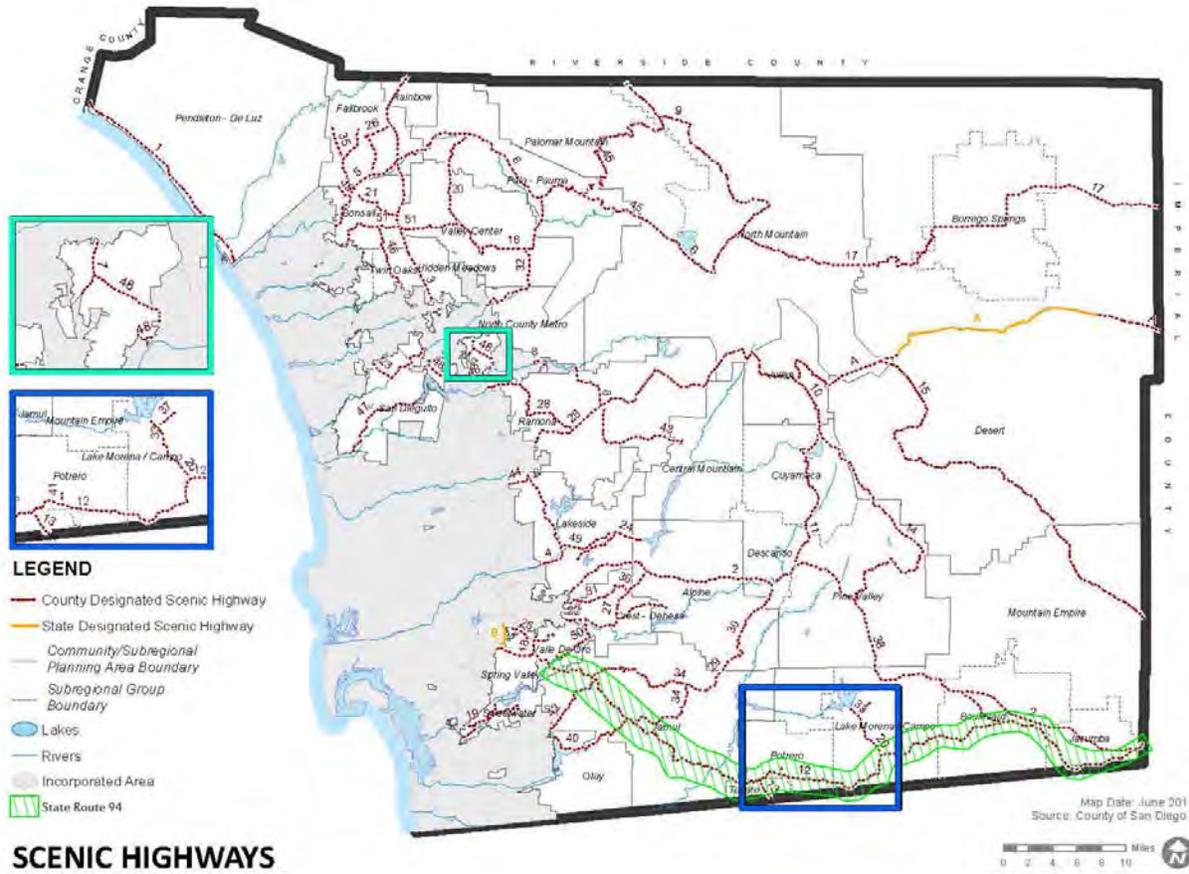
The project location and setting provides the context for determining the type and severity of changes to the existing visual environment. The terms *visual character* and *visual quality* are defined below and are used to further describe the visual environment. The project setting is also referred to as the corridor or project corridor which is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way, and is determined by topography, vegetation, and viewing distance.

The proposed project is located on SR-94 between Jamul and Dulzura in the Jamul/Dulzura Sub-region in San Diego County, California. The project is located in the inland valley of southern California. The landscape is characterized by hills, valleys, riparian communities, boulders/rock outcroppings, naturalized grasses, Oak Trees, Sycamores and California Pepper Trees lining roadways. 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 Jamul Indian Village Reservation.

Scenic Resources

The SR-94 corridor is designated as a Scenic Highway in the County General Plan Conservation and Open Space Element. The corridor passes through the valley floor with views of rolling hills and distant peaks and ranges.

The regional setting is rural, located approximately 23 miles east of downtown San Diego along SR-94. Traveling from San Diego, the project begins in the town of Jamul, California, and extends south of Jamul into a transitional area between rural residential and designated open space corridor. The map below identifies the project area.



SCENIC HIGHWAYS
San Diego County General Plan

Figure C-5

FIGURE 14: SCENIC HIGHWAYS MAP — The SR-94 corridor is a County designated Scenic Highway between Spring Valley and the U.S. / Mexico border.

IV. ASSESSMENT METHOD

This visual impact assessment generally follows the guidance outlined in the publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) in March 1981.

The following steps were followed to assess the potential visual impacts of the proposed project:

- A. Define the project location and setting.
- B. Identify visual assessment units and key views.
- C. Analyze existing visual resources, resource change and viewer response.
- D. Depict (*or describe*) the visual appearance of project alternatives.
- E. Assess the visual impacts of project alternatives.
- F. Propose measures to offset visual impacts.

Site photos were taken with a digital camera utilizing GPS technology. The exact locations of the key observation points were input into a digital terrain model of the proposed Alternative to gain the Key Observation Points (KOP) in the 3D model with the proposed improvements. The 3D surface was then exported and overlaid upon the photo and physical features rendered for the simulation.

This visual analysis is based on a combination of site observations (driving and walking), a photographic survey, and analysis of the existing conditions and the proposed project. Site observations were performed periodically in September 2013. Photographs for key view simulations were taken in September 2013. The visual analysis was conducted in conformance with the guidelines itemized below.

V. VISUAL ASSESSMENT UNITS AND KEY VIEWS

The project corridor is short in length and encompasses a single visual assessment unit. The visual assessment unit has its own visual character and visual quality. It is typically defined by the limits of a particular viewshed. For this project, the following visual assessment unit and its associated key views have been identified:

SR-94 (Campo Road) Visual Assessment Unit.

- SR-94 corridor approximately 0.9 miles from approximately 1,300 feet North of Melody Road, extending approximately 1,800 feet south of Reservation Road.
- Cross streets include Las Palmas Road, Melody Road/Peaceful Valley Ranch Road, Daisy Road, and Reservation Road.
- SR-94 roadway widening north of Maxfield Road for approximately 1,600 feet, to accommodate a new acceleration lane.
- SR-94 Intersection improvements at intersections of SR-94 and Jamacha Boulevard, Jamacha Road, Steele Canyon Road, Maxfield Road, and Lyons Valley Road.

The Viewshed is comprised of:

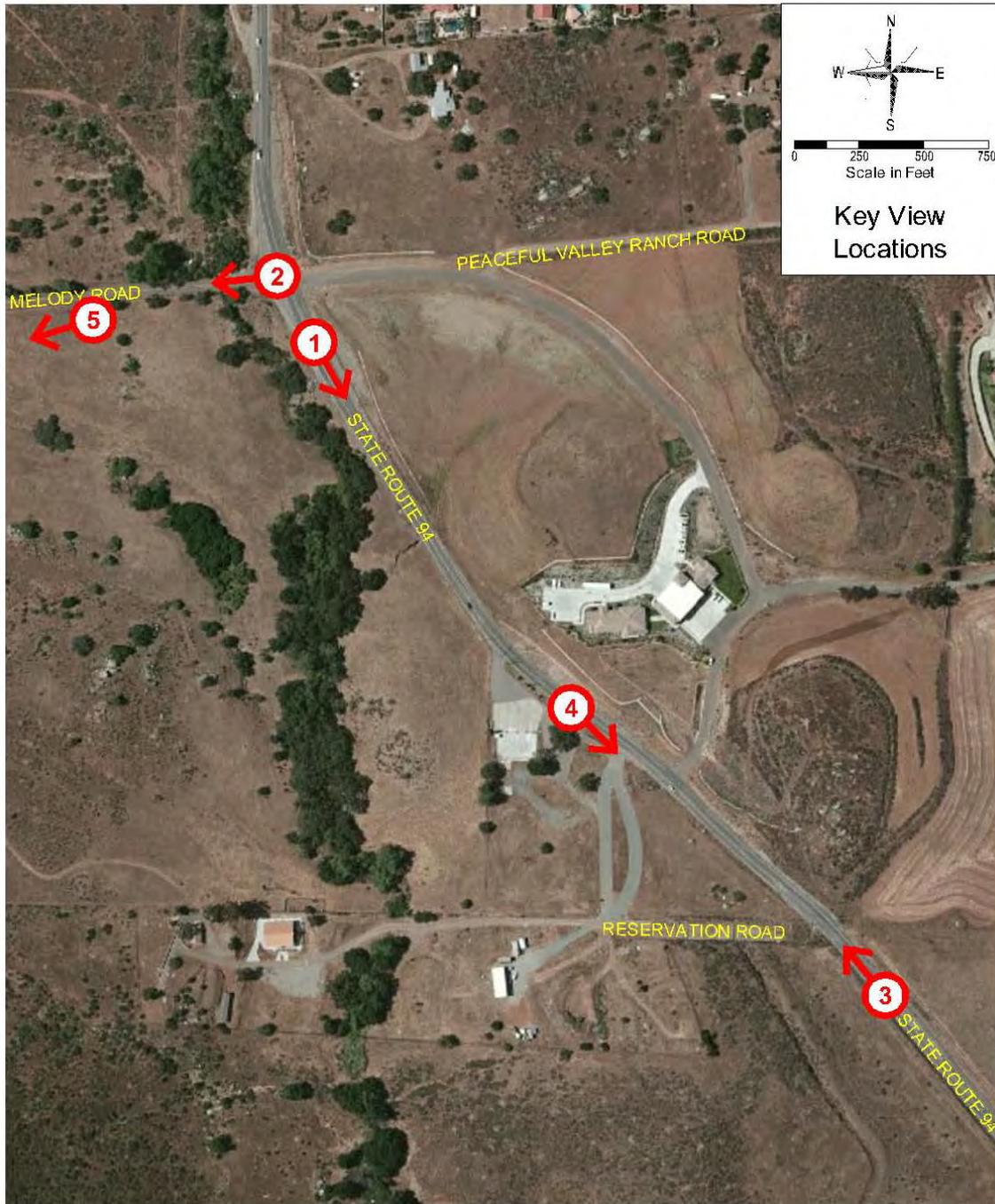
- Valley floor along the SR-94 corridor.
- Naturalized grass-covered valley floor and rolling hills.
- Boulder outcroppings.
- Oak tree communities.
- Distant foothill ranges.
- Key View #6 - Viewing Northwesterly direction from SR-94 toward the widening and slopes.
- Key View #7 - Viewing Northeasterly direction toward Lyons Valley Road.

Key Views include the following:

- **Key View #1 – Viewing Southeast from SR-94 just South of the Melody Road/SR-94 intersection.** This view provides a vantage point for comparing all the Alternatives giving an idea of the proposed site improvements for each.
- **Key View #2 – Viewing West from the SR-94/Melody Road intersection.** This view provides a vantage point for comparing all the Alternatives giving an idea of the proposed site improvements, viewing from the intersection of SR-94/Melody Road.
- **Key View #3 - Viewing North from SR-94 toward the Reservation Road/SR-94 intersection.** This view provides a vantage point for showing a representative idea of the road widening coming from the Southeast, as well as the intersection at Reservation Road/SR-94 in Alternative 1.
- **Key View #4 - Viewing South from SR-94 toward the Daisy Road/SR-94 intersection.** The view from this vantage point gives a representative idea of the proposed improvements for Alternative 2, Options 1 through 3 approaching the Daisy Road/SR-94 intersection from the Northwest. Alternative 2, Option 1 is shown.

- **Key View #5 - Viewing South from Melody Road toward the access road.** This view provides a vantage point for showing a representative idea of the new access road from Melody Road to the Casino development included in Alternative 3.
- **Key View #6 - Viewing Northwesterly direction from SR-94 toward the widening and slopes.** This view provides a vantage point for showing a representative idea of the road widening viewing toward the Northwest.
- **Key View #7 - Viewing Northeasterly direction toward Lyons Valley Road.** This view provides a vantage point for showing a representative idea of the road widening at the Lyons Valley Road intersection, viewing in a Northeasterly direction.

The figures below illustrate the locations of the key views.



N
W E
S

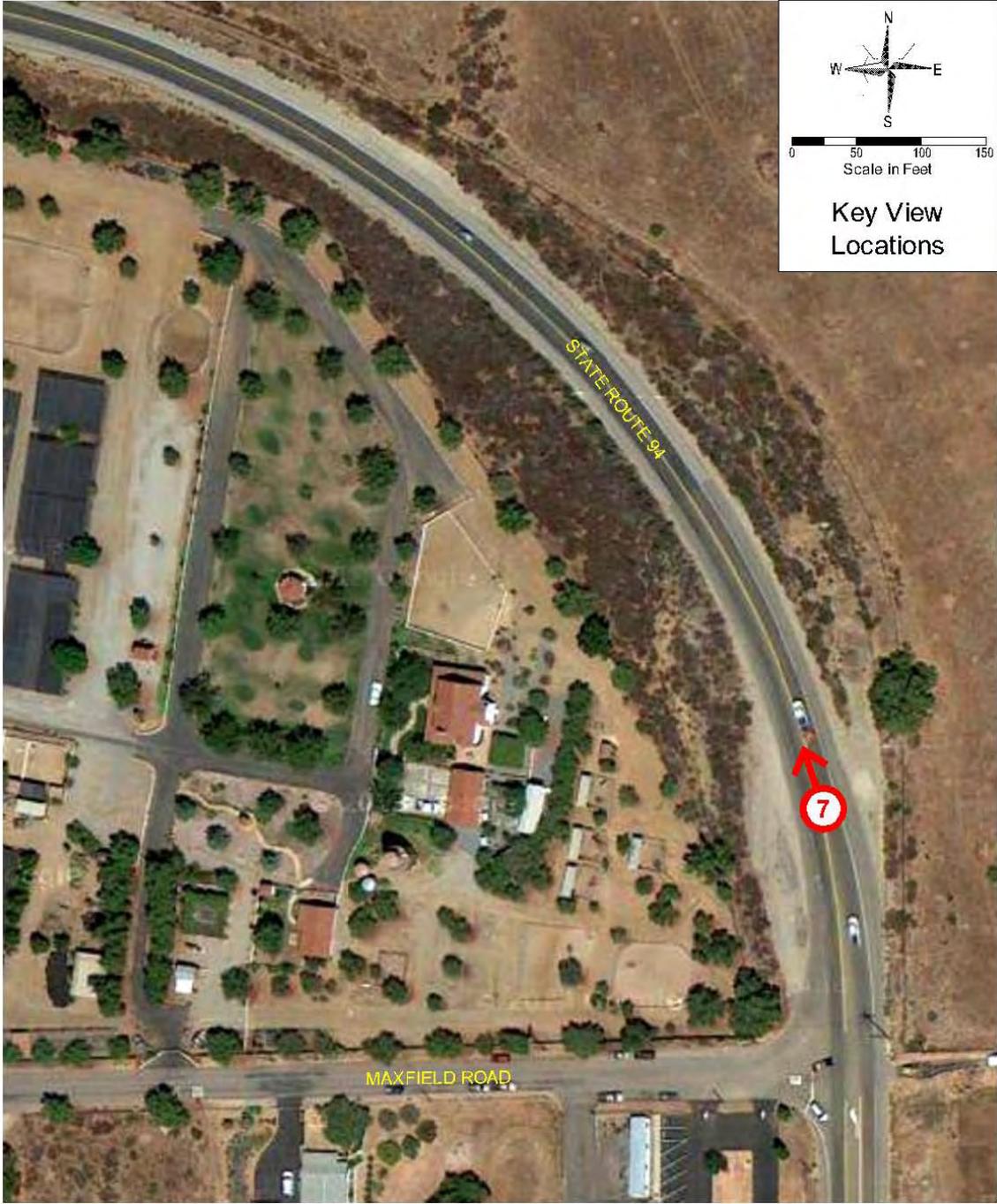
0 250 500 750
Scale in Feet

Key View Locations

Legend:

→ Key View Location + Direction of View

FIGURE 15: VISUAL ASSESSMENT UNIT—THIS MAP DELINEATES THE VISUAL ASSESSMENT UNIT AND ASSOCIATED KEY VIEWS USED TO ASSESS VISUAL IMPACTS RESULTING FROM THE PROPOSED PROJECT.



Legend:

 Key View Location
+ Direction of View

FIGURE 16: KEY VIEW LOCATION ON SR-94 NORTH OF MAXFIELD RD.



Legend:

 Key View Location + Direction of View

FIGURE 17: KEY VIEW LOCATION ON SR-94 AT LYONS VALLEY RD.

VI. VISUAL RESOURCES AND RESOURCE CHANGE

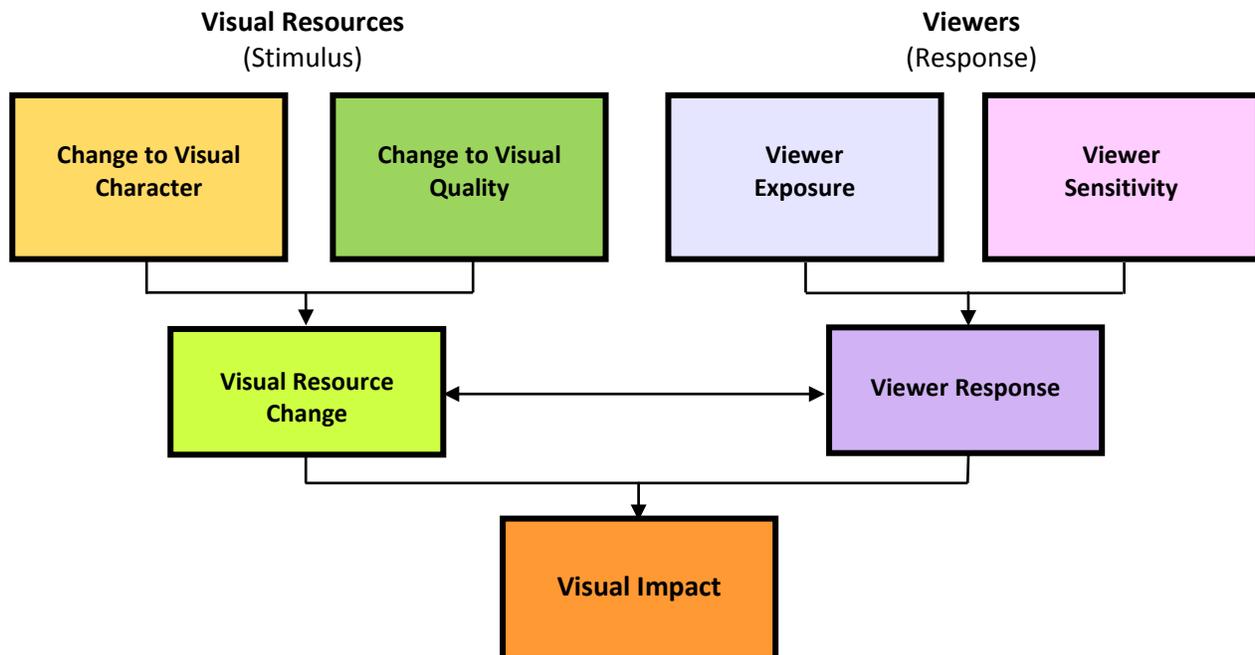
Resource change is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after the construction of the proposed project. Resource change is one of the two major variables in the equation that determine visual impacts (the other is *viewer response*, discussed below in *Section VII Viewers and Viewer Response*).

The visual impacts of project alternatives are determined by assessing the visual resource change caused by the project, and predicting viewer response to the change.

Method of Rating Visual Character and Visual Quality

Visual resource change is measured as the combination of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed. The third step is to evaluate viewer response to project changes. This is the average of viewer exposure and viewer sensitivity to the project from the specific key viewpoint. The fourth step is to determine the visual impact by combining the severity of resource change with the degree to which people are likely to oppose the change.

The diagram below illustrates the visual impact assessment procedure used to analyze each key view by combining the evaluation of Visual Resources with Viewer Response.



The four-step process for Visual Impact Assessment for each key view is illustrated in detail below:

Step One: Assess Change to Visual Character

Because visual character is descriptive and non-evaluative, change alone is assessed at this stage. The change likely to be caused by the project is assessed according to the visual attributes of objects (Pattern Elements) and the relationships between those objects (Pattern Character) in the visual environment before and after the project is constructed. A two sided “pendulum” scale (3 to 0 to -3, with 5 units of change possible) is used to measure contrasting qualities in each category. For example, the existing and proposed view would each be assessed for the qualities “curvilinear” and “rectilinear” under the category “line” in the pattern elements analysis. The amount of change between the existing and proposed view for each category is determined, then the degree of change is expressed as a percentage of maximum change possible. The overall level of change to visual character is then assigned a value that ranges from low to high.

Change to Visual Character	
Degree of Change ($\Delta / 5 = \%$)	Level of Change
41% - 100%	High
31% - 40%	Moderately High
21% - 30%	Moderate
11% - 20%	Moderately Low
0 - 10%	Low

Step Two: Assess Change to Visual Quality

The second step of the process is to compare the visual quality of the existing resources with projected visual quality after the project is constructed. Existing and proposed intactness, unity and vividness are scored from one to five (five being highest). The amount of change in quality between the existing and proposed view for each category is determined (with four units of change possible), then the degree of change is expressed as a percentage of maximum change possible. The overall level of change to visual quality is then assigned a value that ranges from low to high.

Change to Visual Quality		
Amt. of Change ($\Delta = E-P$)	Degree of Change ($\Delta / 4 = \%$)	Level of Change
1.64 – 4.0	41% - 100%	High
1.24 – 1.63	31% - 40%	Moderately High
0.84 – 1.23	21% - 30%	Moderate
0.44 – 0.83	11% - 20%	Moderately Low
0 – 0.43	0 - 10%	Low

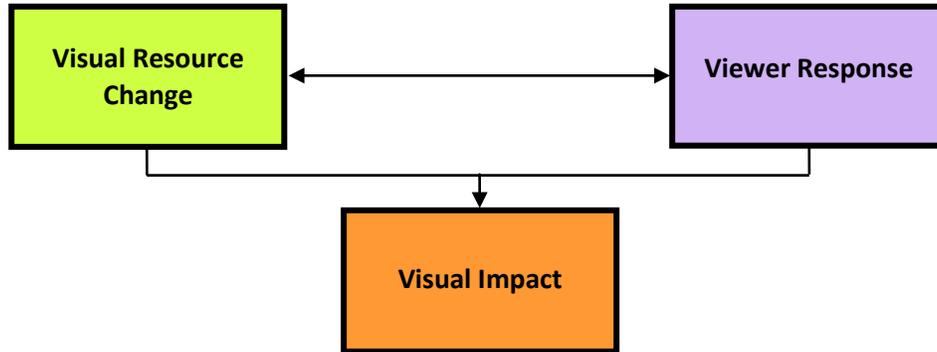
Step Three: Predict Viewer Response

Viewer response to changes in the visual environment is predicted by using existing viewer exposure and viewer sensitivity values, which are assumed to remain constant before and after the project is implemented. The viewer response to project changes is the average of viewer exposure and viewer sensitivity to the project.

Viewer Response	
Averaged Response Score	Level of Response
4.5 – 5.0	High
3.5 – 4.4	Moderately High
2.5 – 3.4	Moderate
1.5 – 2.4	Moderately Low
0 – 1.4	Low

Step Four: Synthesis – Determine the Level of Visual Impact

The resulting level of visual impact is determined by averaging the degree of change to visual resources (stimulus), with the extent to which people are likely to be affected by the change (viewer response).



Visual Resources

Visual resources of the project setting are defined and identified below by assessing visual character and visual quality in the project corridor.

VISUAL CHARACTER

Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate; that is, these attributes are neither considered good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator. For this project the following attributes were considered:

Form - visual mass or shape

Line - edges or linear definition

Color - reflective brightness (light, dark) and hue (red, green)

Texture - surface coarseness.

Dominance - position, size, or contrast

Scale - apparent size as it relates to the surroundings.

Diversity - a variety of visual patterns

Continuity - uninterrupted flow of form, line, color, or textural pattern.

Existing Visual Character

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. When viewed from the highway, the roadway features are the dominant built elements in the immediate view, although overall, the roadway is less dominant than the expansive landscape features within the viewshed. The gray hues 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 scale of the existing roadway is minimal when 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 visual character of the existing viewshed is considered to be moderately high (4.0 on a scale of 1 to 5).

Visual Character Change

The visual character of the proposed project alternatives Alternative 1, Alternative 2-Option 1, and Alternative 2-Option 2 would be somewhat compatible with the existing visual character of the corridor. The visual character of the proposed project Alternative 2-Option 3 would not be compatible with the existing visual character of the corridor. The visual character of the proposed project Alternative 3 would not be compatible with the existing visual character of the corridor.

In general, the visual character of each of the Alternatives 1 and 2 (Alternative 1, Alternative 2 - Option 1, Alternative 2 - Option 2, and Alternative 2 - Option 3) vary by the proposed alignment and width of the pavement and the proposed location of the JIV Gaming project site access with SR-94. Additionally, the height, length and type of proposed retaining walls introduce built features with scale and orientation to the highway.

Generally, the line and form of the roadway would be similar to the existing alignment. However, the addition of the through lanes, turn lanes and wider shoulders would widen the roadway and have a noticeable change to the character of the site. The project alternatives would introduce expanded built forms that would increase the presence of harder forms, grayer colors and smoother textures that would further change the existing character to a more urban appearance. Retaining walls would be constructed along the northbound side of SR-94 and vary in height from 8 feet to 20 feet, and vary in length from 400 feet to 1,000 feet depending on the alternative (See Project Description and Alternative Improvement Plans for more information). The retaining walls would also contribute to the massing of built features that would begin to dominate the landscape elements in the view. The project would result in the permanent loss of landscape and would create an imbalance between the built and natural features. A combination of these changes and the addition of retaining walls, metal beam guard rail, safety railing, traffic signals, and fencing would collectively change the character of the existing view.

Alternatives 1, 2 and 3 also propose two traffic signals along SR-94, one at the Melody Road/SR-94 intersection, and the other at either Reservation Road (Alt. 1 only) or at Daisy Drive (Alt. 2 Options only), to provide an entry to the JIV Gaming Project. The SR-94 roadway north of Melody Road would be widened entering the town of Jamul. The proposed project improvements would increase the scale of the built environment to a more urban scale making the project the dominant built feature in the view. The continuity of features in the view would be altered by the proposed improvements and would appear more urban. The project features would also create a dissonant relationship between built and landscape features resulting in a distinctly unbalanced view. The project would not be compatible with the existing character.

The alternatives propose retaining walls at both the east and west sides of SR-94 between Melody Road and Reservation Road, and vary in height and length dependent on the project alternative. Most alternatives propose the use of mid-slope retaining walls with short graded slopes that provide transition to the roadway, generally softening, or breaking up the potential massive appearance of the collective project improvements. However, Alternatives 2 - Option 1 and Alternative 3 propose the roadway paving up to the retaining wall locations, requiring a concrete barrier at the bottom of the wall for safety. The use of paving to the base of retaining walls, instead of transition slopes, would result in an expansive presence of built forms that overly dominates the view. The use of mid-slope retaining walls would lessen the presence of the walls within the project.

Secondary cut and fill retaining walls are proposed along the north and south side of Melody Road, height and length dependent on the alternative. Additional retaining walls are proposed along SR-94 north of Melody Road and would vary in height, length and type, dependent on the alternative.

Alternative 3 is unlike the other alternatives as it introduces a new entry access road to the JIV Gaming Project from Melody Road, west of SR-94, a new signalized intersection, graded slopes, and retaining walls along SR-94 and the access road. Retaining walls would be installed along SR-94 to accommodate the roadway widening, similar to Alternative 1, Alternative 2-Option 1, and Alternative 2-Option 2. The access road would be constructed at higher elevations and require graded slopes and cut/fill retaining walls highly visible to surrounding highway neighbors. Along Melody Road, graded slopes are proposed to transition to existing grades instead of retaining walls (See Project Description for more information).

Alternative 3 introduces wider roadway features that present a less sinuous alignment that reduces the harmony between the built and natural features in the view. The project would also increase the amount of concrete, paving, walls, barriers, metal beam guard rails that would further contrast with the existing landscape elements. The project features would have a larger presence, or scale, within the viewshed and would become increasingly dominant within the immediate viewshed. The project would introduce prominent built features that would result in a decrease of continuity between the built and natural features in the viewshed.

Cumulatively, the project alternatives propose improvements that will more than double the amount of paved surface, creating an imbalance between built forms and the landscape within the view, thus changing the character of the view.

The project alternatives also propose retaining walls, both cut, fill and mid-slope, with varying heights dependent on the roadway alignment prescribed by each respective alternative. These walls will contribute to an increased massing of built elements, creating further imbalance between built forms and the landscape within the view.

The project alternatives propose the undergrounding and removal of utility lines and poles that will improve the clarity of the view, but will also introduce urban features to the view, such as traffic signals at intersections, creating new light sources that will cumulatively change the character of the view during the day and night. The signaling will also create a different experience for the viewer when traveling the SR-94 corridor.

The project alternatives will change the character of the view to a more urban character and scale.

VISUAL QUALITY

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project. The three criteria for evaluating visual quality are defined below:

Vividness is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.

Intactness is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.

Unity is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

Existing Visual Quality

The visual quality of the existing corridor would be altered by the proposed project.

The SR-94 corridor expresses a moderately high degree of vividness as it is a somewhat memorable scene with immediate views of the rolling hills with outcroppings of boulders and Oak Trees, and distant views of the naturalized grass-covered valley floor and hill top ranges and peaks that define the sky line. The rural setting is dominant over the built features in the view. Immediate built features such as miscellaneous pavings, retaining wall piles and structures only slightly detract from the overall view. The rural open space is distinctive, contrasting and diverse as the natural landscape features are unique and of high interest. The overall vividness rating is moderately high (4.0).

The SR-94 corridor displays a moderate level of intactness as there is moderate intrusion of built elements upon the landscape features in the view. The primary distractions in the view are the overhead utility poles and wires, graded slopes, Reservation Road piles, Daisy Road and empty parking lot pavings. Other minor distractions to the view are the roadway surface, fire station development and distant residences. The built and natural features in the viewshed are intact with only moderate intrusion. The existing intactness rating is moderate (3.0).

The visual elements in the view create a moderate level of harmonious visual unity. The roadway and developments are in harmony with the rural setting of the corridor, however the unity is weakened by the presence of miscellaneous graded slopes that disrupt the transition between roadway and landscape elements. The overall unity rating is moderate (3.0).

Combining vividness, unity and intactness, the resulting overall visual quality of the existing view can be defined as moderate to moderately high (3.33).

The project alternatives will introduce larger masses of paving, vertical walls, guard railings and other features that would increase the scale of the built elements, resulting in a greater dominance over the existing landscape within the view. The proposed project alternatives would result in a less memorable scene, diminishing the vividness.

The project alternatives also propose the undergrounding of utility lines and removal of utility poles that would reduce distractions from the view, but conversely will introduce traffic signaling at intersections that would change the scene to a more urban character and create light sources. The added signal features would change the visual quality of the view during the day and at night. Additionally, the project would require the use of safety railings along the top of retaining walls, guard railing along the roadway and replacement fencing at the right of way, that would also contribute to the distractions in the view. These introduced project features would diminish the visual quality of the view. Intactness would be diminished within the view.

The project alternatives propose vertical realignment changes to the roadway and new retaining wall structures at many locations within the project area that would result in distinct topographical changes that would be noticed by viewers. This dissonant relationship between existing and proposed grades will be pronounced resulting in reduced unity within the view and reduction in visual quality.

The proposed project alternatives would introduce new features of greater scale and more disparity of grades, and with more distraction in the view. The implementation of the project alternatives would result in a reduction of vividness, intactness and unity in the view.

Resource Change

SR-94 Viewshed

Alternative #1

The Alternative 1 project would result in the permanent loss of landscape and increase the built elements in the view. The proposed alternative improvements would include widened roadway paving, retaining walls, roadway guard rails, fencing, and intersection signaling and would result in an imbalance between built and landscape elements view. The proposed project would alter the form and line of the existing highway and further urbanize the view. The proposed project would adjust the roadway alignment and increase the width of the pavement section to a more urban scale. The proposed project would alter the horizontal and vertical curvature to a less sinuous form and a more urban highway. The additional highway features will introduce retaining walls, guard rails, fencing, and topographical changes that would create a more dissonant relationship between proposed project built features and the existing topography. The project would reduce the natural hues and textures, adding monochromatic hues and tones of highway features, increasing an urban character. The change to existing visual character would be moderately high (a 32% change).

The project would expand the built features within the viewshed, changing the rural character and scale to more urban scene and reducing the memorability of the view. Vividness would be reduced to moderately low. The project would remove the existing utility poles and wires, reducing some distractions in the view. However, the project would introduce new urban roadway forms and features, including signalized intersections that would result in the increase of distractions in the view. Intactness would be slightly reduced to moderately-low. The project would introduce features that would create a dissonant relationship between the built and landscape features, reducing the overall harmony in the view. Unity would be reduced to moderately low. The change to the existing visual quality would be moderately high (a 33% change).

Alternative #2 Options 1 thru 3

The Alternative #2-Options 1, 2, and 3 introduce a signalized intersection at Daisy Road, located just north of the Reservation Road intersection and at the edge of the valley floor and prominent open space. Alternative #2 options are very similar to Alternative #1, with minor differences in the alignments of the roadway that result in varying heights and lengths of the proposed retaining walls with each option. The changes to color and texture of the viewshed are very similar to the changes in Alternative #1. Alternative #2-Option 3 is different in form from the other options, in that the vertical alignment of the roadway remains closer to the existing topography. Alternative #2-Option 1 is different from the other options as retaining walls with concrete barriers are proposed at the base of walls, instead of graded slopes, introducing larger built forms with harder, smoother textures than what exists. Overall each alternative proposes a varying degree in the increase of built features within the viewshed that appear more urban in character and scale. Generally, the change to existing visual character for each of the options would be moderately high (with change ranging from 38% to 40%).

The vividness of the scene would be diminished due to the introduction of retaining walls and widened roadway. The project would change the continuity between the roadway and existing topography. The project would create a dissonant relationship between the built and natural features in the view. The project would reduce the distractions in the view, but would introduce new urban roadway forms and

features that would change the character of the view. For Alternative 2 Option 1 and Option 2, vividness would be reduced to moderately low. Intactness would be reduced to low. Unity would be reduced to low. The change to the existing visual quality would be moderately high (a 37% change).

For Alternative 2 Option 3, vividness would be reduced to moderately low. Intactness would be reduced to low. Unity would be reduced to low. The change to the existing visual quality would be high (a 42% change).

Alternative #3

The form of the roadway improvements would create a stark contrast to the landscape features in the view. The scale of the access drive on the hillside would dominate the immediate landscape. The proposed improvements would also cause the permanent loss of color and textural contrast in the viewshed by introducing more gray, smooth built forms. The change to existing visual character would be high (a 42% change).

The vividness of the rural scene would be diminished due to the access drive on the hillside. The continuity of the landscape would be interrupted with the form of the access drive and retaining wall features intruding on the landscape. The project would create a dissonant relationship between the built and natural features in the view. Vividness and intactness would be reduced to low. Unity would be reduced to low. The change to visual quality by the implementation of Alternative 3 would be high (a 46% change).

SR-94 Widening North of Maxfield Road

The roadway widening north of Maxfield road would create a greater expanse of paving and graded slopes, resulting in the permanent loss of landscape. The change to existing visual character would be moderate (25%). The change to existing visual quality would be moderate (25%).

SR-94 Intersections

The roadway improvements proposed at the intersections would create an increase in urban features, yet would be contextual with the roadway corridor. The introduction of these features, including widening of pavement for dedicated turn lanes, signal lights, short retaining walls, and graded slopes would result in a minimal loss of landscape. The change to existing visual character would be moderately low (8%). The change to existing visual quality would be moderately low (8%).

VII. VIEWERS AND VIEWER RESPONSE

The population affected by the project is composed of *viewers*. Viewers are people whose views of the landscape may be altered by the proposed project—either because the landscape itself has changed or their perception of the landscape has changed.

Viewers, or more specifically the response viewers have to changes in their visual environment, are one of two variables that determine the extent of visual impacts that would be caused by the construction and operation of the proposed project. The other variable is the change to visual resources discussed earlier in *Section VII Visual Resources and Resource Change*.

Types of Viewers

There are two major types of viewer groups for highway projects: highway neighbors and highway users. Each viewer group has their own particular level of *viewer exposure* and *viewer sensitivity*, resulting in distinct and predictable visual concerns for each group which help to predict their responses to visual changes.

HIGHWAY NEIGHBORS (*Views to the Road*)

Highway neighbors are people who have views *to* the road. They can be subdivided into different viewer groups by land use. For example, residential, commercial, industrial, retail, institutional, civic, educational, recreational, and agricultural land uses may generate highway neighbors or viewer groups with distinct reasons for being in the corridor and therefore having distinct responses to changes in visual resources. For this project the following highway neighbors were considered:

- Residents to the north and east in the residential areas of Jamul.
- Future JIV Gaming Project patrons and employees.

HIGHWAY USERS (*Views from the Road*)

Highway users are people who have views *from* the road. They can be subdivided into different viewer groups in two different ways—by mode of travel or by reason for travel. For example, subdividing highway users by mode of travel may yield pedestrians, bicyclists, transit riders, car drivers and passengers, and truck drivers. Dividing highway users or viewer groups by reason for travel creates categories like tourists, commuters, and haulers. It is also possible to use both mode and reason for travel simultaneously, creating a category like *bicycling tourists*, for example. For this project the following highway users were considered:

- Local motorists.
- Regional travelers/tourists.
- Commercial drivers.

Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions as previously mentioned, viewer exposure and viewer sensitivity.

VIEWER EXPOSURE

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. *Location* relates to the position of the viewer in relationship to the object being viewed. The closer the viewer is to the object, the more exposure. *Quantity* refers to how many people see the object. The more people who can see an object or the greater frequency an object is seen, the more exposure the object has to viewers. *Duration* refers to how long a viewer is able to keep an object in view. The longer an object can be kept in view, the more exposure. High viewer exposure helps predict that viewers would have a response to a visual change.

Highway Neighbors (Views to the Road):

Residents, businesses, and fire station personnel:

The Highway Neighbors would have limited views of the project due to the location and their relationship from where they are viewing. The topography of the area typically obscures views towards the road, from the viewing location of Highway Neighbors. The quantity of Highway Neighbors who would have views of the project is approximately twenty to thirty homes or businesses at the outer edge of the neighborhoods. Those that have views would view the project from backyards, patios, picture windows or driveways. The duration of time that residents would view the project would range from several hours to less than a minute. The exposure rating for residents, businesses, and fire station personnel is considered to be moderately low: 2.33 on a scale of 1 to 5.

Future JIV Gaming Project patrons and employees:

The patrons and employees of the future JIV Gaming Project would view the project from a variety of locations while patronizing the business and entering/exiting the site. Patrons and employees would have direct views of the highway project and result in a high exposure to the proposed project features. It is anticipated, that during the course of a day, there would be several thousand patrons and employees who would experience the view of the project from the facility for only a few seconds at a time, possibly when they are entering or exiting the facility. Patrons and employees will experience the project from a few seconds to a few minutes dependent upon the view location. The exposure rating for patrons and employees is considered to be high; 4.0 (on a scale of 1 to 5).

Highway Users (Views from the Road):

Local motorists:

Local motorists that live in the region travel through the project area regularly. They would view the project from the roadway with direct view of the proposed improvements in the foreground. The quantity of the viewers would be approximately ten to seventeen thousand viewers per day, including residents and commercial users. The duration of exposure would be limited due to the short length of the proposed project, approximately 0.9 miles, and the rate of speed at which they

would travel, approximately 55 MPH. As a result, local motorists would have an exposure rating considered to be moderate: 3.33 on a scale of 1 to 5.

Regional Travelers/tourists:

These inter-regional highway users view the project on a limited basis due to the infrequent travel on this section of highway. While generally, due to the limited destination points, the quantity of travelers/tourists are few. It is anticipated that the quantity of travelers/tourists will increase due to the future operation of the gaming facility. Due to the location, quantity of the travelers/tourists, and the duration of the view, and the rate of travel (55 MPH), the exposure rating is considered to be low: 1.3 on a scale of 1 to 5.

Commercial Drivers:

Commercial drivers would view the project from the roadway on a regular basis (multiple times a day, daily, weekly, monthly). The quantity of viewers is high as SR-94 is a primary route for commercial drivers to access rural destinations in southeast San Diego County or to the border crossing at Tecate, Mexico. The duration of exposure would be limited due to the speed they travel, at approximately 55 MPH. Exposure rating is considered to be moderate: 2.6 on a scale of 1 to 5.

Collectively, viewers would have an exposure rating considered moderate: 3.33 on a scale of 1 to 5. This weighted rating is based on the volumes per each viewer category and the different levels of exposure that each viewer group would have when viewing the project, and would / may result in a higher number than an averaged number.

VIEWER SENSITIVITY

Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. *Activity* relates to the preoccupation of viewers—are they preoccupied, thinking of something else, or are they truly engaged in observing their surroundings. The more they are actually observing their surroundings, the more sensitivity viewers will have of changes to visual resources. *Awareness* relates to the focus of view—the focus is wide and the view general or the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change. *Local values* and attitudes also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by local, state, or national designation, it is likely that viewers will be more sensitive to visible changes. High viewer sensitivity helps predict that viewers will have a high concern for any visual change.

Highway Neighbors (Views to the Road):

Residents, businesses, and fire station personnel:

Viewers in this group would likely have a low exposure as there are few direct views of the project from close proximity. These viewers would have a low awareness of the project as it would be obscurely visible in their views. The viewshed provides a wide open space scene that dominates the view where the project would be minimally visible. Local Highway Neighbors would be sensitive to the project as their values and attitudes reflect an opposition to the construction of the future Indian Reservation gaming casino and related development encroachment upon the rural character of the valley. Sensitivity rating is considered to be high: 5 on a scale of 1 to 5.

Future JIV Gaming Project patrons and employees:

Viewers in this group would have a low sensitivity to the project as they would not likely be focused on the project improvements but the wider view. Their awareness of the project would be low as they would likely be more focused on their gaming experience and immediate surroundings. Sensitivity rating is considered to be low: 1 on a scale of 1 to 5.

Highway Users (Views from the Road):

Local motorists:

Local motorists (drivers), due to their activity, would be focused on the roadway and traffic conditions in which they are traveling, but would have a high awareness of the project in their immediate foreground as they travel through the project. Passengers would have a more generalized awareness of their environment. Collectively, viewer sensitivity for this group would be high, as most local motorists are sensitive to the encroachment of development upon the rural character of the landscape within the area. Sensitivity rating is considered to be high: 5 on a scale of 1 to 5.

Regional Travelers/tourists:

Regional travelers and tourists, due to their activity, would have a moderate viewer sensitivity to the project. Though they travel infrequently through the area, their experience of the rural open space would be affected by the expansion of built features within the viewshed. This viewer group would likely have passengers that would be more sensitive to their surroundings and preoccupied with the view than would drivers. Local values and attitudes would be low since this viewer group does not live or work in the community. Overall, this viewer group would likely be more focused on the view, and natural landscape features than on the project. Sensitivity rating is considered to be moderately low: 1.66 on a scale of 1 to 5.

Commercial Drivers:

Similar to regional travelers and tourists, commercial drivers, due to their activity, would have a moderate awareness to the changes in the highway or traffic conditions. They would be aware of the project improvements, but would be preoccupied with the driving. Commercial drivers do not share the same values of the local residents and businesses, but would be aware of local values and attitudes since they communicate with local businesses and residents. They would have low sensitivity to encroachment of the proposed project on the local rural character. Commercial driver sensitivity rating is considered to be low: 1.33 on a scale of 1 to 5.

Viewers would have a cumulative sensitivity rating considered to be moderately high: 4.33 on a scale of 1 to 5. Specific to the cumulative sensitivity rating for highway neighbors and users, a weighted average is applied to the ratings. As a result, the anticipated volume of patrons and employees of the gaming facility and the quantity of local motorists traveling the project area, were assessed a greater 'weight' to the rating. Following this analysis the exposure rating is considered moderately high: 4.3 on a scale of 1 to 5.

This rating is based on the volumes per each viewer category and the different levels of sensitivity that each viewer group would have when viewing the project, and would / may result in a higher number than an averaged number.

General Community Sensitivity

The community outreach efforts for this project resulted in the receipt of over 1500 comments from Jamul residents via community meetings and form letters expressing concern for a variety of potential issues if the project were constructed, thus proving that community residents are sensitive to future development in the Jamul area within the SR-94 corridor. For a discussion on public comments, see the Environmental Impact Report.

The narrative description of the view exposure and sensitivity of each viewer group was merged to establish a collective viewer response. The analysis required use of weighted average in the calculation of an evaluation for Viewer Exposure and View Sensitivity. The analysis provides an average of the merged narratives for viewer exposure and sensitivity and applied a composite analysis to arrive at a weighted average for the viewer groups. The resulting weighted average of 3.21 indicates a moderate viewer response to the proposed change in the visual environment.

APPLICABLE REGULATIONS AND PLANNING POLICIES

For the purpose of this project, viewer sensitivity considers the viewer's observation and understanding of the existing rural character, combined with the concern for preserving and enhancing the regional visual context as expressed in the County of San Diego General Plan or Sub-Regional Plan for Jamul/Dulzura. Although the project is not subject to the County requirements, the plans outline community values that may influence viewer response to the proposed project improvements. Generally, the collective viewer sensitivity is considered to be moderately high.

The following is a summary of the regulations and laws pertaining to visual impact studies for transportation / transit projects. The guidelines under these laws are used to determine potential effects of a project on the visual and aesthetic environment.

California Environmental Quality Act (CEQA) of 1970:

CEQA was adopted in 1970 and incorporated in the Public Resources Code §§21000-21177. Its basic purpose is to inform government decision makers and the public about the potential significant environmental effects of proposed activities or projects, identify ways that environmental damage can be avoided or significantly reduced, require changes in projects through the use of alternatives or mitigation measures when feasible, and disclose to the public the reasons why a project was approved if significant environmental effects are involved. CEQA applies to projects undertaken, funded or requiring an issuance of a permit by a public agency. This visual impact assessment shall comply with the 'Aesthetics' category of the CEQA Appendix G - Environmental Checklist Form requirements that consider impacts to existing scenic vistas, scenic resources, visual character or quality of the project site and surroundings, and new light sources that would affect views in the project area.

California Department of Transportation (the Department):

A State Scenic Highway is any freeway, highway, road, or other public right-of-way designated by the Department that traverses an area of exceptional scenic quality. There are no roads within the study area designated as State Scenic highways.

County of San Diego, General Plan:

Guiding principles for mobility include support for a multi-modal transportation network while retaining community character. Widening of roads, which can alter the character of the community, should be considered only after environmental and community character impacts have been considered.

Jamul/Dulzura Sub-regional Plan, San Diego County General Plan:

The sub-region includes several small rural communities including Jamul, Steele Canyon, Dulzura, and Barrett Junction. Jamul is the largest of these communities and its surrounding hills and valleys accommodate the majority of the Sub-region's population. The Sub-region is considered rural in character, since it has no sewer system and imported water service is only in the northwestern section of the region.

The mobility element of the Jamul/Dulzura Sub-regional Plan has several goals and policies to retain the rural character of the community, which include:

- Development of a transportation system that provides for safe, efficient travel and preserves the beauty, and quality of the sub-region.
- The design of the roadway system shall be compatible with topography and landscape to minimize the amount of grading. Roadway improvements shall be designed to maximize environmental and aesthetic considerations.
- In keeping with the rural character of the community, dark skies must be considered. 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 of the Jamul/Dulzura Sub-regional Plan refers to scenic highways of the sub-region. State Route 94, as well as other roadways in the region, are designated as scenic highways in the County General Plan Conservation and Open Space Element. State Route 94 should be protected by the application of an “S” Scenic designator.

GROUP VIEWER RESPONSE

The narrative descriptions of viewer exposure and viewer sensitivity for each viewer group were merged to establish the overall viewer response of each group.

Highway Neighbors (Views to the Road):

Residents, businesses, and fire station personnel:

Highway Neighbors are either located in very close proximity to or far from the project area. Those located in close proximity would have limited views of the project from their locations due to the existing topography, however may see portions of the project in background views. The awareness/focus of view for this viewer group would be minimal as views are obscured. Viewers in this group would still likely have a high sensitivity to the proposed project improvements as they will travel through the project area to arrive at their business or home.

Highway Neighbors who live far from and have distant views of the project area include approximately twenty to thirty homes or businesses at the outer edge of the neighborhoods. These viewers would have a low awareness of the project as it would be obscurely visible in their background views. The awareness/focus of view for this viewer group would be minimal due to the distance at which the viewer is from the project. The duration of time that residents would view the project would range from several hours to less than a minute.

Local Highway Neighbors would be sensitive to the project as their values and attitudes reflect an opposition to the construction of the future Indian Reservation gaming casino and related development encroachment upon the rural character of the valley.

Cumulative exposure rating is considered to be moderately low: 2.33 on a scale of 1 to 5. The cumulative sensitivity rating is considered to be high: 5 on a scale of 1 to 5.

The combination of moderately low (2.33) viewer exposure and high (5.0) viewer sensitivity is equivalent to an overall group viewer response of (3.7), moderately high.

Highway Users (Views from the Road):

Local motorists:

Local motorists that live in the region and travel through the project area regularly are the largest group amongst the highway users. These users would view the project from the highway with direct foreground views of the project. The quantity of the viewers would be approximately ten to seventeen thousand viewers per day considering the rural residential population as well as the service personnel that use highway 94. The duration of exposure would be limited due to the short length of the proposed project, approximately 0.9 miles, and the rate of speed at which they would travel, approximately 55 MPH. Exposure rating is considered to be moderate: 3.33 on a scale of 1 to 5.

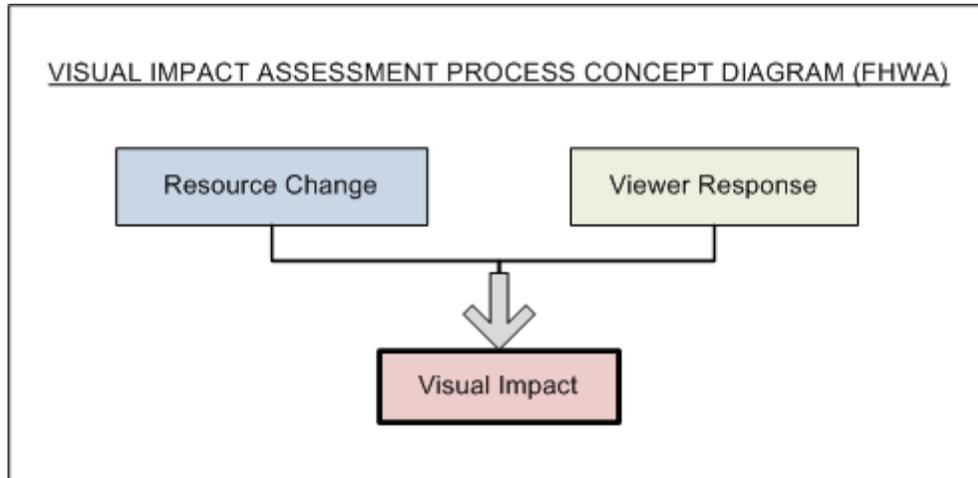
Local motorists, due to their activity, would have a narrow focus on the roadway and traffic conditions in which they are traveling, but would have a high awareness of the project in their immediate foreground as they travel through the project. Viewer sensitivity for this group would be

high, as most local motorists are sensitive to the encroachment of development upon the rural character of the landscape within the view. Sensitivity rating is considered to be high: 5 on a scale of 1 to 5.

The combination of moderate (3.33) viewer exposure and high (5.0) viewer sensitivity is equivalent to an overall group viewer response of (4.2), moderately high.

VIII. VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. These impacts can be beneficial or detrimental. Cumulative impacts and temporary impacts due to the contractor’s operations are also considered. A generalized visual impact assessment process is illustrated in the following diagram:



The table below provides a reference for determining levels of visual impact by combining resource change and viewer response.

TABLE 1
Visual Impact Ratings Using Viewer Response and Resource Change

		Viewer Response (VR)				
		Low (L)	Moderately-Low (ML)	Moderate (M)	Moderately-High (MH)	High (H)
Resource Change (RC)	Low (L)	L	ML	ML	M	M
	Moderately-Low (ML)	ML	ML	M	M	MH
	Moderate (M)	ML	M	M	MH	MH
	Moderately-High (MH)	M	M	MH	MH	H
	High (H)	M	MH	MH	H	H

Visual Impacts by Visual Assessment Unit and Alternative

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key views associated with visual assessment units that would most clearly demonstrate the change in the project’s visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project considering exposure and sensitivity. In addition, these key views will be analyzed for each proposed alternative.

This VIA also considers the potential impacts of a No-Build Alternative. The possible impacts of not constructing one of the project alternatives could result in increased traffic congestion, deficient levels of service (LOS) for traffic, and decreased traffic safety within the Jamul / SR-94 area.

The following section describes and illustrates visual impacts by visual assessment unit, compares existing conditions to the proposed alternatives, and includes the predicted viewer response.

SR-94 (CAMPO ROAD) VISUAL ASSESSMENT UNIT

KEY VIEW (KV) #1 – Viewing Southeast from State Route 94 (Campo Road) just South of the Melody Road/SR-94 intersection.

Figure 18: Key View (KV) #1 (Existing Condition)



Existing Visual Character / Quality

The existing view is comprised of a fine textured roadway facility (pavement) and soft irregular textural forms of the landscape on each side of the roadway. Generally, the form and alignment of the roadway follows the topography. Overhead power poles and transmission wires accentuate the alignment (line) of the roadway. The green Oak trees and the brown earthtones of the native grasses contrast with the gray monotones of the highway features. The continuity (intactness) of the landscape is disrupted by the development in the middleground. Vividness is moderate (3.0) due to the memorable natural features in the view. Intactness is moderate (3.0) due to the slight distraction of power poles, overhead transmission wires and development in the middleground. Unity is moderate (3.0) due to the harmony of the landscape and man-made elements in the rural scene. Combining vividness, intactness, and unity, the resulting overall visual quality can be rated as moderate (3.0 on a scale of 1 to 5). See Key View #1 'Visual Character' and 'Visual Quality' charts for each alternative.

Viewer Response

The primary viewer group will be local motorists. These viewers would view this setting for a moderate duration, less than one minute, while traveling at a high rate of speed (approximately 55 mph) along the widened roadway corridor. The quantity of viewers would be moderate, between 10,000 and 17,000 viewers per day. As a result, viewer exposure would be moderate (3.3). Specific to sensitivity, viewers would likely be preoccupied with driving (activity) with a narrow focus within the highway corridor. As a result, the awareness of the viewer to changes to the highway facility would be moderately-high. In addition, the viewer group retains a high value to the rural character of the project area and would be sensitive to any changes in the view. Viewer sensitivity would be moderately high (4.0). As a result, the overall viewer response would be moderately high (3.7). Refer to Key View #1 'Viewer Sensitivity' and 'Viewer Exposure' charts for each alternative.

Figure 19: Key View #1– Alternative 1 (Proposed Condition)



Resource Change

The project proposes the realignment and widening of the existing roadway providing a flatter horizontal and vertical curvature and slightly changing the form and line of the existing features in the view. Traffic signals would be installed at the intersection of Melody Road and SR-94 and at the intersection of Reservation Road and SR-94. The signalization at Reservation Road would create a distinct threshold to the open space of Jamul Valley to the south. The project proposes a grade elevation change of the roadway surface 5 to 6 feet higher than the original roadway elevation. The project proposes to underground the overhead utility wires and remove the utility poles effectively removing distractions in the view. The addition of prominent built features, such as retaining walls along the northbound side of SR-94 for approximately 850 feet in length, with height varying between 10 feet to 20 feet, and retaining walls on the southbound side of SR-94 would increase the

visual dominance of the roadway facility. The graded slopes, proposed at the base of the retaining walls, would slightly lessen the visual dominance of the walls, softening the transition of the wall surface and the roadway edge.

The simulation of the proposed view shows the realigned and expanded roadway surface, safety barriers, guard rails, graded slopes and retaining walls increasing the built forms in the view. The expansion of built forms would result in a permanent loss of existing landscape and urbanization of the view. The scale of the proposed project features becomes more dominant and creates an unbalance between built and landscape elements in the view. The project features would increase the apparent width of the existing roadway to a more urban scale. The textures and monotone color palette would replace the natural irregular texture and earth tones of the native landscape. The proposed project would continue to incrementally change the rural character of the view to a more urban setting.

Vividness would be reduced to moderately low (2.0) as the project features would dominate the view. The intactness of the view would be slightly diminished by the introduction of urban built forms, including the retaining walls, intersection signals, wall railing, guardrails and expanded paving, outweighing the overhead utility line removals. Intactness would be reduced to moderately low (2.0). Unity would be diminished as the built forms would create a dissonant relationship with the existing land forms. Unity would be reduced to low (1.0). The collective change to existing visual quality would be moderately high (a 33% change). This combined with a moderate (28%) change to existing visual character results in a moderately high (33%) resource change. See Key View #1 – Alternative 1 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 1 project would result in a moderately high change to the visual resources (character and quality). The viewer response to the proposed project would be moderately high (3.7). As a result, the visual impact would be considered moderately high. See Key View #1 – Alternative 1 ‘Analysis Summary’ chart.

KEY VIEW (KV) #1 – Alternative 1

VISUAL CHARACTER

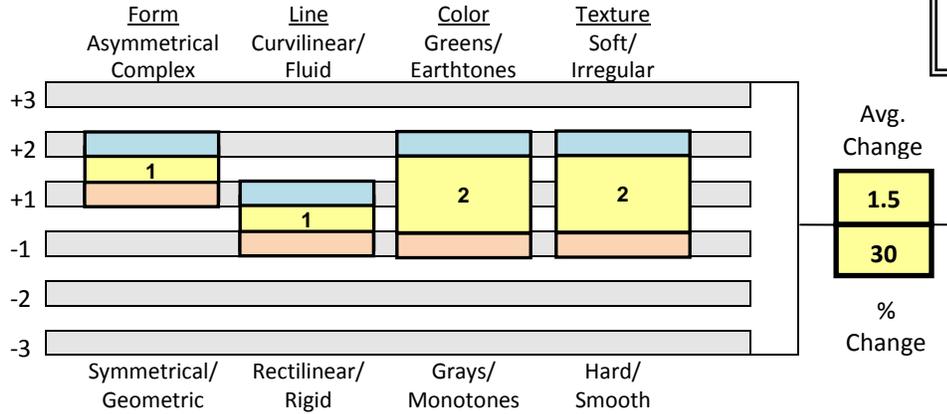
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

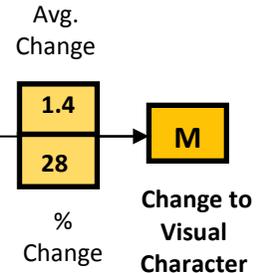
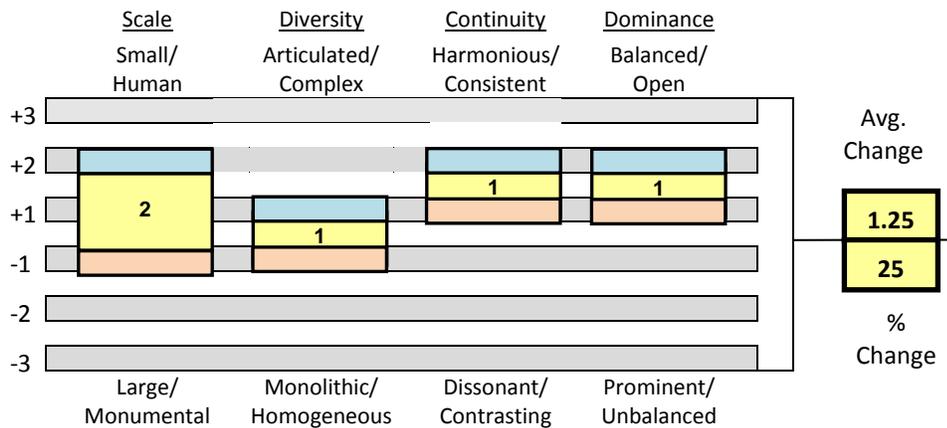
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

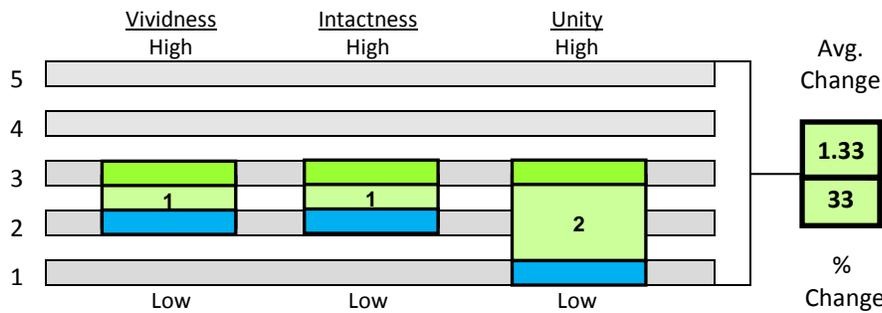


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

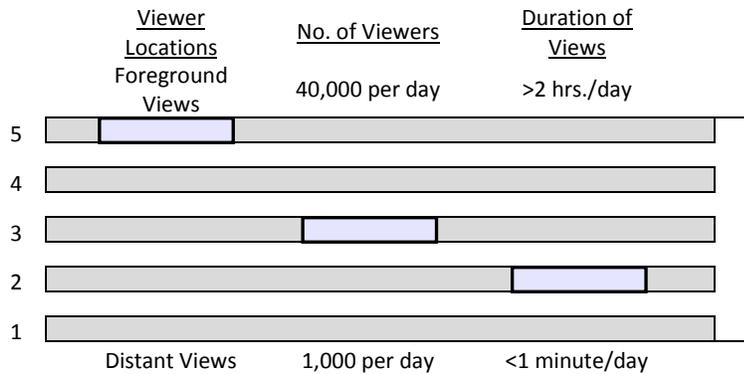


Legend
Existing View
Proposed View

KEY VIEW (KV) #1 – Alternative 1

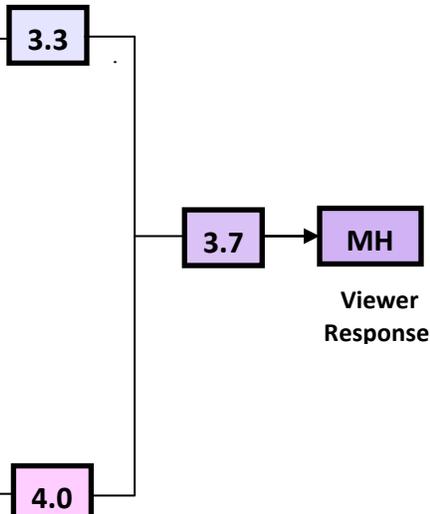
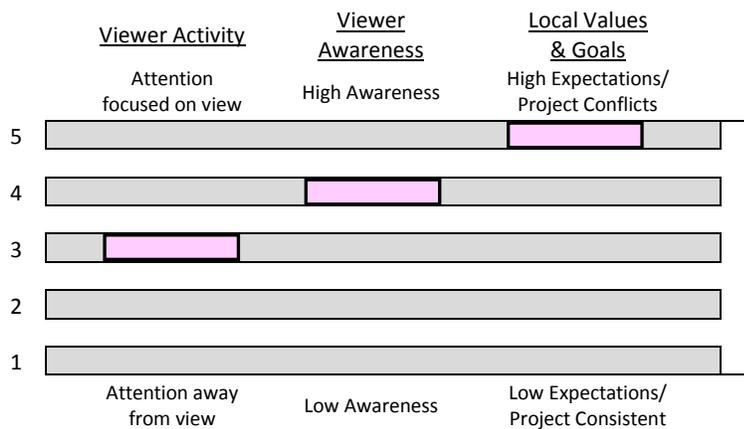
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

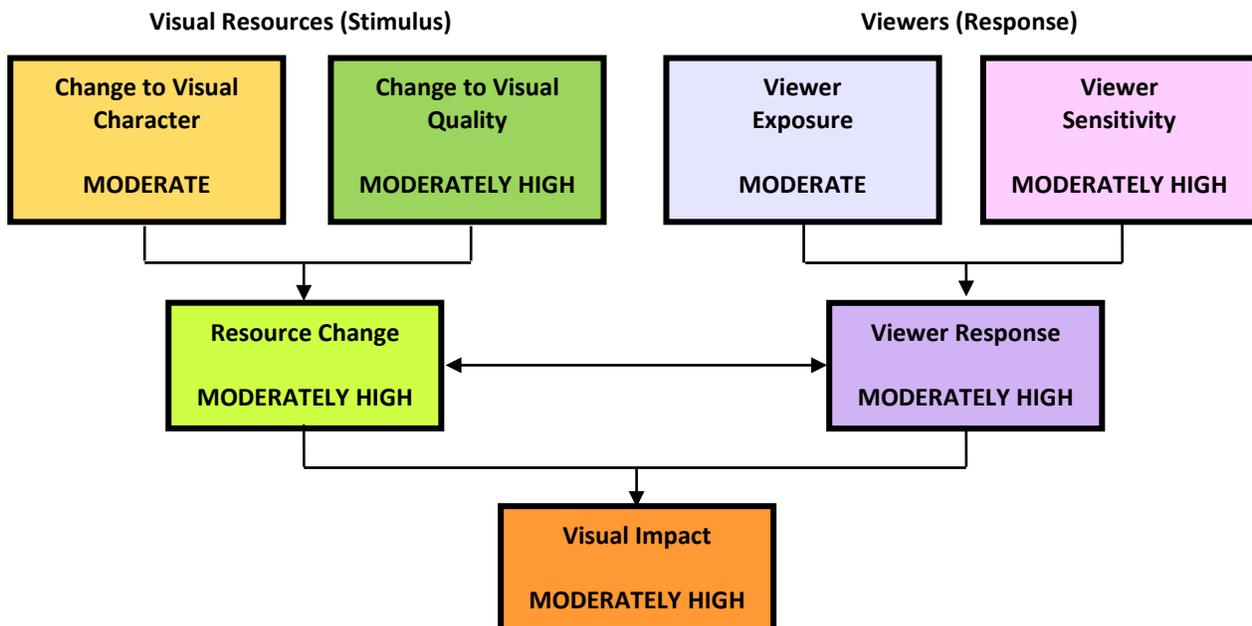


Figure 20: Key View #1 – Alternative 2 – Option 1 (Proposed Condition)



Resource Change

SR-94 would be realigned and widened similar to Alternative 1, but located slightly further to the eastern right of way at some locations. Two additional lanes would be provided between Daisy Road and Melody Road. Retaining walls, which are reduced in height and length, compared to Alternative 1, would be installed along the east side of SR-94 (approximately 400 feet in length with the height varying between 10 feet to 16 feet). The project proposes an elevation change of the roadway surface from 0 to 5 feet higher than the original roadway grades. A short fill retaining wall would also be installed along the west side of SR-94 for approximately 65 feet and would not be visible to the motorists traveling the SR-94 roadway. Traffic signals would be introduced at the Melody Drive / SR-94 intersection and at the Daisy Drive / SR-94 intersection. One distinct feature different from Alternative #1 is the concrete barrier at the base of the retaining walls that creates a more dominant composition and presence of built features in the view. The project proposes to underground the distracting overhead utility wires and remove the utility poles.

The simulation of the proposed view depicts the expanded roadway surface, guard rails, safety fencing, retaining walls with concrete barriers, and graded slopes increasing the number of built features in the view, resulting in the permanent loss of existing landscape and urbanization of the view. The proposed project features become the more dominant features and create a dissonant relationship between built and landscape features in the view. The project features would increase the apparent width of the existing roadway from a rural to a more urban scale. The textures and monotone color palette would replace the natural irregular texture and earth tones of the native landscape. The undergrounding of the overhead utilities and removal the utility poles would only slightly lessen the distractions as the new improvements introduce distracting features to the view. The proposed project would change the rural character to a more urban setting.

The project would result in a less memorable setting with the introduction of built forms. The proposed features would reduce the vividness to moderately low (2.0) and the intactness to low (1.0). In addition, the proposed project features would create a dissonant relationship with the existing topography reducing the unity of the scene. The unity rating would be reduced to low (1.0).

The change to the existing visual character would be moderate (30% change). The change to existing visual quality would be high (a 42% change). See Key View #1 – Alternative 2 – Option 1 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 1 project would result in a high change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high. As a result, the visual impact would be considered high. See Key View #1 – Alternative 2 – Option 1 ‘Analysis Summary’ chart.

KEY VIEW 1 – Alternative 2 – Option 1

VISUAL CHARACTER

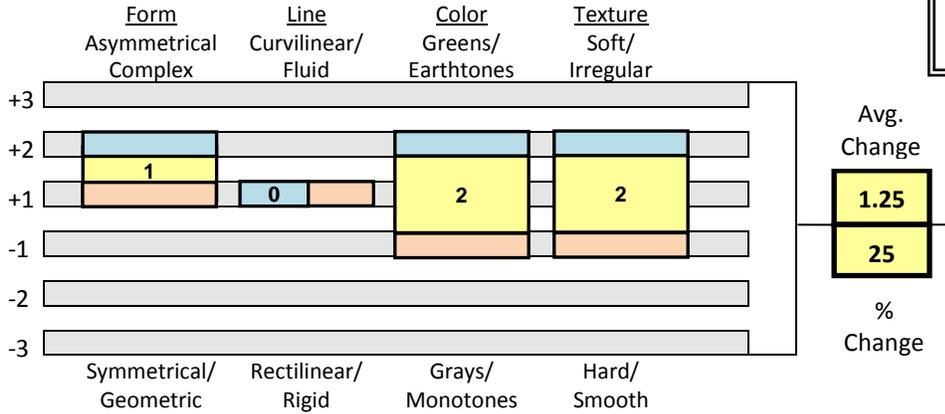
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

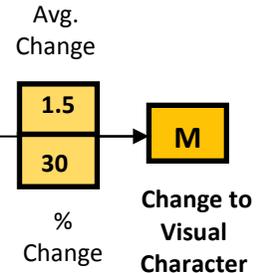
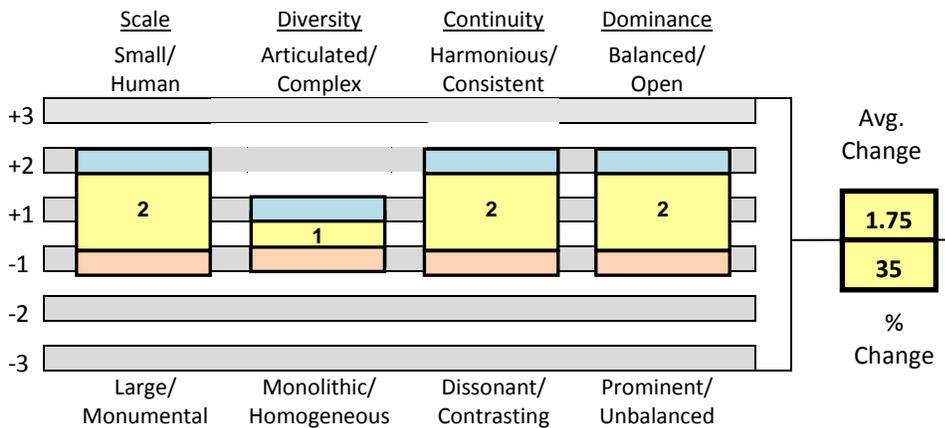
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

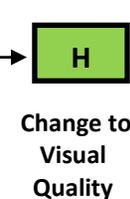
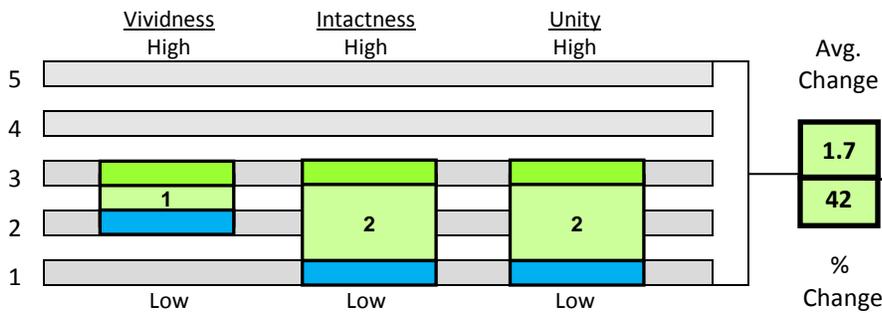


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

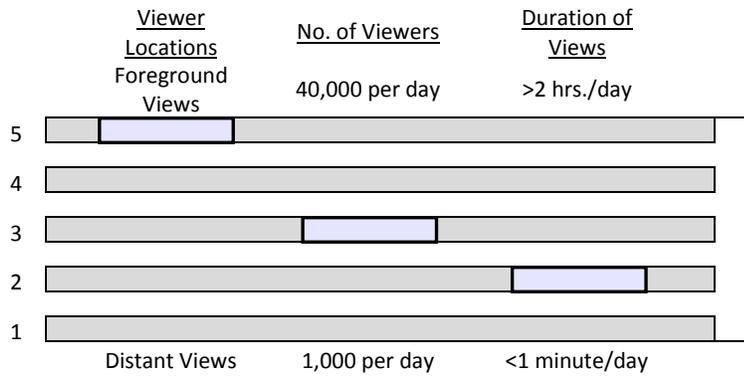


Legend
Existing View
Proposed View

KEY VIEW 1 – Alternative 2 – Option 1

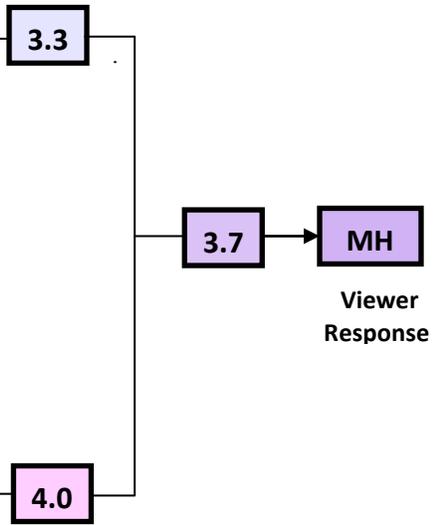
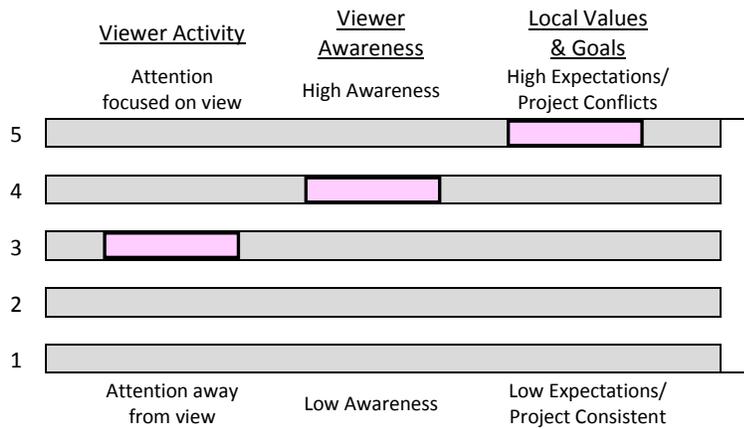
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

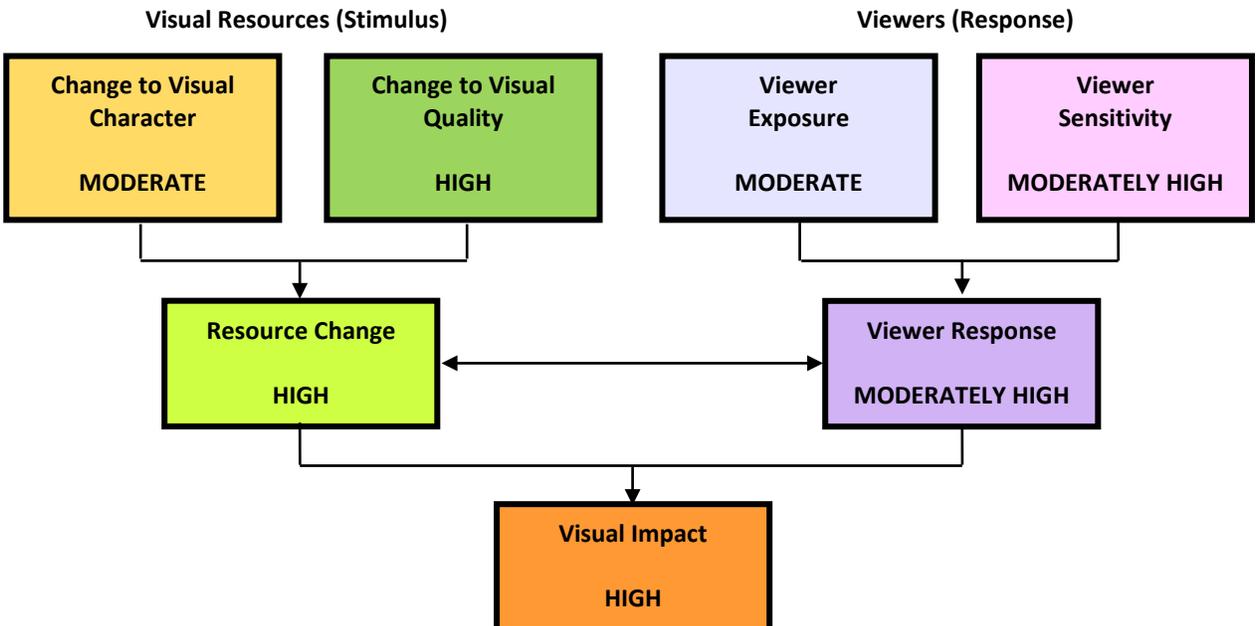


Figure 21: Key View #1 – Alternative 2 – Option 2 (Proposed Condition)



Resource Change

Alternative 2 Option 2 differs from Alternative 2 Option 1 in that ROW impacts would be reduced within private property and environmentally sensitive areas. SR-94 would be realigned with a reduced radius and broken-back horizontal curvature located further to the west thus reducing the required heights of the retaining walls. The project proposes an elevation change of the roadway surface approximately 5 feet higher than the original roadway grades. Traffic signals would be installed at the SR-94/Melody Road intersection and at the SR-94/Daisy Drive intersection. Melody Road and Peaceful Valley Ranch Road would be widened to accommodate left turn lanes onto SR-94. Similar to Alternative #1, graded slopes are proposed at the bottom of retaining walls that softens the transition to edge of roadway and reduce the presence of the walls. Retaining walls would be installed along the northbound side of SR-94 (approximately 500 feet in length with the height varying between 8 feet to 12 feet). Additionally, three short retaining walls would be installed along the southbound side of SR-94 (approximately 100 feet to 150 feet in length and approximately 6 feet in height). The project also proposes to underground the overhead utility wires and remove the utility poles, reducing the distractions in the view, yet new urban features are introduced with the project that create distraction in the view.

The simulation of the proposed view depicts the expanded roadway surface, guard rails, safety rails, traffic signals, and graded slopes increasing the number of built forms and resulting in the permanent loss of existing landscape and urbanization of the view. The proposed project features become the more dominant elements and create a dissonant relationship with the landscape features in the view. The project features would increase the apparent width of the existing roadway to a more urban scale and character. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tones of the native landscape. The proposed project would continue to incrementally change the rural character to a more urban setting.

The project would result in a less memorable setting with the introduction of built forms. The proposed features would reduce the vividness to moderately low (2.0) and the intactness to moderately low (2.0). In addition, the proposed project features would create a dissonant relationship with the existing topography reducing the unity of the scene. The unity rating would be reduced to low (1.0).

The change to the existing visual character would be moderate (25% change). The change to existing visual quality would be moderately high (33% change). See Key View #1 – Alternative 2 – Option 2 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 2 project would result in a moderately high change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high. As a result, the visual impact would be considered moderately high. See Key View #1 – Alternative 2 – Option 2 ‘Analysis Summary’ chart.

KEY VIEW (KV) #1 – Alternative 2 – Option 2

VISUAL CHARACTER

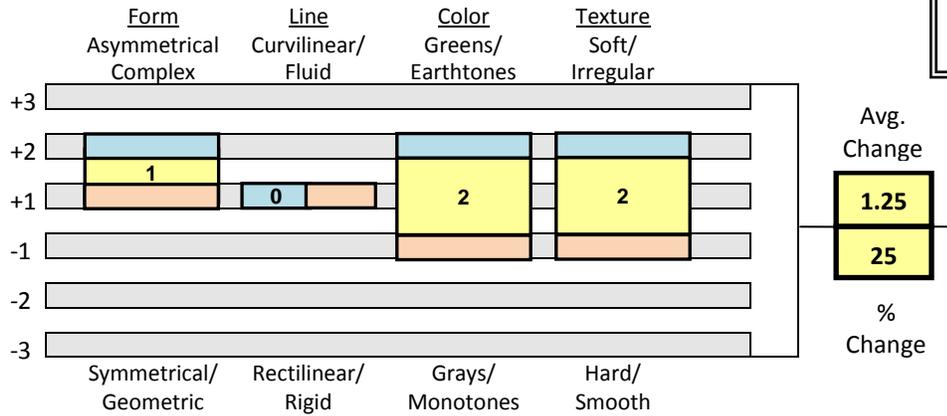
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

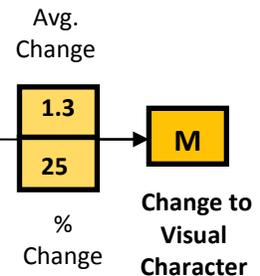
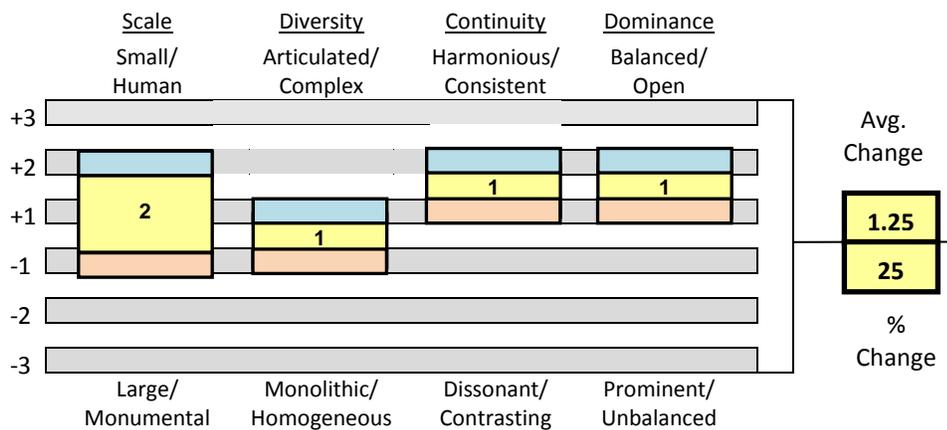
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

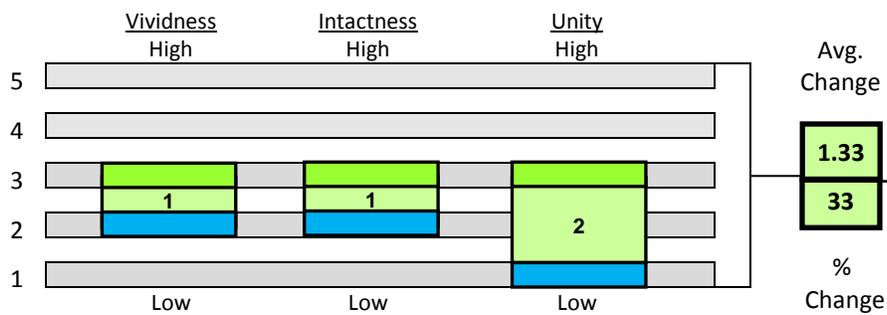


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

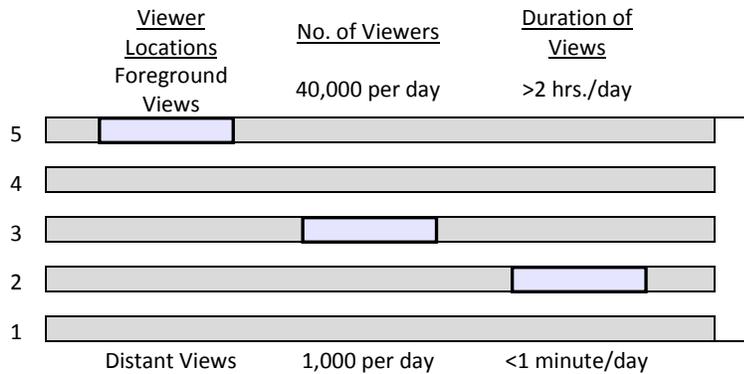


Legend
Existing View
Proposed View

KEY VIEW (KV) #1 – Alternative 2 – Option 2

VIEWER RESPONSE

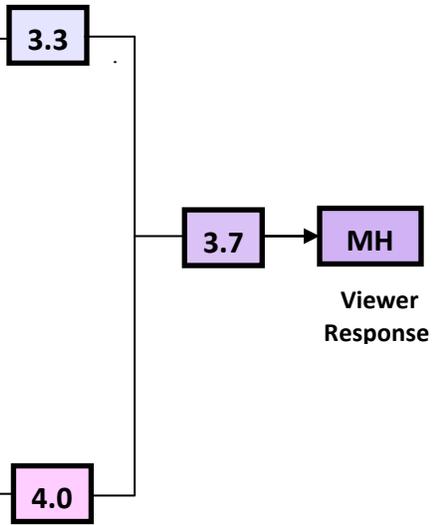
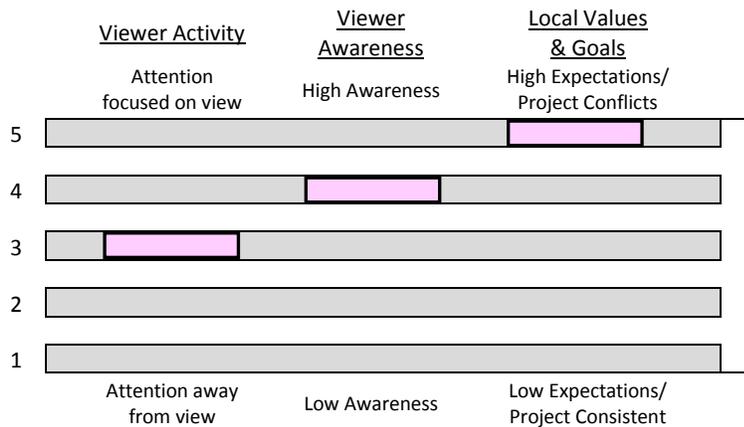
Viewer Exposure



Legend

0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

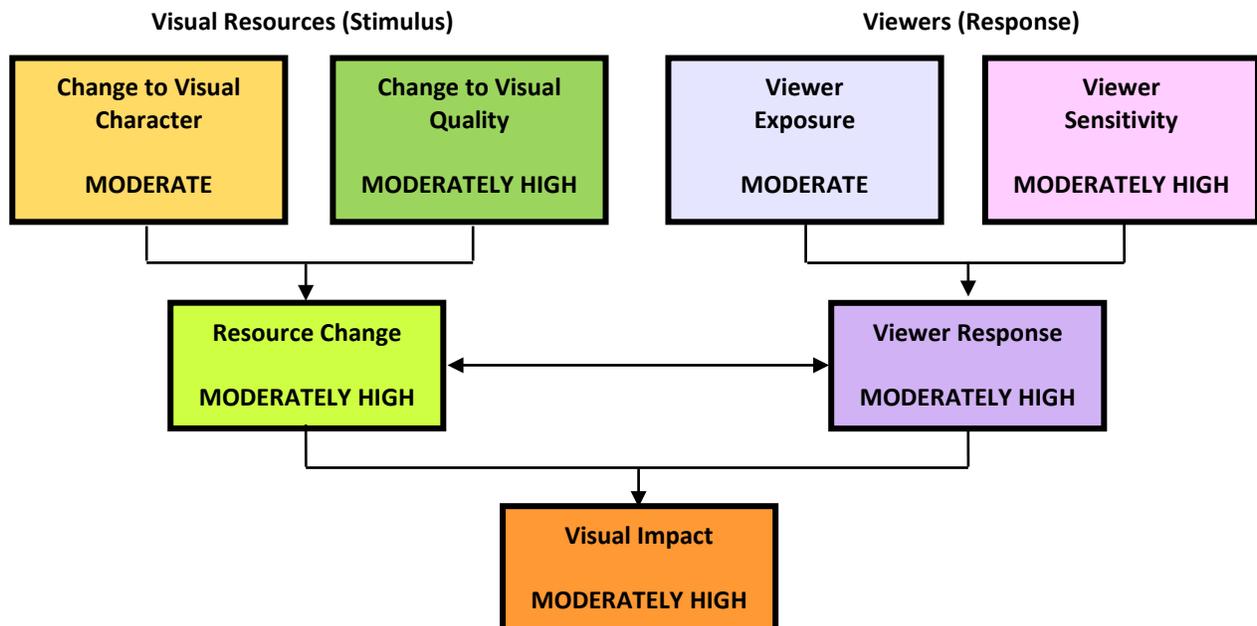


Figure 22: Key View (KV) #1 – Alternative 2 – Option 3 (Proposed Condition)



Resource Change

This option minimizes ROW impacts with the implementation of non-standard geometric elements requiring mandatory exceptions to Caltrans design standards (see project description for more information). Reduced design speed from 55 mph to 45 mph, a reduction in horizontal curvature, increased maximum grade, and a reduced super-elevation rate are all necessary to minimize reconfiguration of the right-of-way. The project proposes an elevation change of the roadway surface approximately 1 to 2 feet higher than the original grade. The retaining walls would be constructed with graded slopes that transition the topography to the roadway edge, reducing the amount of wall face exposed to the view, yet the lengths of the walls are longer than those proposed in other alternatives. Retaining walls would be installed along the northbound side of SR-94 (approximately 1,000 feet in length with the height varying between 10 feet to 20 feet). A retaining wall would be installed on the southbound side of SR-94, about 200 feet north of Melody Road, about 100 feet in length and 4 feet in height. No walls would be proposed along Melody Road. The project also proposes to underground the overhead utility wires and remove the utility poles, reducing the distractions in the view.

The proposed view shows the expanded roadway surface, guard rails, safety railings, traffic signals, graded slopes and retaining walls, increasing the number of built forms and resulting in a permanent loss of landscape. The built elements become more dominate in the foreground and create an unbalanced view of built and natural landscape elements. The project features, including the wider pavement section, increase the urban scale and character of the setting. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tones of the native landscape.

The project would result in a less memorable setting with the introduction of built forms. The proposed features would reduce the vividness to moderately low (2.0) and the intactness to low

(1.0). In addition, the proposed project features would create a dissonant relationship with the existing topography reducing the unity of the scene. The unity rating would be reduced to low (1.0)

The change to the existing visual character would be moderately high (a 33% change). The change to existing visual quality would be moderately high (a 33% change). See Key View #1 – Alternative 2 – Option 2 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 3 project would result in a moderately high change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high. As a result, the visual impact would be considered moderately high. See Key View #1 – Alternative 2 – Option 3 ‘Analysis Summary’ chart.

KEY VIEW (KV) #1 – Alternative 2 – Option 3

VISUAL CHARACTER

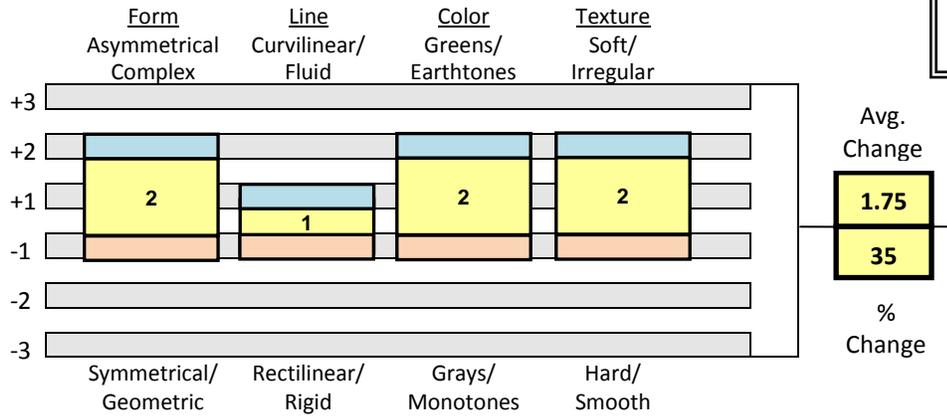
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

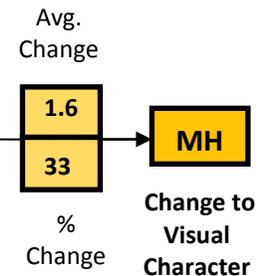
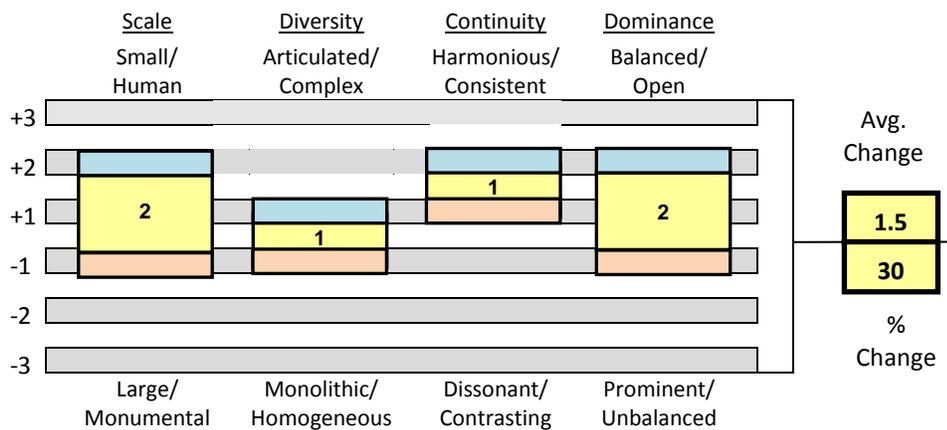
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

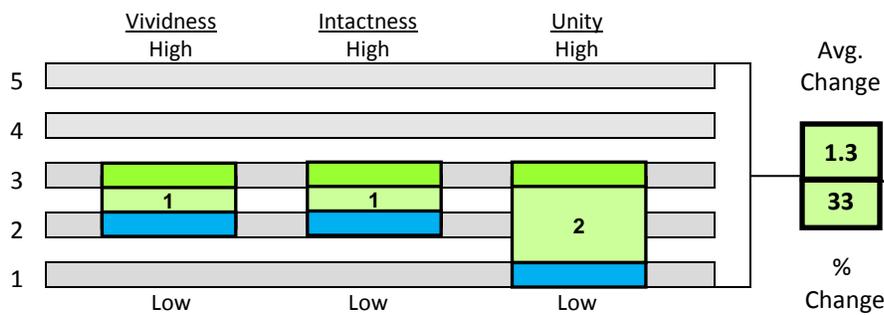


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY



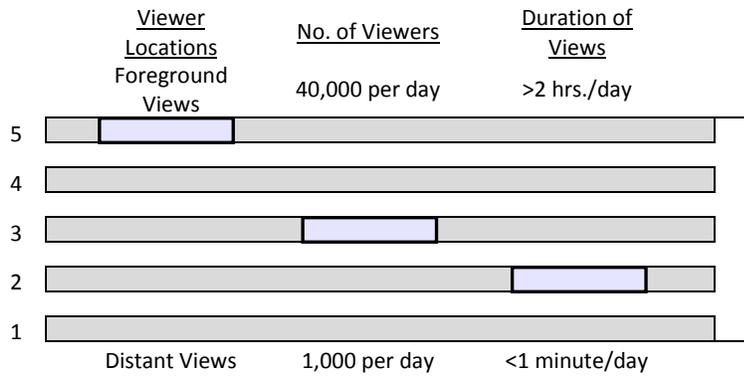
Legend
Existing View
Proposed View



KEY VIEW (KV) #1 – Alternative 2 – Option 3

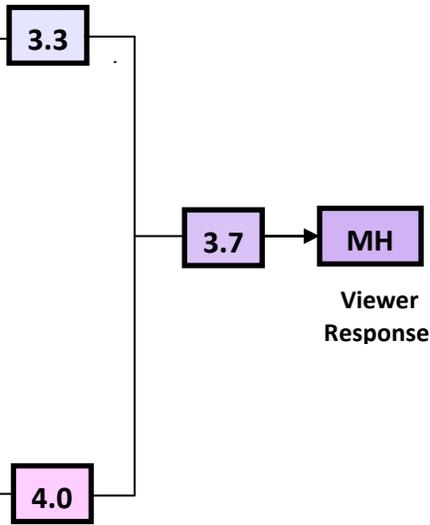
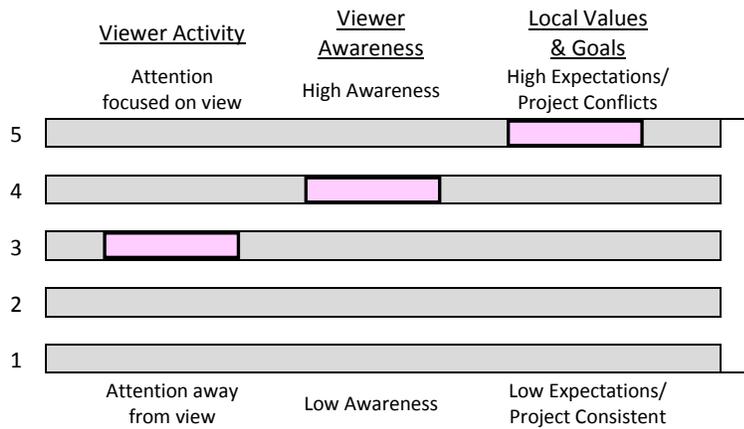
VIEWER RESPONSE

Viewer Exposure



<u>Legend</u>	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

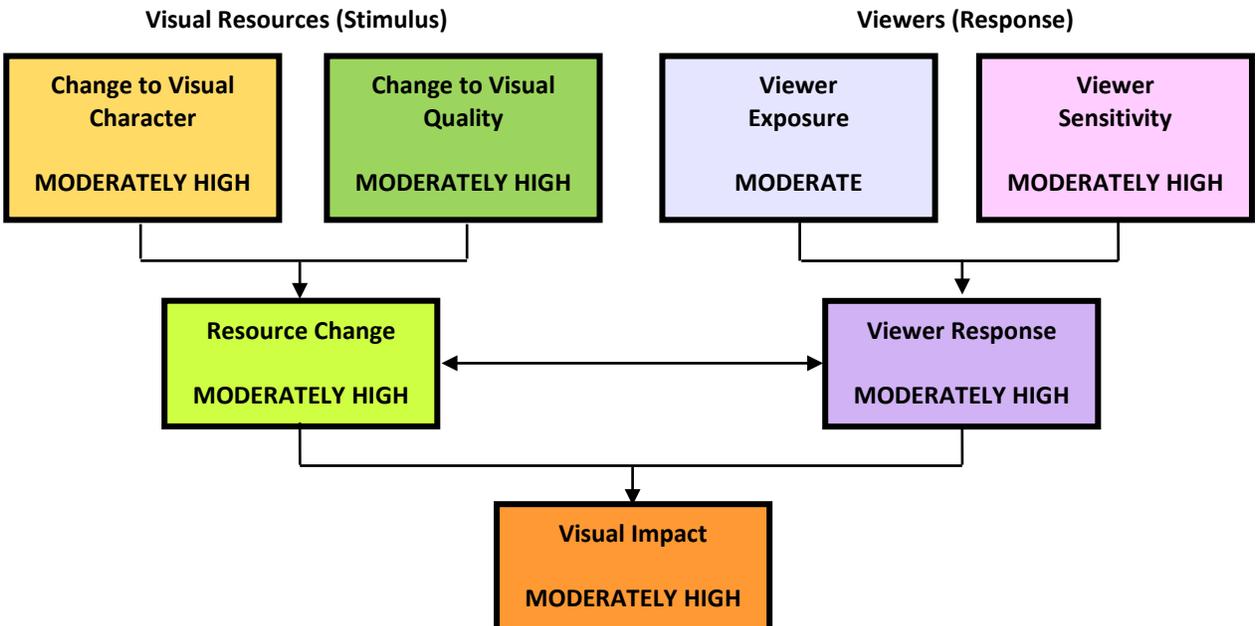


Figure 23: Key View (KV) #1 – Alternative 3 (Proposed Condition)



Resource Change

Alternative #3 proposes access to the JIV Gaming Project via a proposed access driveway off Melody Road. The project would include signalized intersections at SR-94 and Melody Road and at the proposed road location on Melody Road. Both locations would require wider pavement cross-sections to accommodate left turn lanes. The project proposes an elevation change to the roadway surface approximately 6 feet higher than the original grade. Along SR-94, additional travel lanes would be added from a point beginning at 260 feet north of Melody Road to accommodate left turn and merging lanes at the intersection of SR-94 and Melody Road. From approximately 190 feet south of Reservation Road to Melody Road, two additional left turn lanes are provided on the northbound direction approaching Melody Road. The roadway transitions from the existing roadway width to a widening footprint at the Melody Road intersection. This alternative would propose fewer retaining walls compared to other alternatives. The proposed retaining walls would be installed along the northbound side of SR-94 (approximately 250 feet long and 8 feet to 10 feet in height), and along the south side of Melody Road adjacent to the intersection at SR-94 (approximately 150 feet in length with the height varying between 6 feet to 12 feet). The project also proposes to underground the overhead utility wires and remove the utility poles, reducing the distractions in the view.

The proposed view shows expanded roadway paving, guard rails, safety railing, retaining walls with concrete barriers, and graded slopes that increase the number of built features in the view, resulting in a permanent loss of landscape. The introduced built features become more dominate elements and create an unbalanced view. The project features, including the wider pavement section, increases the urban scale and character of the setting. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tones of the native landscape.

The project would result in a less memorable setting with the introduction of built forms. The proposed features would reduce the vividness to moderately low (2.0) and the intactness to low (1.0). In addition, the proposed project features would create a dissonant relationship with the existing topography reducing the unity of the scene. The unit rating would be reduced to low (1.0). The change to the existing visual character would be moderately high (35% change). The change to existing visual quality would be high (42% change). See Key View #2 – Alternative 3 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 3 project would result in a high (38%) change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high (3.7). As a result, the visual impact would be considered high. See Key View #1 – Alternative 3 ‘Analysis Summary’ chart.

KEY VIEW (KV) #1 – Alternative 3

VISUAL CHARACTER

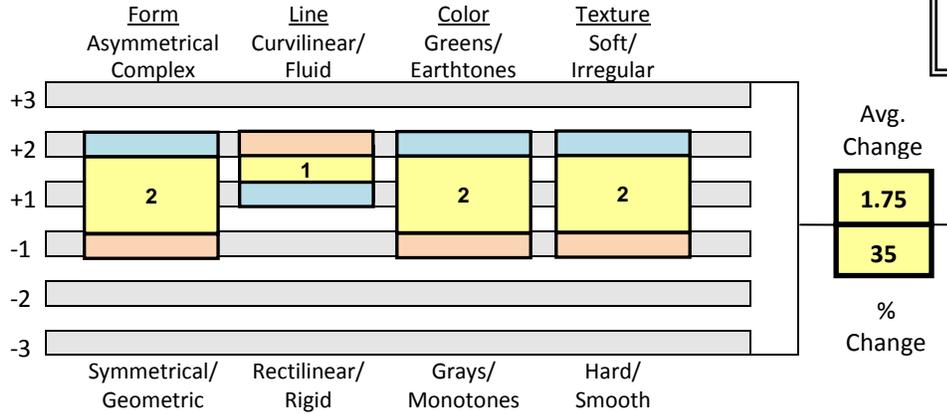
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

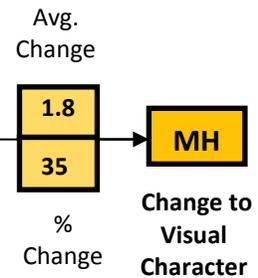
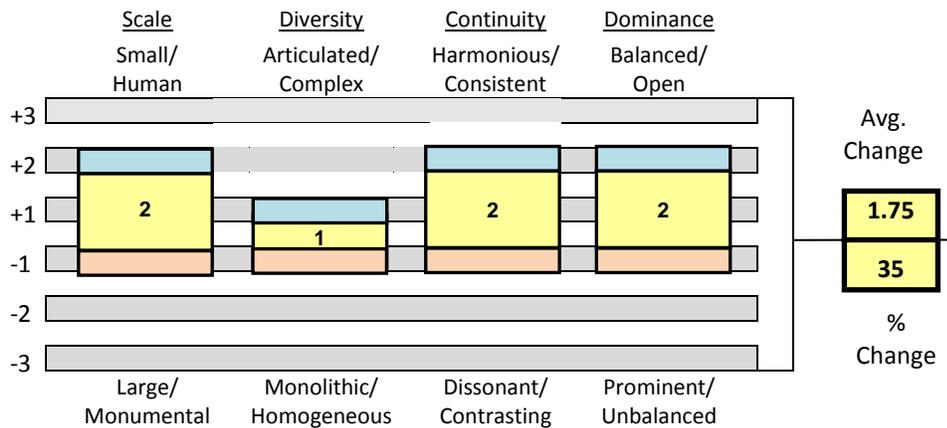
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

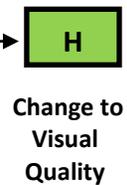
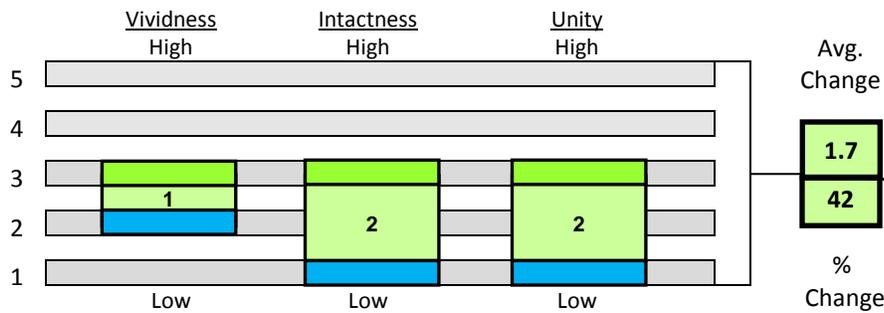


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

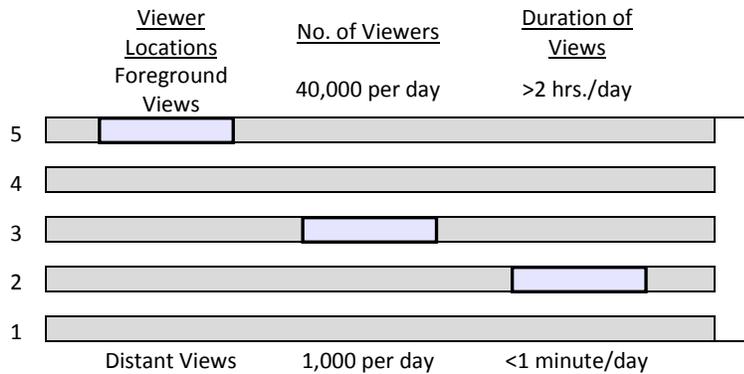


Legend
Existing View
Proposed View

KEY VIEW (KV) #1 – Alternative 3

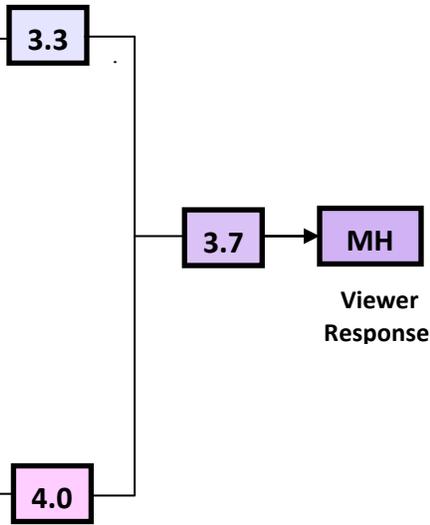
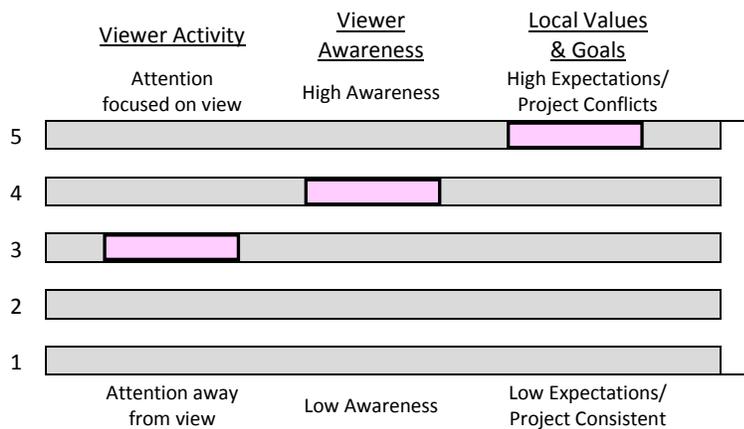
VIEWER RESPONSE

Viewer Exposure

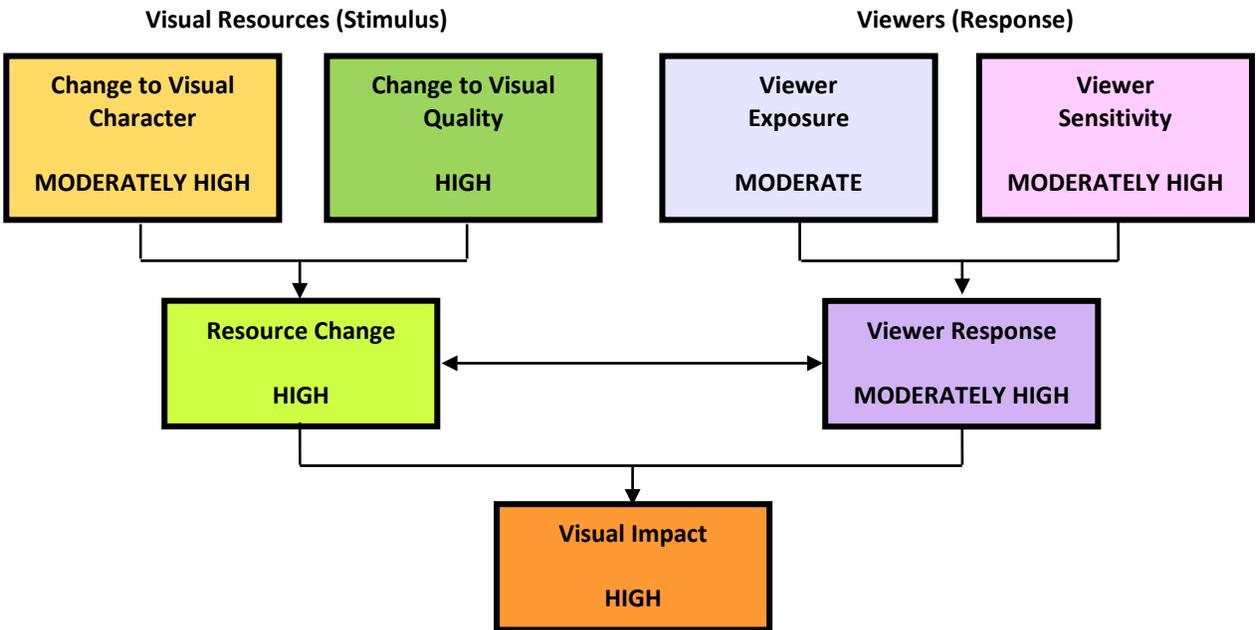


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #2 (Viewing West from the Melody Road/SR-94 intersection).

Figure 24: Key View #2 (Existing Condition)



Existing Visual Character / Quality

The existing view is comprised of a fine textured roadway and soft irregular textural forms of the landscape on the roadway edges. The trees located on both sides of Melody Road, and the earthtones of the native grasses along the roadway edges, as well as the brown earthtones and green trees on the hillside contrast with the gray monotones of the asphalt roadway surface. Vividness of the view is moderate (3.0) due primarily, to the vegetation in the immediate view. While the view is distracted by the utility poles and overhead service lines, the foreground view of Melody Road, combined with the intact landscape of the surrounding hillside retains integrity of the view. The intactness is moderate (3.0). Unity is moderate (3.0) due to the harmony of the landscape and man-made elements in the rural scene. Combining vividness, unity and intactness, the resulting overall visual quality can be defined as moderate (3 on a scale of 1 to 5). See Key View #2 'Visual Character' and 'Visual Quality' charts for each alternative.

Viewer Response

Viewers would have an unimpeded view of the setting and would be exposed to this scene in their foreground and middleground views for less than a minute while traveling at 35 mph along the roadway. The anticipated quantity of viewers would be between 3,000 and 7,000 per day. As a result, viewer exposure would be moderate (3.3). In general, viewers would be local residents and driving (activity) but attentive to changes in the setting. Viewer awareness would be moderately-high, aware of features in the foreground and middleground of the view. Local values would be moderately-high as viewers are sensitive to retaining the local rural character within the viewshed. Viewer sensitivity would be moderately high (4.0). Overall viewer response would be moderately-high (3.7). See Key View #2 'Viewer Sensitivity' and 'Viewer Exposure' charts for each alternative.

Figure 25: Key View #2 – Alternative 1 (Proposed Condition)



Resource Change

In this view, the project proposes the realignment of the SR-94 / Melody Road intersection roadway for a flatter horizontal and vertical curvature changing the form and line of the existing roadway configuration. The roadway would change in elevation, varying from approximately 11' to 20' higher than the original grades. Along Melody Road, an additional eastbound left turn lane would be provided and shoulders widened. The project features would include expanded paving, guard rails, retaining wall and graded slopes transitioning to existing grades. The project will underground the overhead utility transmission lines and remove the poles.

The widened paving would increase the scale of the roadway, becoming a more dominant feature in the view. The proposed project features would result in a permanent loss of existing landscape on both sides of the roadway. The proposed project features would further urbanize the character of the setting and create an unbalanced view. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tones of the native grasses and pepper trees. The project would result in a less memorable setting with the introduction of built forms. Vividness would be reduced to moderately low (2.0).

While the undergrounding of the overhead utilities and removal of poles would slightly lessen the distractions in the view the introduction of additional built features and removal of mature trees would diminish with intactness of the setting. Intactness would be reduced to low (1.0). The unity would be diminished with the addition of the built features in the view. Unity would be reduced to moderately low (2.0). The change to the existing visual character would be moderately high (a 38% change). The change to existing visual quality would be moderately high (a 33% change). See Key View #2 – Alternative 1 'Visual Character' and 'Visual Quality' charts.

Resulting Visual Impact

The construction of the Alternative 1 project would result in a moderately high change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high (3.7). As a result, the visual impact would be considered moderately high. Refer to Key View #2 – Alternative 1 ‘Analysis Summary’ chart.

KEY VIEW (KV) #2 – Alternative 1

VISUAL CHARACTER

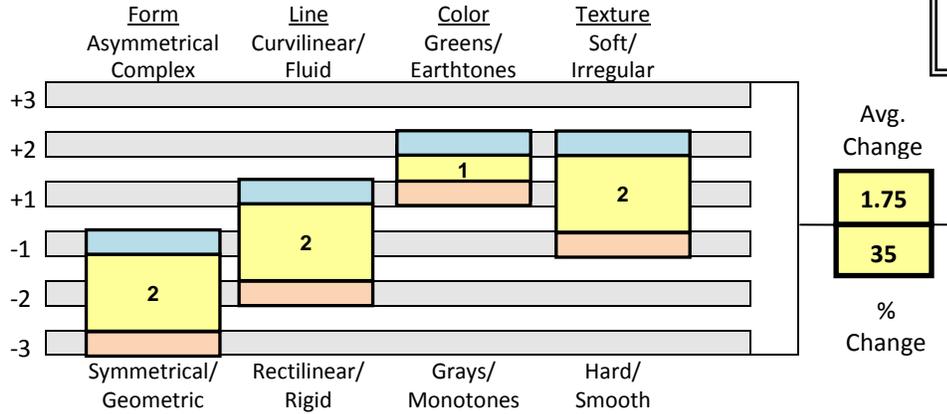
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

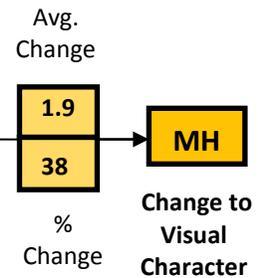
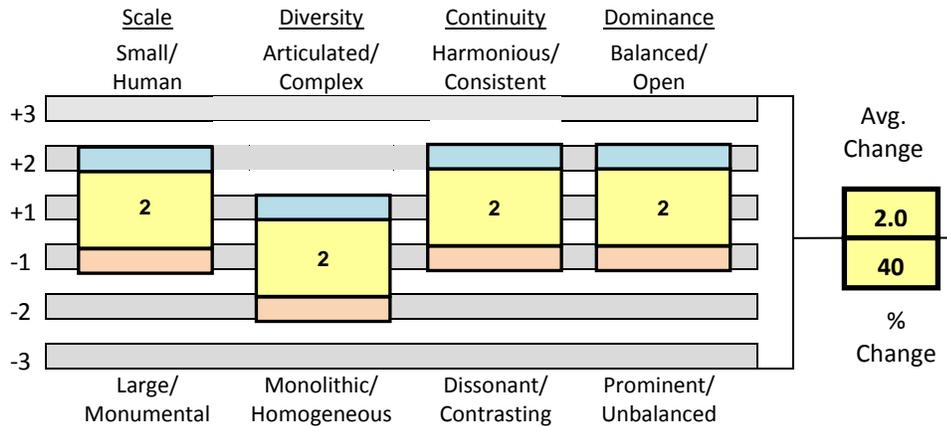
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

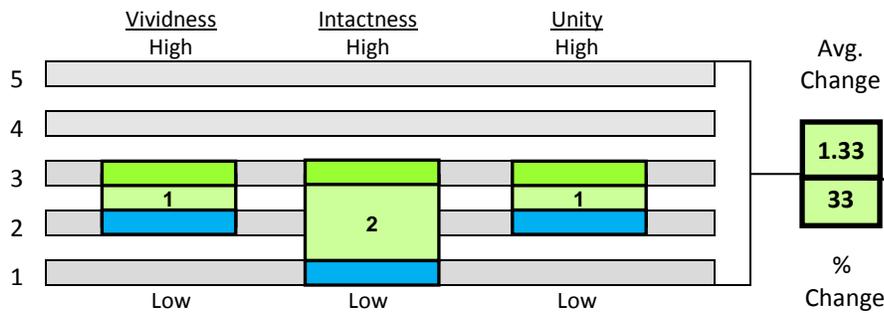


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

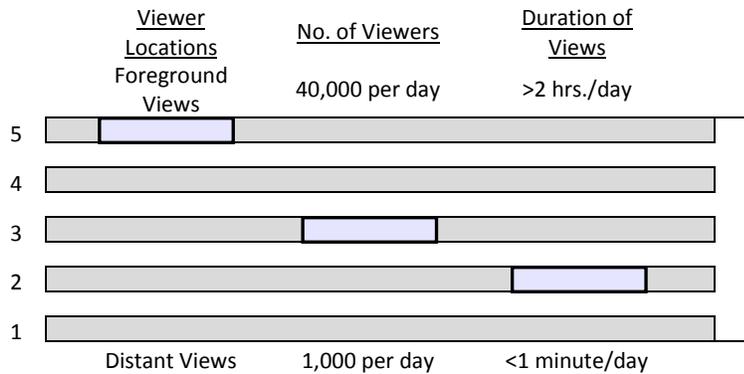


Legend
Existing View
Proposed View

KEY VIEW (KV) #2 – Alternative 1

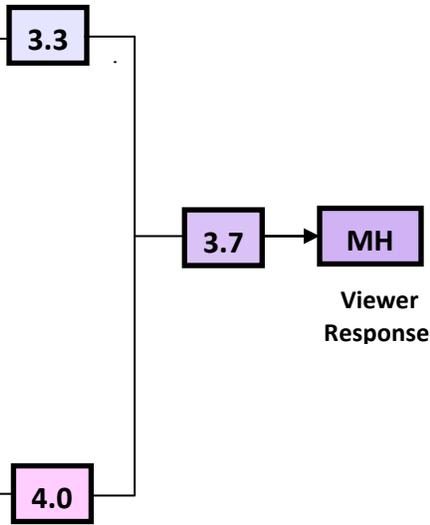
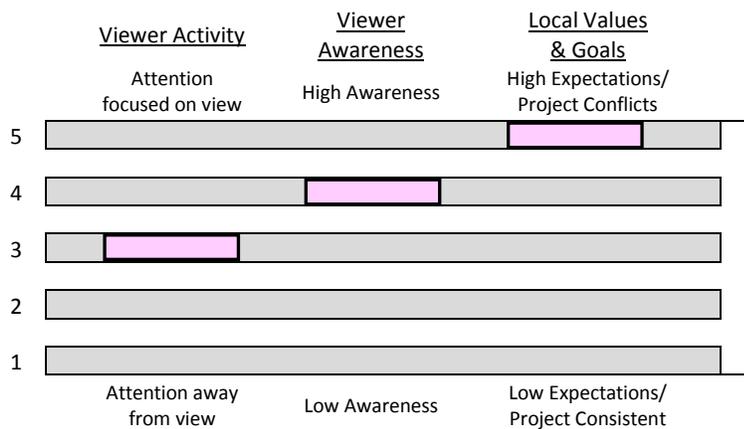
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

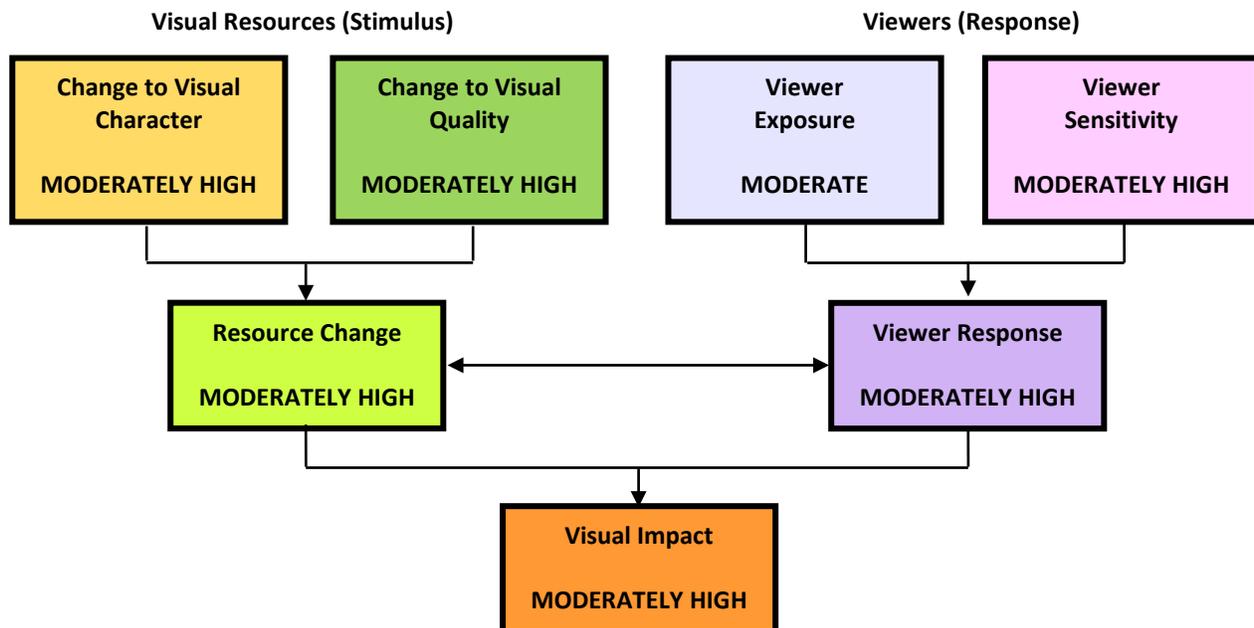


Figure 26: Key View #2 – Alternative 2 – Option 1 (Proposed Condition)



Resource Change

SR-94 would be realigned and widened similar to Alternative 1. An additional left turn eastbound lane would be provided on Melody Road. One retaining wall and graded slopes would be provided along Melody Road, the same as in Alternative 1. The roadway would change in elevation, varying from approximately 10' to 19' higher than the original grades. The project will underground the overhead utility transmission lines and remove the poles. The project will introduce new built elements, such as expanded paving, guard rails, and retaining walls that face southward structurally supporting the roadway along the south side of the roadway. The proposed project features would further urbanize the setting and create an unbalanced view. The simulation delineates the expanded roadway surface, guardrails and replacement landscape. The proposed retaining wall aligned along the southern edge of the roadway is not visible from this view point. The proposed project features would result in a permanent loss of landscape and increase the urban scale and character of the setting. The project features would become the more dominant features in the view and create a dissonant relationship with the natural land features and forms. The project features would increase the apparent width of the existing roadway from rural scale to a suburban scale. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tones of the existing native grasses and trees.

The project would result in a less memorable setting with the introduction of built forms. Vividness would be reduced to moderately low (2.0). The intactness of the view would be interrupted by the built forms of the retaining walls, graded slopes, expanded paving and overall grade changes. While the undergrounding of the overhead utilities and removal the poles would only slightly lessen the distractions in the view the introduction of additional built features and removal of mature trees would diminish with intactness of the setting. Intactness would be reduced to low (1.0). The unity would be diminished with the addition of the built forms and resulting topographical changes in the view. Unity would reduce to moderately low (2.0).

The change to the existing visual character would be moderately high (38% change). The change to existing visual quality would be moderately high (33% change). See Key View #2 – Alternative 2 – Option 1 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 1 project would result in a moderately high change to the visual resources (character and quality). The collective viewer response to change in the setting would be moderately high. As a result, the visual impact would be considered moderately high. See Key View #2 – Alternative 2 – Option 1 ‘Analysis Summary’ chart.

KEY VIEW 2 – Alternative 2 – Option 1

VISUAL CHARACTER

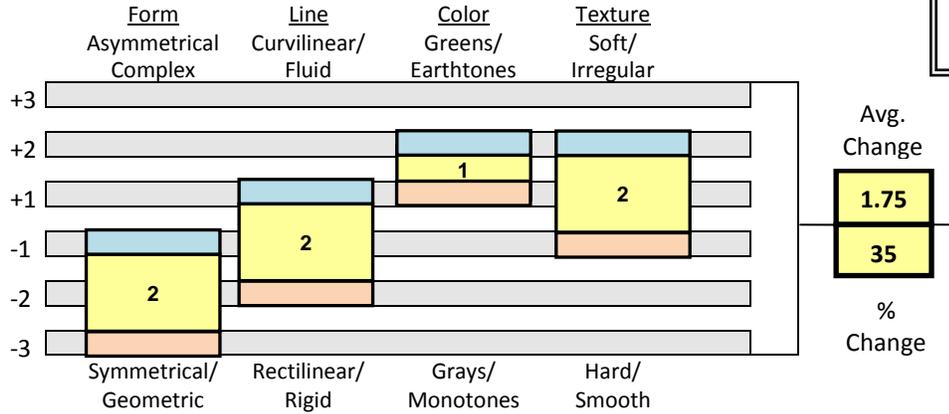
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

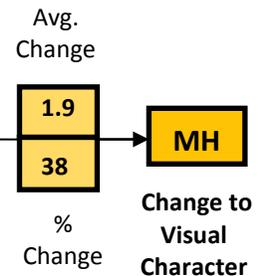
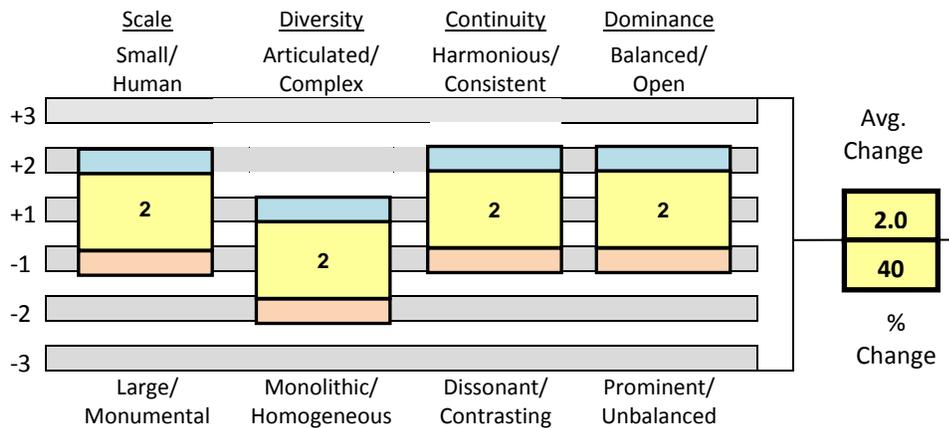
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

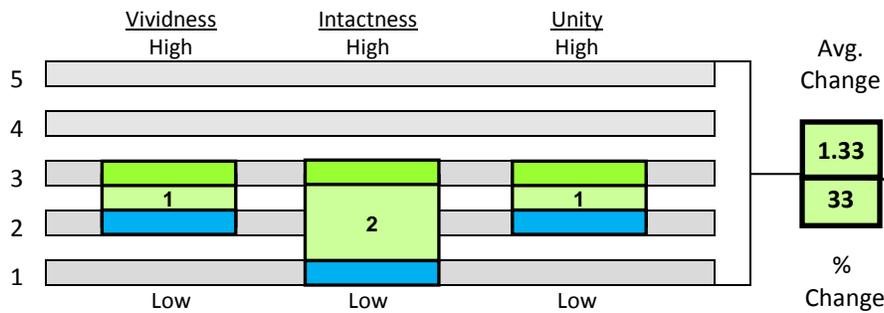


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY



Legend

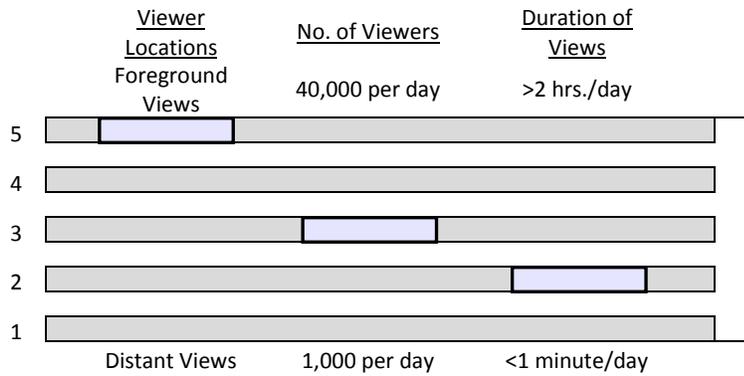
Existing View
Proposed View



KEY VIEW 2 – Alternative 2 – Option 1

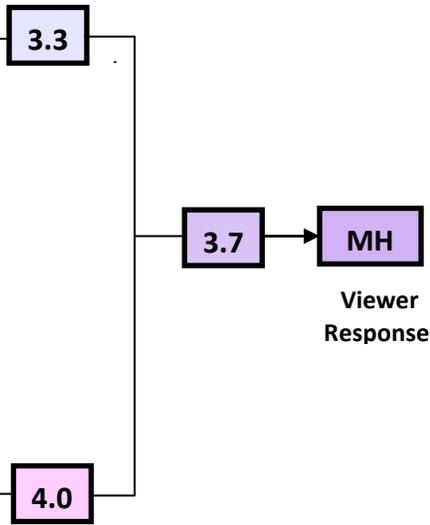
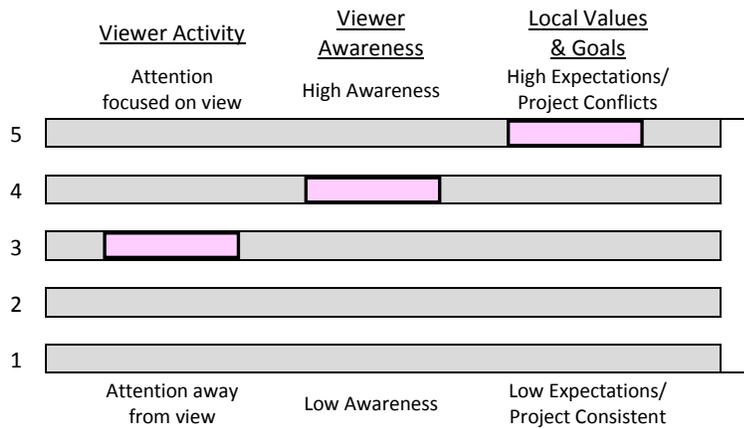
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

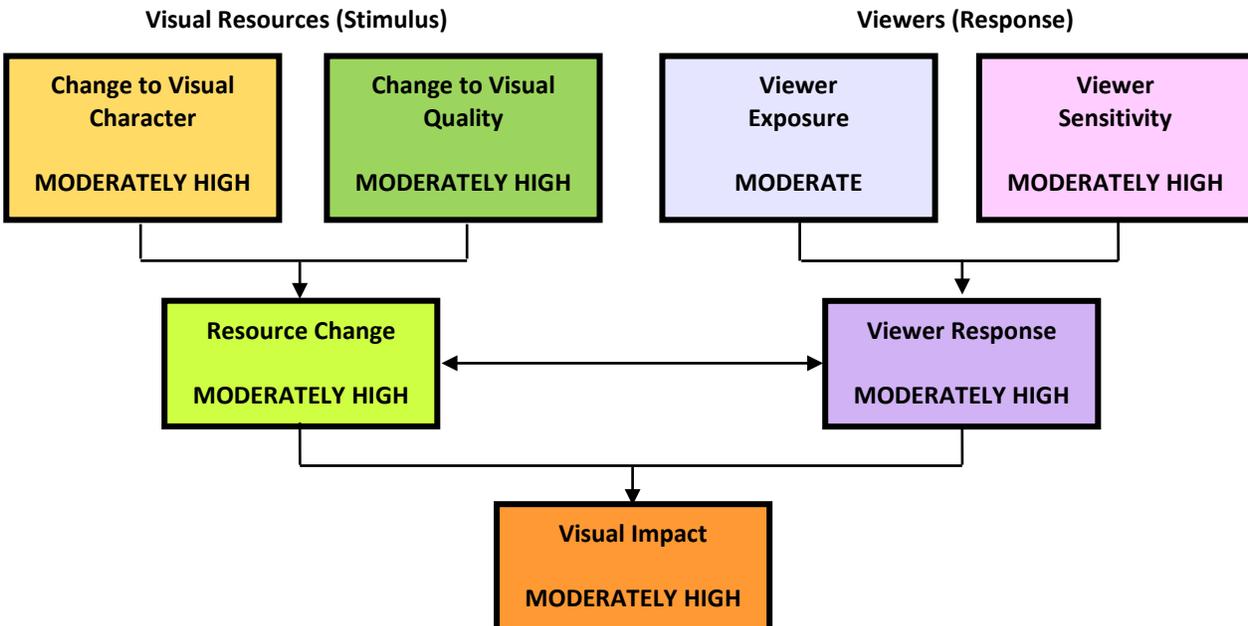


Figure 27: Key View #2 - Alternative 2- Option 2 (Proposed Condition)



Resource Change

The project Alternative 2 - Option 2 would provide similar widening and additional lanes as proposed in Alternative 2 – Option 1, however would be aligned further to the north. The roadway would change in elevation, varying from approximately 9' to 18' higher than the original grades. The alignment would require a wider project footprint at the intersection of SR-94 and Melody Road. A traffic signal would be installed at the SR-94/Melody Road intersection. Melody Road and Peaceful Valley Ranch Road would be widened to accommodate left turn lanes onto SR-94. A continuous retaining wall of varying height would be installed along the eastbound side of Melody Road to structurally support the widened roadway (approximately 400 feet in length with the height varying between 10 feet to 18 feet). Additionally, three short retaining walls would be installed along the southbound side of SR-94 (approximately 100 feet to 150 feet in length and approximately 6 feet in height) that would likely be visible from the eastbound lanes of Melody Road.

The proposed view shows the expanded roadway surface, guard rails and graded slopes on the northern side of Melody Road. The retaining wall along the south side of the roadway would not be visible from this viewpoint. As a result, the change in alignment would result in the permanent loss of the existing landscape located along the westbound side of Melody Road. As delineated in the simulation (Figure 27), a majority of the existing trees would remain in place along the south side of the roadway. The proposed project would result in a loss of landscape and increase the urban scale and character of the setting. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tone color of the existing native grasses and trees.

The project would result in a less memorable setting with the introduction of built forms. Vividness would be reduced to moderately low (2.0). While the burying of overhead transmission lines and removal of utility poles would lessen the distractions in the setting, the introduction of additional built features and removal of mature trees would diminish with intactness of the setting. Intactness

would be reduced to low (1.0). Unity would be diminished as the continuity between the project features and existing land form would become more dissonant. Unity would be reduced to low (1.0).

The change to the existing visual character would be moderately high (40% change). The change to existing visual quality would be high (42% change). See Key View #2 – Alternative 2 – Option 2 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 2 project would result in a high change to the visual resources (character and quality). The collective viewer response to changes in the setting would be moderately high. As a result, the visual impact would be considered high. Refer to Key View #2 – Alternative 2 – Option 2 ‘Analysis Summary’ chart.

KEY VIEW 2 – Alternative 2 – Option 2

VISUAL CHARACTER

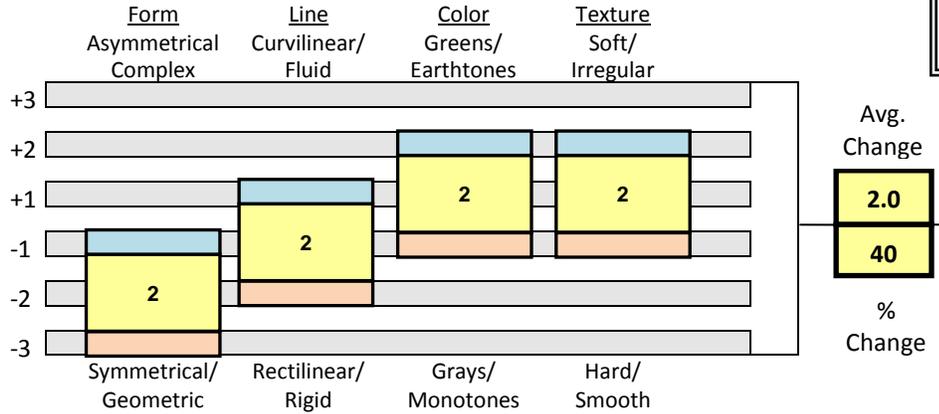
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

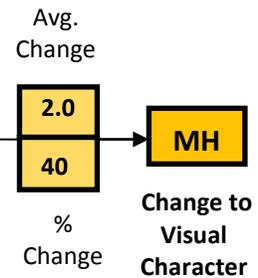
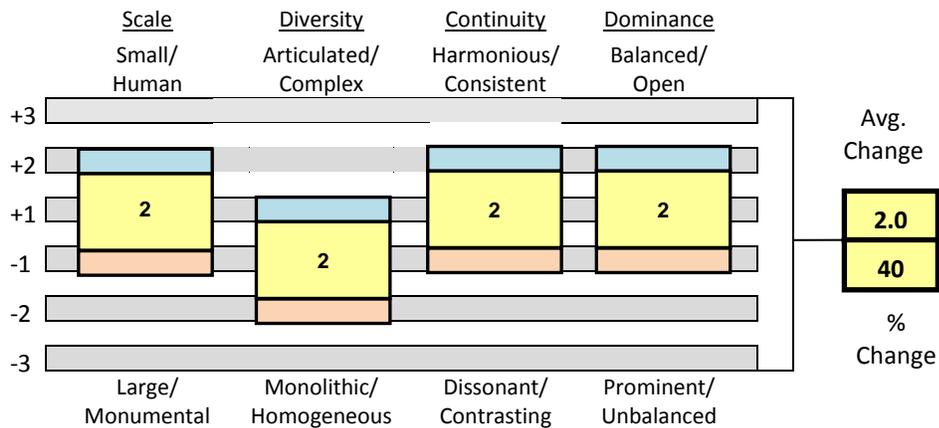
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

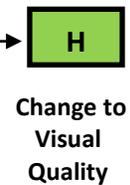
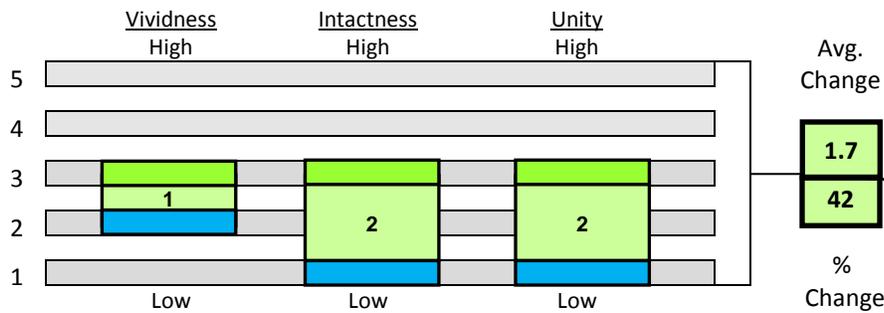


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY



Legend

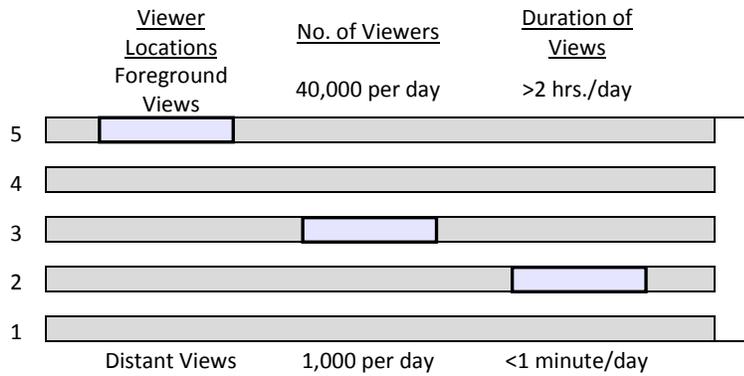
Existing View
Proposed View



KEY VIEW 2 – Alternative 2 – Option 2

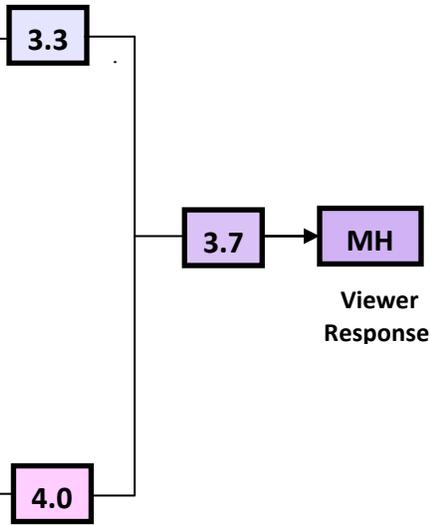
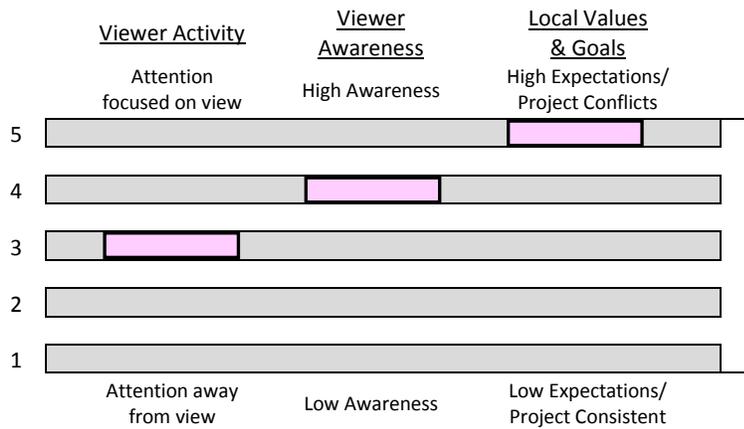
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

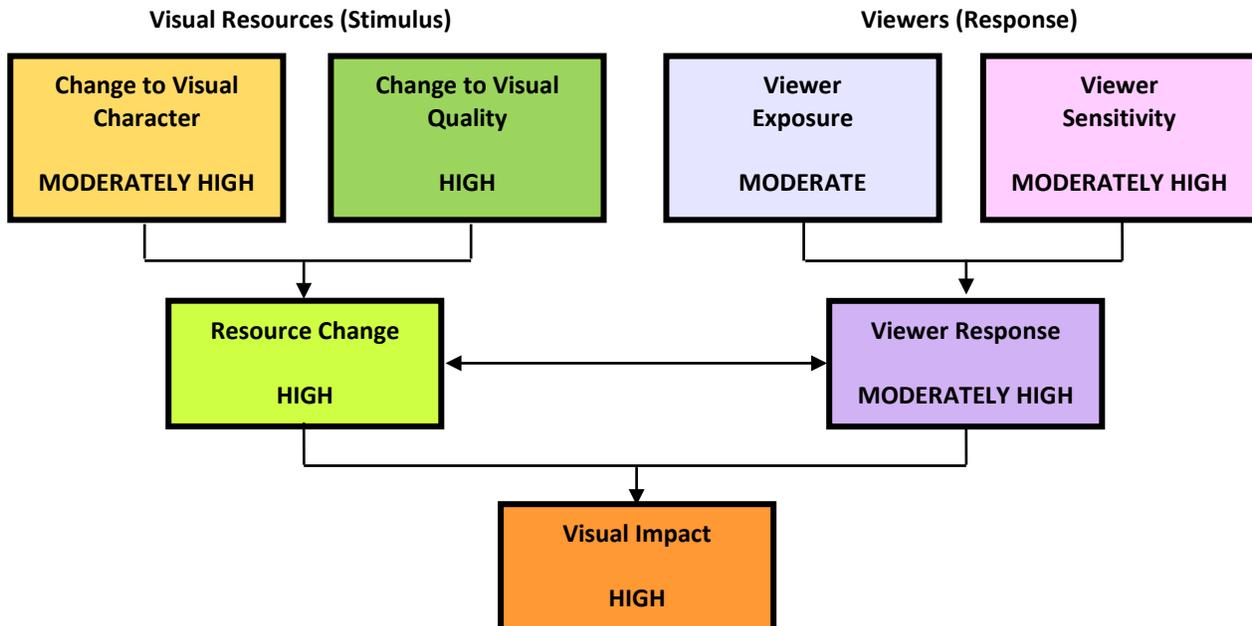


Figure 28: Key View #2 – Alternative 2 – Option 3 (Proposed Condition)



Resource Change

The project Alternative 2 - Option 3 would provide similar widening and additional lanes as proposed in Alternative 2 – Option 1, however would be widened only along the westbound lane and retains the existing edge along the eastbound direction. The vertical alignment of the proposed roadway would remain close to the existing vertical alignment and present a similar elevation to the existing roadway (1'-2' change). The proposed alignment would require a wider footprint at the intersection of SR-94 and Melody Road to accommodate the proposed project features. The features would include a new traffic signal. Melody Road and Peaceful Valley Ranch Road would be widened to accommodate proposed left turn lanes onto SR-94. The construction would require retaining walls (varying heights) to be constructed along both east and westbound side of Melody Road. The walls would be constructed to structurally support the widened roadway. Where the roadway transitions through an existing roadway cut, the widened roadway would require cut slope retaining walls to retain the slopes. The proposed retaining walls would be highly visible to the motorists traveling along Melody Road. The retaining walls located along the eastbound direction of Melody Road, with exposed surface towards the south, would be visible to highway users on the northbound SR-94. Additionally, three short retaining walls would be installed along the southbound side of SR-94 (approximately 100 feet to 150 feet in length and approximately 6 feet in height) that would likely be visible from the eastbound lanes of Melody Road.

The simulation depicts the proposed expansion of the roadway surface, guard rails and slope topography on the westbound side of Melody Road. The retaining wall along the south side of the roadway would not be visible from this viewpoint. The construction of the proposed project features would result in the permanent loss of existing landscape along the westbound side of Melody Road. While changes to the landform occur on the westbound side, a majority of the existing trees would remain along the eastbound side of the roadway. The proposed project would result in a loss of landscape and increase the urban scale and character of the setting. The project

features would increase the apparent width of the existing roadway to a more suburban scale. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tone color of the existing native grasses and trees.

The vividness of the view would be less memorable with the introduction of the built forms in the view. Vividness would be reduced to low (1.0). While the burying of overhead transmission lines and removal of utility poles would lessen the distractions in the setting, the introduction of additional built features and removal of mature trees would diminish with intactness of the setting. Intactness would be reduced to low (1.0). Unity would be diminished as the continuity between the project features and existing land form would become more dissonant. Unity would be reduced to moderately low (2.0).

The change to the existing visual character would be moderately high (36% change). The change to existing visual quality would be high (42% change). See Key View #2 – Alternative 2 – Option 3 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 3 project would result in a high change to the visual resources (character and quality). Viewer response would be moderately high. As a result, the visual impact would be considered moderately high. Refer to Key View #2 – Alternative 2 – Option 3 ‘Analysis Summary’ chart.

KEY VIEW 2 – Alternative 2 – Option 3

VISUAL CHARACTER

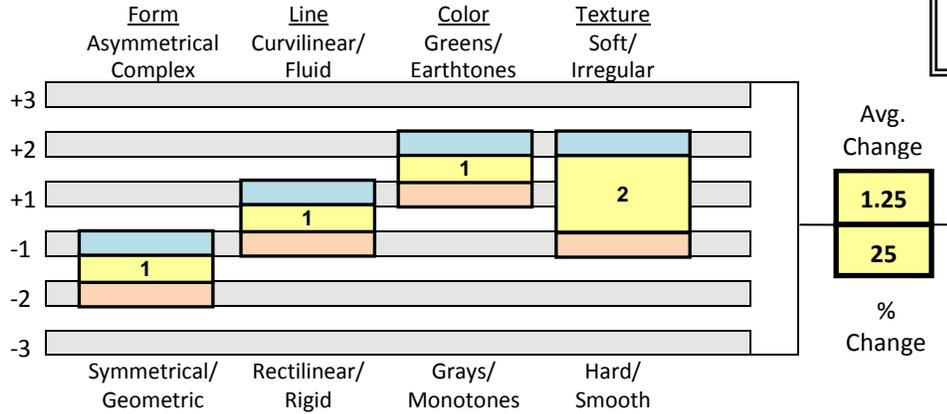
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

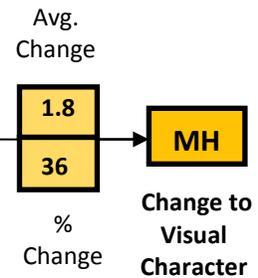
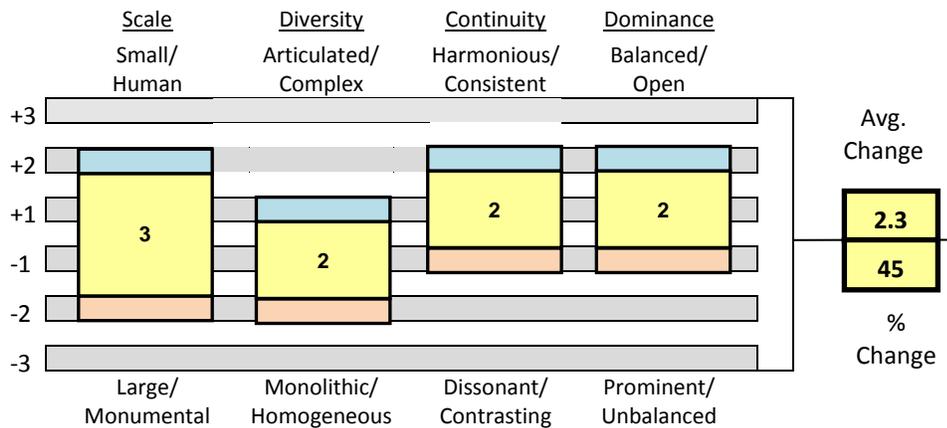
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

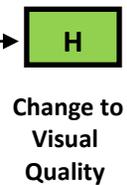
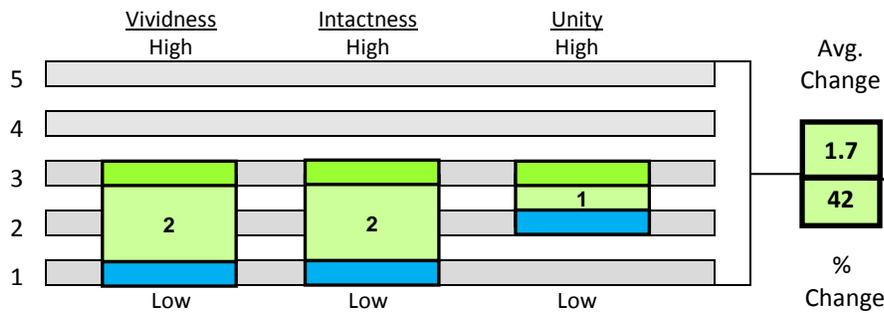


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY



Legend

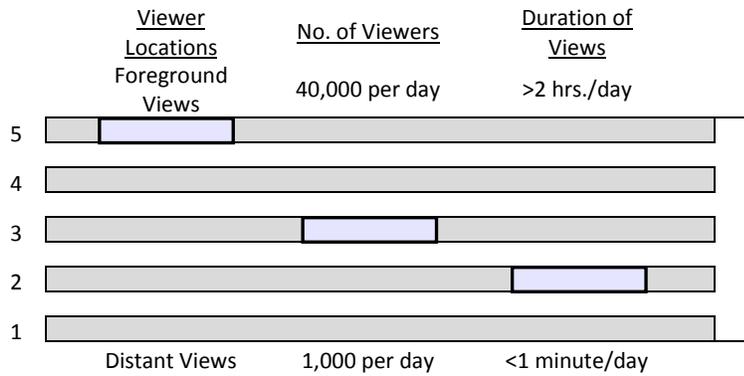
Existing View
Proposed View



KEY VIEW 2 – Alternative 2 – Option 3

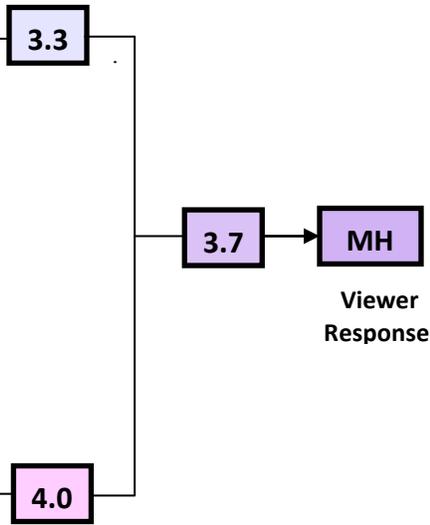
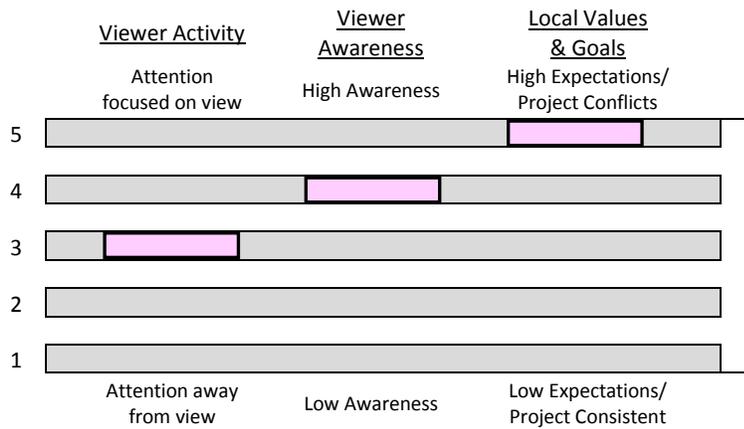
VIEWER RESPONSE

Viewer Exposure



Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY

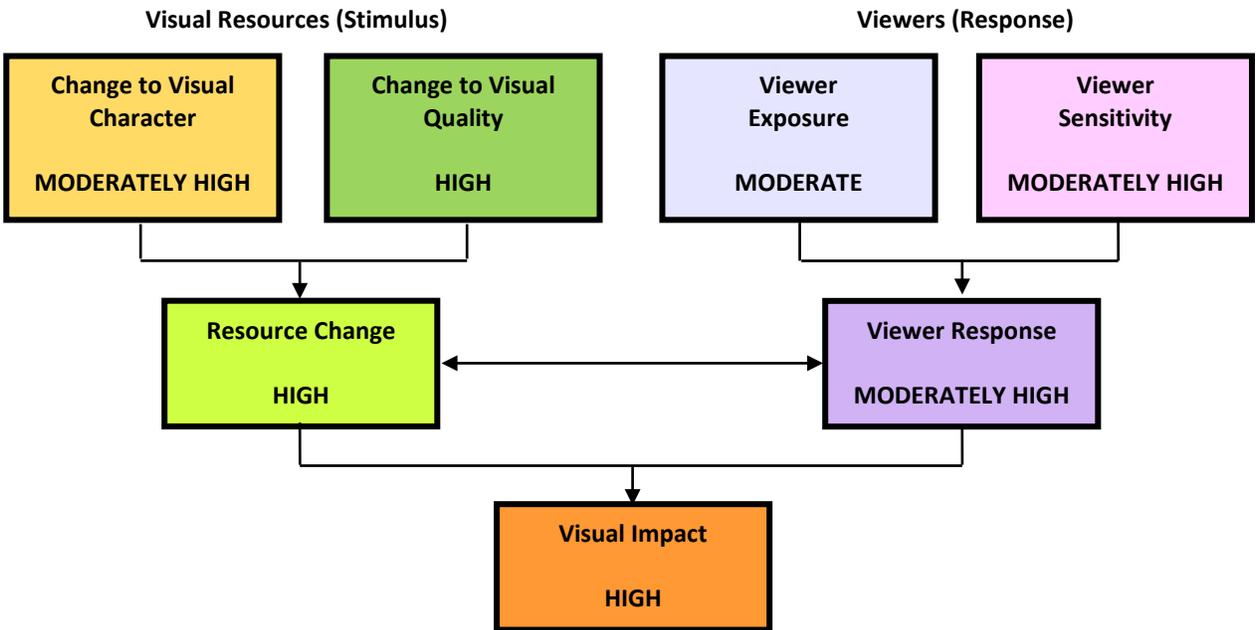


Figure 29: Key View #2 – Alternative 3 (Proposed Condition)



Resource Change

Access to the JIV Gaming Project would be via a proposed access driveway from Melody Road. The proposed project would require a wider footprint at the intersection of SR-94 and Melody Road. The roadway would change in elevation, varying from approximately 11' to 21' higher than the original grades. For exclusive access to westbound Melody Road, improvements to northbound and southbound SR-94 are proposed with this Alternative. Southbound SR-94 would add an exclusive right-turn lane and the northbound direction would add dual left turn through-lanes to accommodate movement into the facility. Additionally a through-lane would be added to westbound Melody Road to accommodate access to the gaming facility. A traffic signal would be installed at the intersection of Melody Road and the proposed access drive. Compared with other Alternatives, a change to the primary site access location would result in fewer changes to SR-94. Access to the facility from Melody Road would require fewer changes to SR-94 near Reservation Road. The proposed roadway improvements would taper to match the existing two-lane highway configuration south of this intersection. As a result, Alternative 3 would require fewer retaining walls along SR-94 to structurally support the proposed improvements. The Alternative will require two (2) retaining walls. One of the locations will be along the northbound direction of SR-94 approximately 250' in length and 8-10' in height, and the other along the eastbound side of Melody Road at SR-94. This wall will be approximately 150' in length and the height will vary between 6' and 12'. Additionally, retaining walls (with guard rails) will be included to support the proposed alignment of the access drive within the gaming facility site. The walls would be visible from the SR-94/Melody Road intersection.

This simulation delineates the proposed project, including expanded roadway cross-section (5 lanes), guard rails, retaining walls, and replacement trees. The proposed project would result in a permanent loss of landscape and increase the urban scale and change the setting to a more urban character. The built elements would create a dissonant relationship between built and landscape

features in the view. The project features would increase the apparent width of the existing roadway to a more urban scale and character. The manufactured textures and monotone color palette would replace the natural irregular texture and earth tone color of the existing native grasses and trees.

The project would result in a less memorable setting with the introduction of the built forms. Vividness would be reduced to low (1.0). The intactness of the view would be interrupted by the built forms of the retaining walls, intersection signals, guard rails and expanded paving. Intactness would be reduced to low (1.0). Unity would be diminished as the introduced built forms would create a highly dissonant relationship with the natural features in the view. Unity would be reduced to low (1.0).

The change to the existing visual character would be high (50% change). The change to existing visual quality would be high (50% change). Refer to Key View #2 – Alternative 3 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 3 project would result in a high change to the visual resources (character and quality). Viewer response would be moderately high. As a result, the visual impact would be considered high. See Key View #2 – Alternative 3 ‘Analysis Summary’ chart.

KEY VIEW #2 – Alternative 3

VISUAL CHARACTER

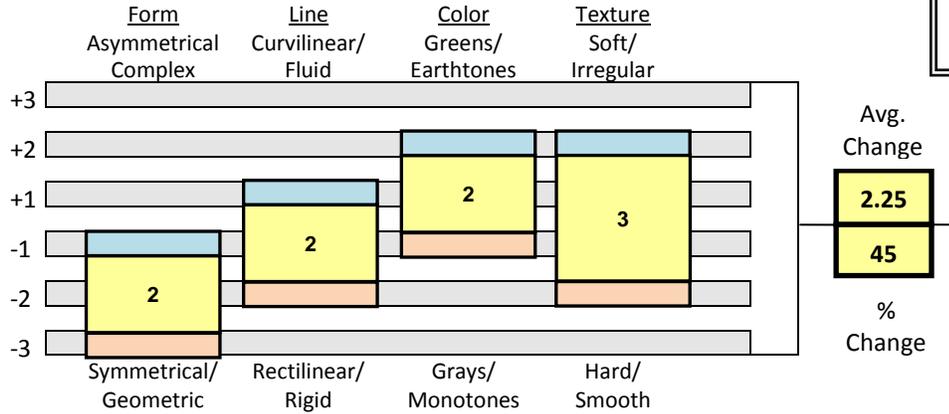
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

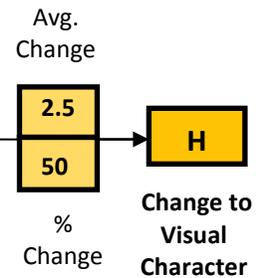
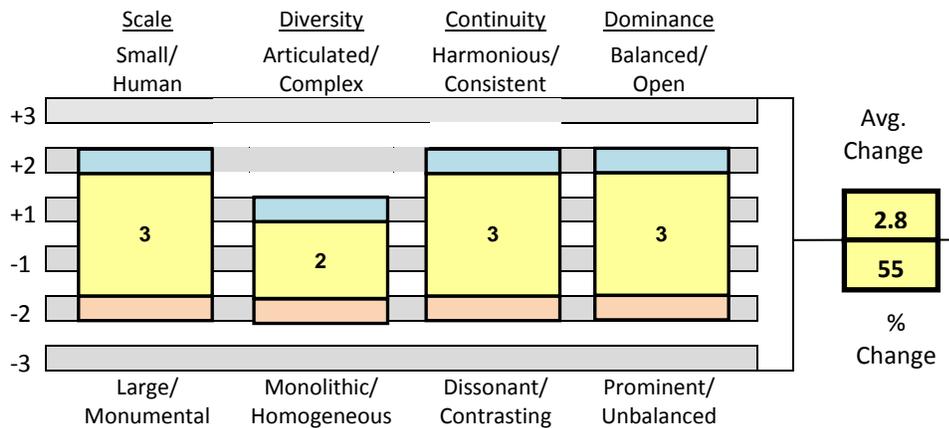
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

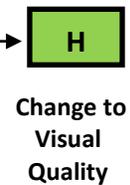
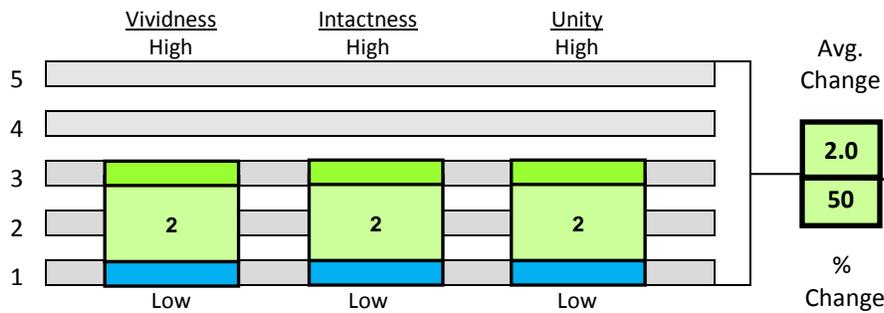


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY



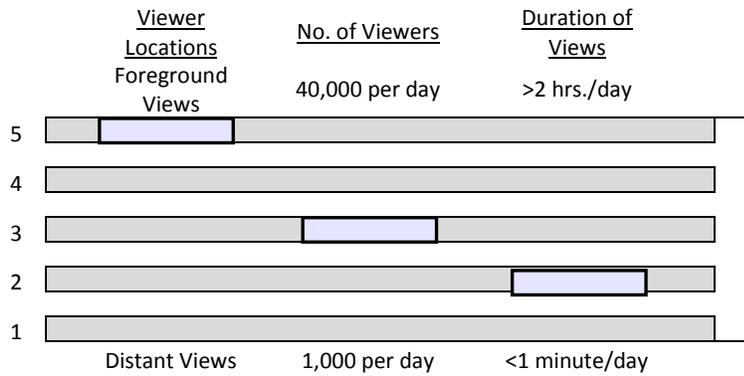
Legend
Existing View
Proposed View



KEY VIEW #2 – Alternative 3

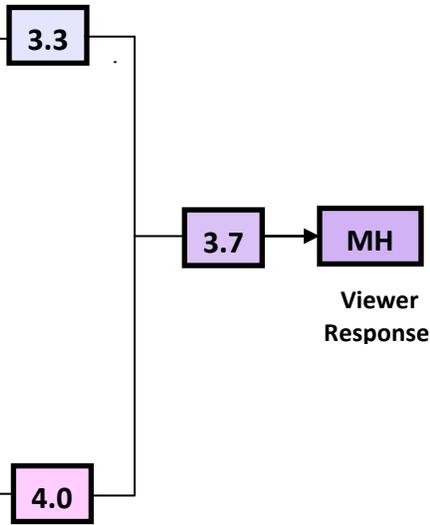
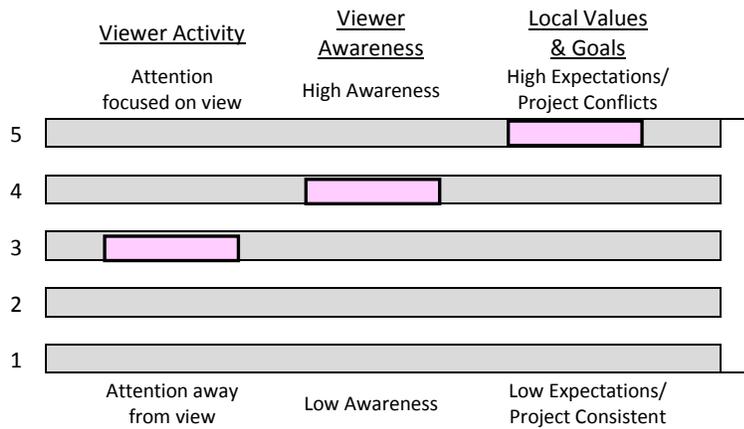
VIEWER RESPONSE

Viewer Exposure

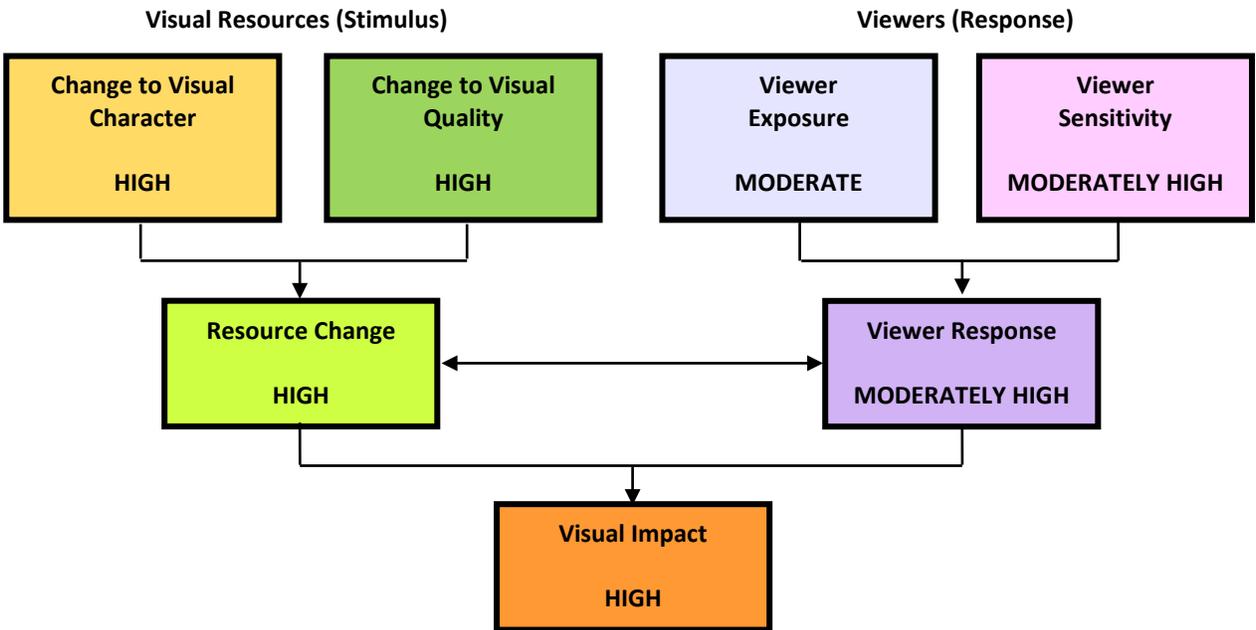


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #3 - Alternative 1 (Viewing North from State Route 94 toward the Reservation Road/SR-94 intersection).

Figure 30: KV-#3 Existing Condition



Existing Visual Character / Quality

The existing setting is comprised of a fine textured roadway and soft irregular textural forms of the landscape along of the roadway. Power poles, wires and fences visually accentuate the line of the roadway. Brown earthtones of the native grasses along the roadway contrast with the gray monotones of the asphalt roadway. The diversity of the landscape is shown in the varying landforms and mixture of boulder outcroppings. The continuity of the natural setting is interrupted by the highway, overhead utility lines and poles, and the pile and concrete panel retaining wall. The retaining wall is located at the intersection of SR-94 and Reservation Road. The visual character is considered moderately high (4.0). The views of the ridge line and rock outcropping create memorable features in the view shed. The vividness rating of the setting is moderate (3.0). Due to the visual encroachment of the highway paving, access control fencing, overhead utility lines and poles, signage, and off-facility structures (retaining wall), the intactness is moderate (3.0). While the harmony of the rural setting is interrupted by the highway facility, the placement of features unifies the setting. The unity is moderately high (4.0). As a result, the visual quality is moderate (3.3 on a scale of 1 to 5). See Key View #3 - Alternative 1 'Visual Character' and 'Visual Quality' charts.

Viewer Response

The primary viewers are local motorists that would experience this scene in their foreground and middle ground views for less than one minute while traveling at 55 mph. The quantity of viewers would be moderate between 10,000 and 17,000 per day. As a result, viewer exposure would be moderate (3.3). Viewers would likely be focused on the roadway and traffic conditions, however, would have a moderately high awareness of the scene. Viewers would be aware of elements in the foreground and middleground views as local motorists are likely to be sensitive to new development.

in the viewshed. Local values would be high as viewers are sensitive to retaining the local rural character within the viewshed. Viewer sensitivity would be moderately-high (4.0). As a result, the overall viewer response would be moderately-high (3.7). Refer to Key View #3 - Alternative 1 'Viewer Sensitivity' and 'Viewer Exposure' charts.

Figure 31: Key View (KV) #3 - Alternative 1 (Proposed Condition)



Resource Change

The simulation depicts the proposed expansion of the roadway surface, retaining walls, and changes to the surrounding topography. The proposed project would result in a loss of landscape and increase the urban scale and character of the setting. The manufactured textures and monotone color palette would replace the natural irregular textures and earth tone hues of the existing native grasses and shrubbery.

The project alternative proposes the realignment of the highway, flattening the horizontal and vertical curvature, resulting in visible graded slopes that transition to existing topography along both edges of the roadway. This revision to the existing alignment would change the form and line within the setting. The project would add a second through-lane, widened lanes and shoulders along SR-94 between Melody Road and Reservation Road. This change would increase the scale of the highway. While the undergrounding of the overhead utility lines and removal of the poles would improve the existing visual quality, the addition of intersection signalization and the construction of retaining walls (approximately 850' in length and 10' – 20' in height) along the northbound lanes of SR-94 would increase the dominance of the project in the visual setting. The proposed project would result in moderately high changes to visual character and quality. The project would result in a less memorable setting with the introduction of the built forms. The vividness would decrease to moderately-low (2.0). While the burying of overhead transmission lines and removal of utility poles would lessen the distractions in the view, the introduction of additional built features (retaining

walls, safety railings, guard rails, replacement fencing and traffic signals would diminish the intactness of the setting. The intactness rating would be reduced to low (1.0). The unity would be diminished with the addition of the built forms in the viewshed. Unity would decrease to moderately-low (2.0). The change to the existing visual character would be moderately-high (38%). The change to existing visual quality would be moderately-high (33%). Refer to Key View #3 - Alternative 1 'Visual Character' and 'Visual Quality' charts.

Resulting Visual Impact

The construction of the Alternative 1 project would result in a moderately-high change to the visual resources (character and quality). Viewer response would be moderately-high. As a result, the visual impact would be considered moderately-high. Refer to Key View #3 – Alternative 1 'Analysis Summary' chart.

KEY VIEW (KV) #3 – Alternative 1

VISUAL CHARACTER

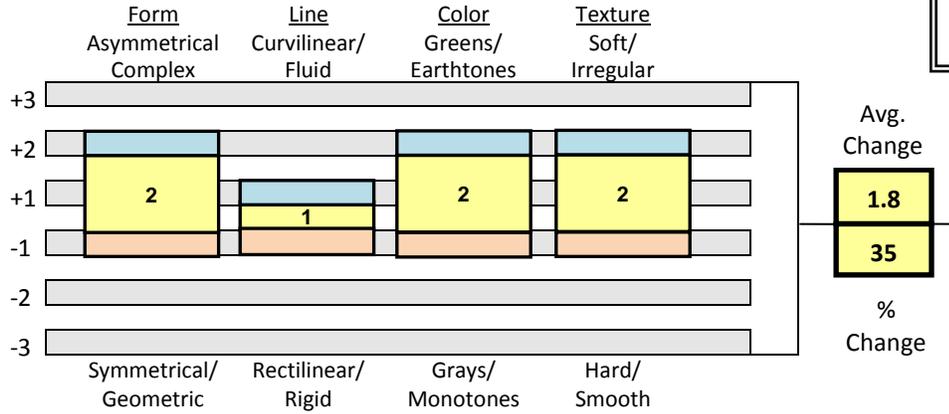
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

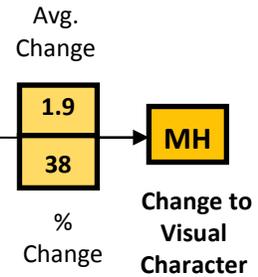
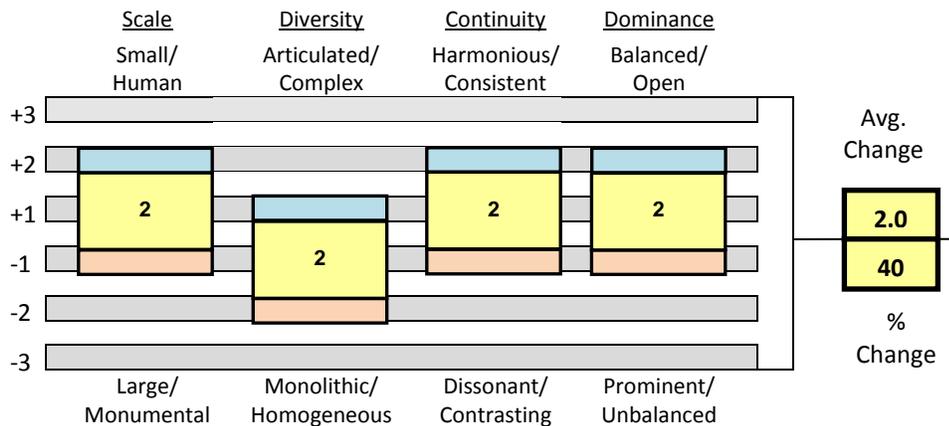
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

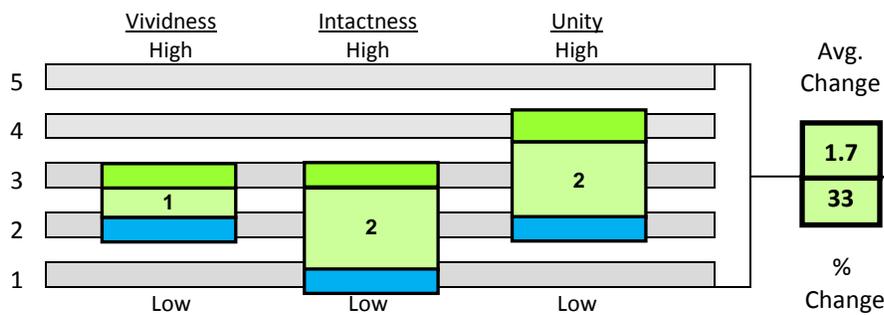


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

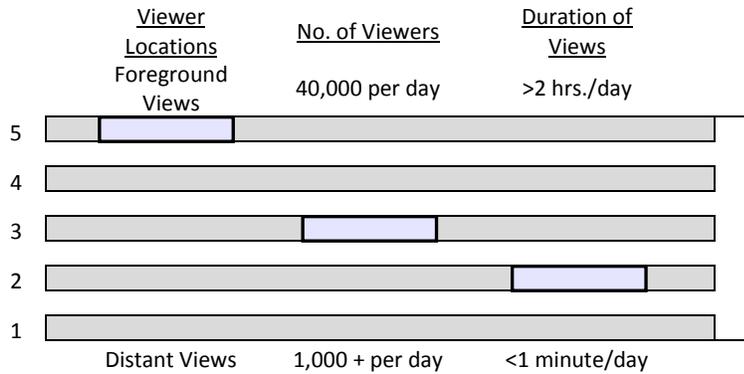


Legend
Existing View
Proposed View

KEY VIEW (KV) #3 – Alternative 1

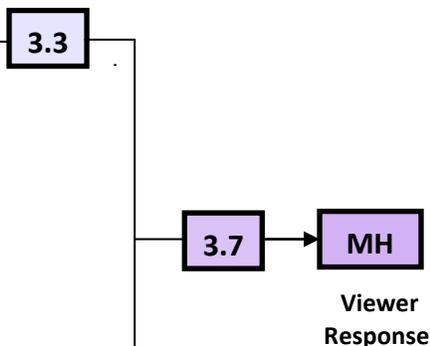
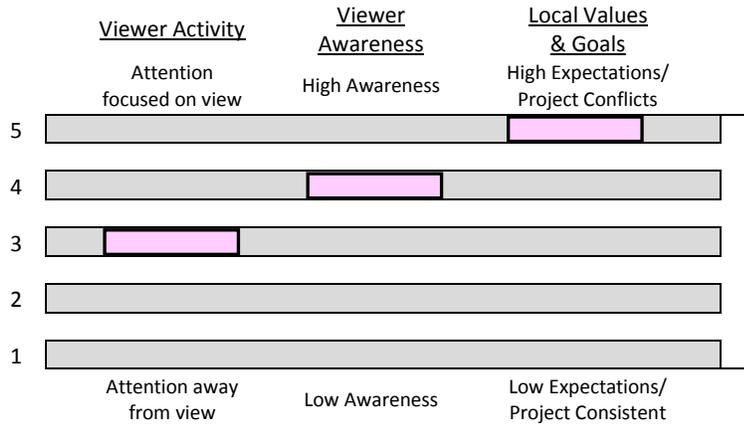
VIEWER RESPONSE

Viewer Exposure

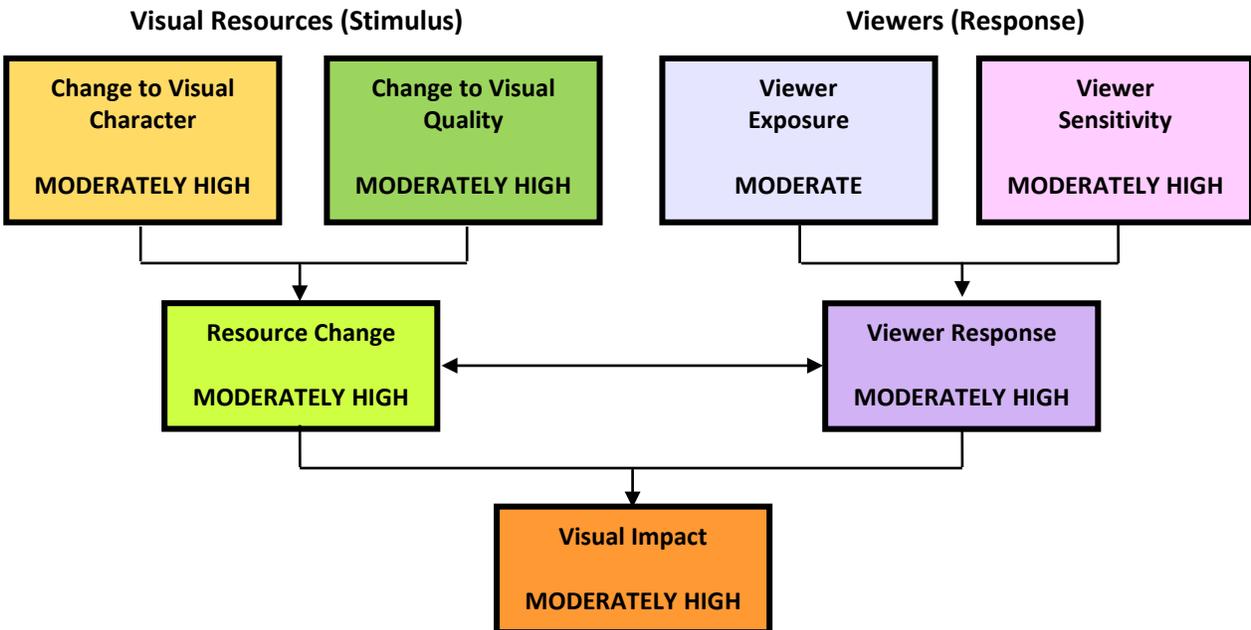


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #4 – Alternative 2 – Option 1 (Viewing Southeast from State Route 94 toward Daisy Road/SR-94 intersection).

Figure 32: KV-#4 Existing Condition



Existing Visual Character / Quality

The existing view is comprised of a fine textured roadway, irregular textural landscape forms and a low level of development located each side of SR-94. The alignment of the highway follows the surrounding topography. Overhead transmission lines and power poles align with the highway edges and accentuate the roadway. The earthtones of the surrounding hillsides contrast with the gray hue of the asphalt roadway and private drives. The existing visual character is considered moderately high. The ridge line views of distant mountains and interesting topographical features create a memorable visual setting. The existing vividness is moderately high (4.0). The visual encroachment of the overhead transmission lines and poles detract from the intactness of the setting. The intactness of the existing setting is considered moderate (3.0). While some site features visually compete with the natural setting (overhead transmission lines, poles), others (highway alignment) harmonize with the surrounding topography. The existing unity is considered moderate (3.0). Combining vividness, unity and intactness, the resulting overall visual quality can be defined as moderate (3.33 on a scale of 1 to 5). Refer to Key View #4 – Alternative 2 – Option 1 Visual Character’ and ‘Visual Quality’ charts.

Viewer Response

Viewers would be exposed to this view in their foreground and middleground views for less than one minute while traveling at a speed of approximately 55 mph. The quantity of viewers would be moderate, between 10,000 and 17,000 per day. As a result, viewer exposure would be moderate (3.3). Specific to sensitivity, viewers would likely be preoccupied with driving (activity) and possess a narrow focus within the highway corridor. As a result, the viewer awareness to changes in the

project area would be moderately-high. In addition, the viewer group retains a high value to the rural character of the project area and would be sensitive to any changes in the view. Viewer sensitivity would be moderately-high (4.3). As a result, the overall viewer response would be moderately-high (3.8). Refer to Key View #4 – Alternative 2 – Option 1 ‘Viewer Sensitivity’ and ‘Viewer Exposure’ charts.

Figure 33: Key View (KV) #4 – Alternative 2 – Option 1 (Proposed Condition)



Resource Change

The simulation depicts the proposed expansion of the roadway surface, retaining walls, signalized intersection, and changes to the surrounding topography. The proposed project would result in a loss of landscape and increase the scale of the setting and change the character to an urban aesthetic. The manufactured textures and monotone color palette would replace the natural irregular textures and earth tone hues of the existing native vegetation. While the underground of the overhead utility lines and removal of the poles would improve the existing visual quality, the addition of intersection signalization and the construction of retaining walls would increase the dominance of the project features in the visual setting. The retaining walls would be approximately 500’ in length and 8’ – 12’ in height along the northbound direction of SR-94. In addition, walls would be constructed along the eastbound direction of Melody Road and would be approximately 400’ in length and 10’ – 18’ in height and three (3) walls would be installed along the southbound direction of SR-94. These walls would be 100’ – 150’ in length and 6’ in height. The proposed project would result in a moderately high change to visual character and quality. The alternative proposes to realign the roadway, flattening the horizontal and vertical curvature. This revision to the existing alignments would change the form and line within the setting. In addition, signalization would be installed at the SR-94/Melody Road intersection, and at the SR-94/Daisy Drive intersection.

The project would result in a less memorable setting with the introduction of the proposed built forms. The vividness would decrease to moderately-low (2.0). While the burying of overhead

transmission lines and removal of utility poles would lessen the distractions in the setting, the introduction of additional built features (retaining walls, guard rails, safety railing, and traffic signals) would diminish with intactness of the setting. The intactness rating would be reduced to moderately-low (2.0). The unity would be diminished with the addition of the built forms in the viewshed. Unity would decrease to moderately-low (2.0). The change to the existing visual character would be moderately-high (35%). The change to existing visual quality would be moderately-high (33%). Refer to Key View #4 – Alternative 2 – Option 1 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 2 – Option 1 project would result in a moderately-high change to the visual resources (character and quality). Viewer response would be moderately-high. The visual impact would be considered moderately-high. Refer to Key View #4 – Alternative 2 – Option 1 ‘Analysis Summary’ chart.

KEY VIEW (KV) #4 – Alternative 2-1

VISUAL CHARACTER

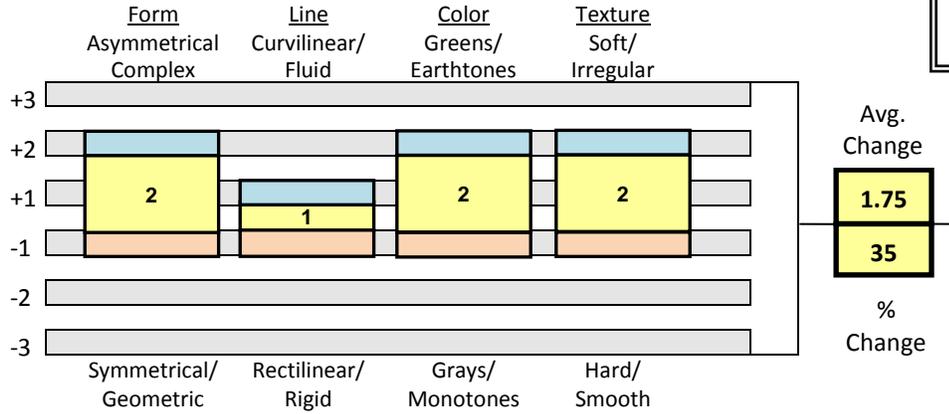
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

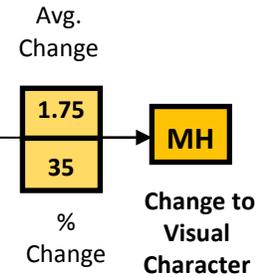
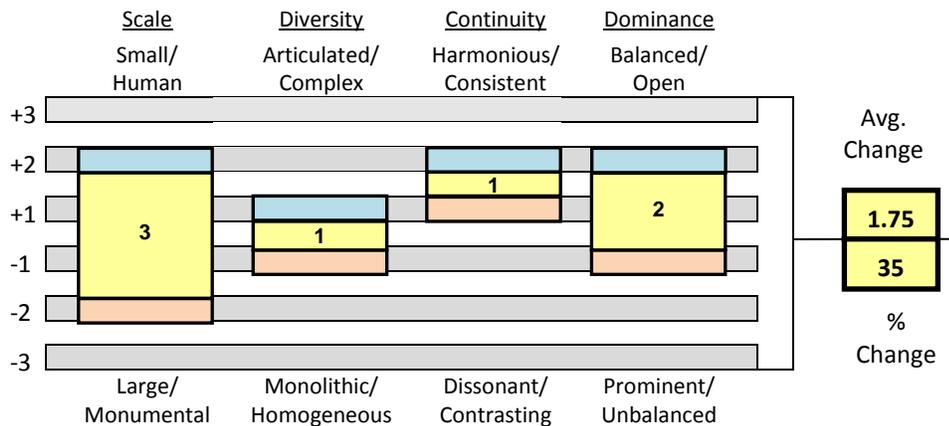
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

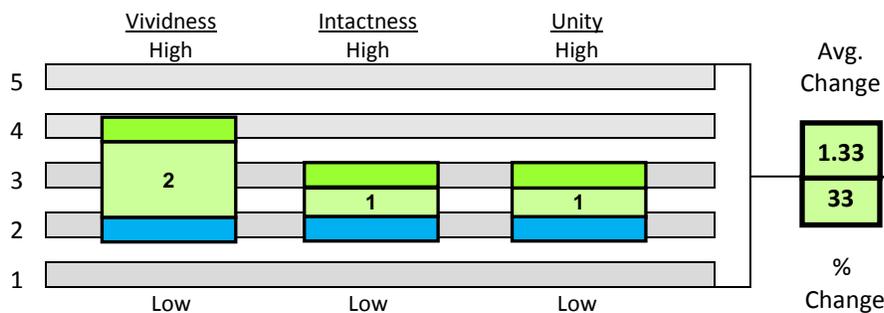


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

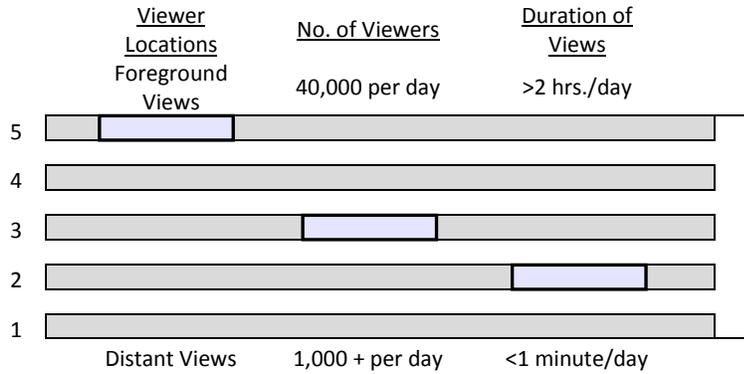


Legend
Existing View
Proposed View

KEY VIEW (KV) #4 – Alternative 2-1

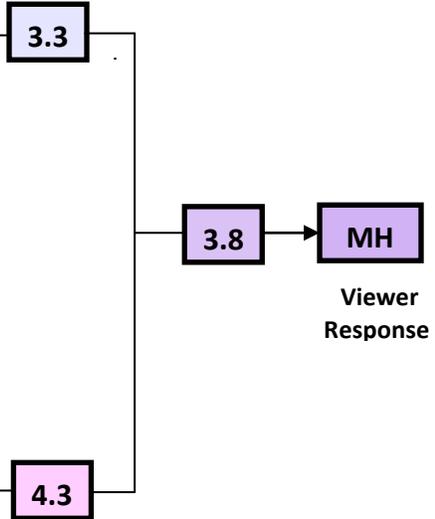
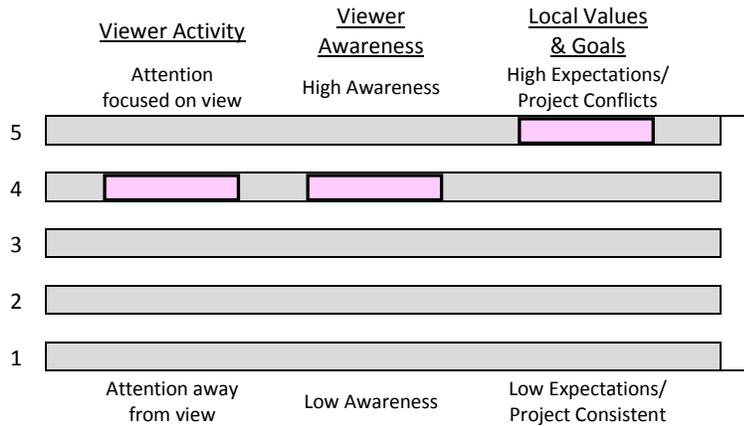
VIEWER RESPONSE

Viewer Exposure

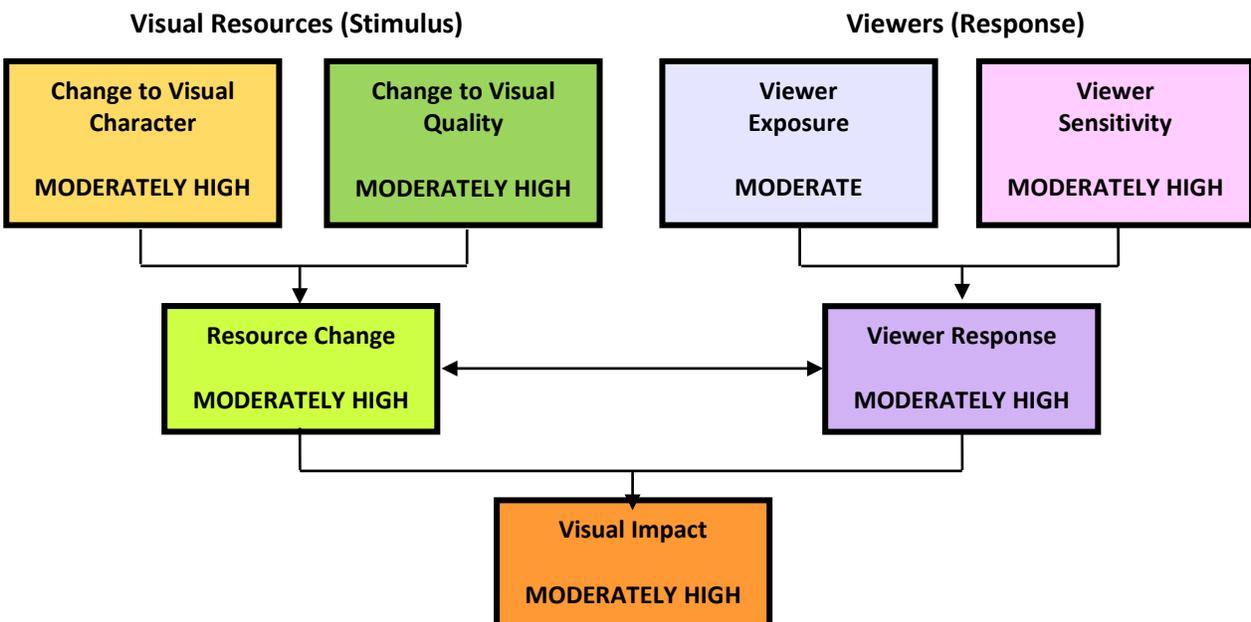


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #5 - Alternative 3 (Viewing South from Melody Road toward the proposed access driveway).

Figure 34: KV-#5 Existing Condition



Existing Visual Character / Quality

The existing setting is comprised of a two-lane local roadway, irregular textural forms of the landscape, fencing, and overhead utilities. The surrounding hillside features rolling topography, interspersed trees and native grasses. The brown earthtones and green hues of the landscape dominate the view. The ridge line views of the nearby hillside communities and interesting topographical features create a memorable visual setting. The existing vividness rating is moderately high (4.0). While the view is distracted by the utility poles and overhead services lines, the foreground view of Melody Road combined with the surrounding landscape retains the natural character of the setting. The intactness is moderately-high (4.0). While low density residential and the local roadway have intruded in the rural setting, the composition of the scene is unified. Unity is considered moderately-high (4.0). Combining vividness, unity and intactness, the resulting overall visual quality can be defined as moderately-high (4.0 on a scale of 1 to 5). Refer to Key View 5 – Alternative 3 ‘Visual Character’ and ‘Visual Quality’ charts.

Viewer Response

Viewers would have an unimpeded view of the setting and see this scene in their foreground, middleground and background views for less than a minute while traveling at 55 mph along the SR-94. The anticipated quantity of viewers would be between 10,000 and 17,000 per day along SR-94. Viewer exposure would be moderately high (3.7). Viewers would likely be preoccupied with driving (activity) and possess a narrow focus within the highway corridor. Viewer awareness to changes along the project corridor would be high. In addition, the viewer group retains a high value to the rural character of the project area and would be sensitive to any changes in the view. Viewer sensitivity would be high (4.7). As a result, overall viewer response would be moderately-high (4.2). Refer to Key View 5 – Alternative 3 ‘Viewer Sensitivity’ and ‘Viewer Exposure’ charts.

Figure 35: Key View (KV) #5 - Alternative 3 (Proposed Condition)



Resource Change

The simulation depicts the proposed expansion of the roadway surface, retaining walls, guard rails, signalized intersection, and changes to the surrounding topography. In addition, the project would result in a permanent loss of mature vegetation and increase the urban scale and change the character setting to a more urban aesthetic. The manufactured textures and monotone color palette would replace the natural irregular textures and earth tone hues of the existing native vegetation. The proposed retaining walls (on-site) would be visible from this viewpoint and would have a visual impact. While the project would underground overhead transmission lines and remove the utility poles reducing distractions in the view, the project introduces additional urbanizing features such as guard rails and signal lights. The proposed project alternative would dominate the view.

The project would result in a less memorable setting with the introduction of the proposed built forms. The vividness would decrease to low (1.0). While the burying of overhead transmission lines and removal of utility poles would lessen the distractions in the setting, the introduction of urban built features (retaining walls, expansion of pavement, guard rails, signalization) and reduction in vegetation would diminish the intactness of the setting and change the character to a more urban scene. The intactness rating would be reduced to low (1.0). While the removal of the utility transmission line and poles, and re-vegetation would reestablish unity of the rural setting, the project would introduce a variety of features with a more urban character. These project features would impact the character of the rural setting. Unity would decrease to low (1.0). The change to existing visual character would be high (65%). The change to the existing visual quality would be high (75%). Refer to Key View 5 – Alternative 3 ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the Alternative 3 would result in a high change to the visual resources (character and quality). Viewer response would be moderately-high. As a result, the visual impact would be considered high. Refer to Key View 5 – Alternative 3 ‘Analysis Summary’ chart.

KEY VIEW (KV) #5 – Alternative 3

VISUAL CHARACTER

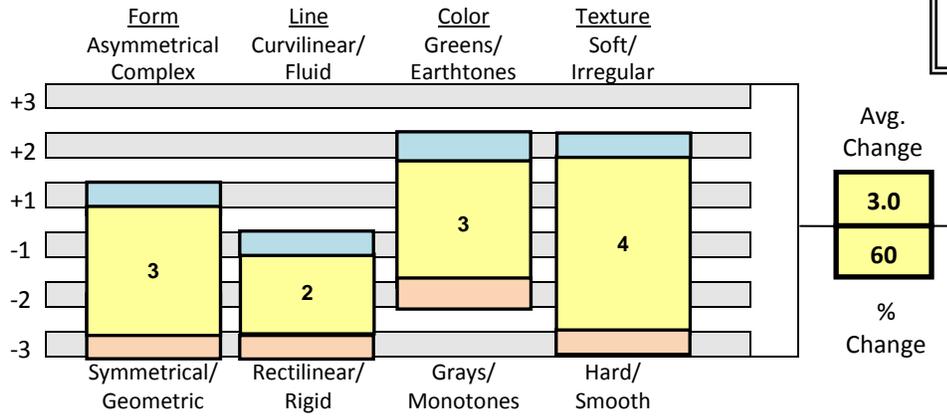
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

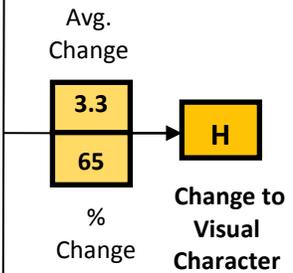
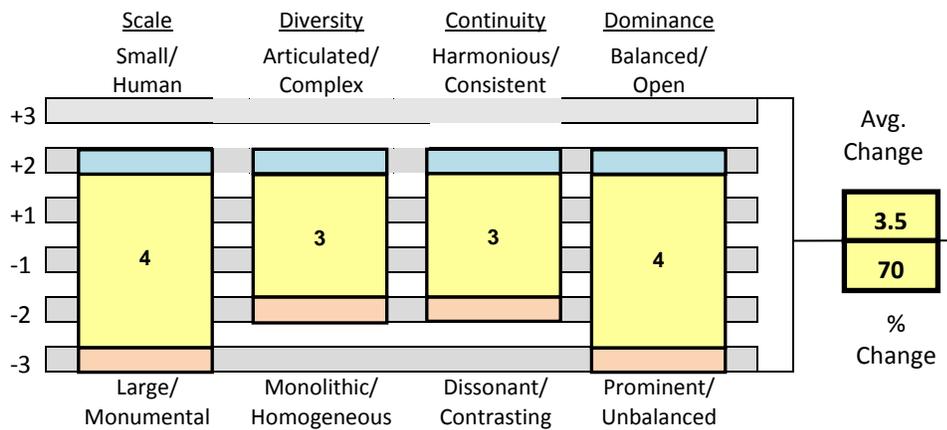
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

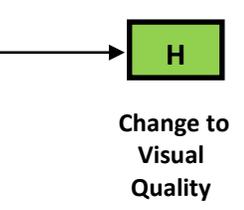
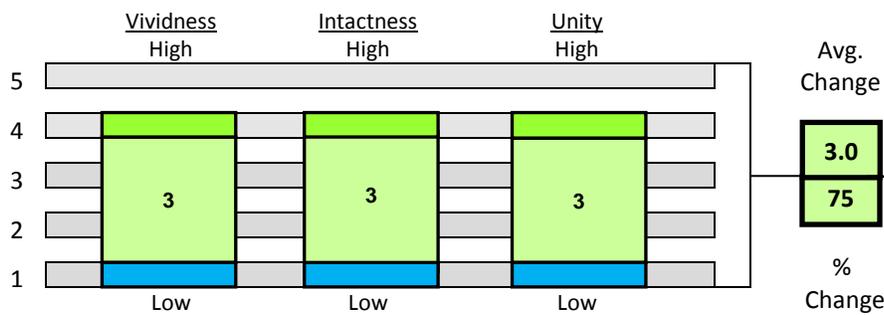


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

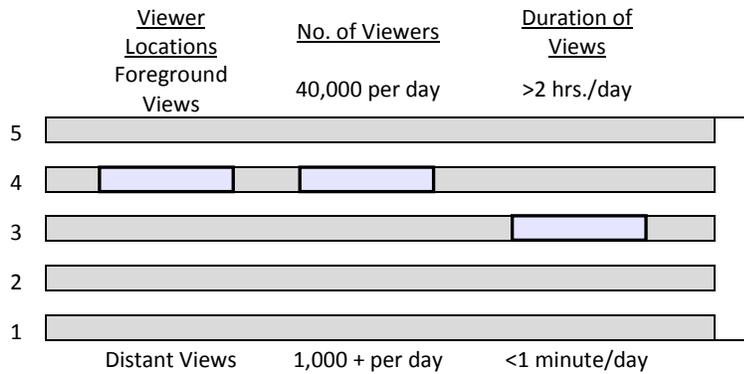


Legend
Existing View
Proposed View

KEY VIEW (KV) #5 – Alternative 3

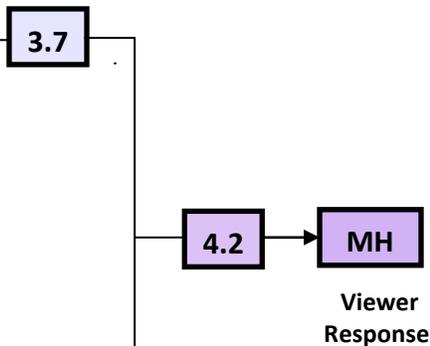
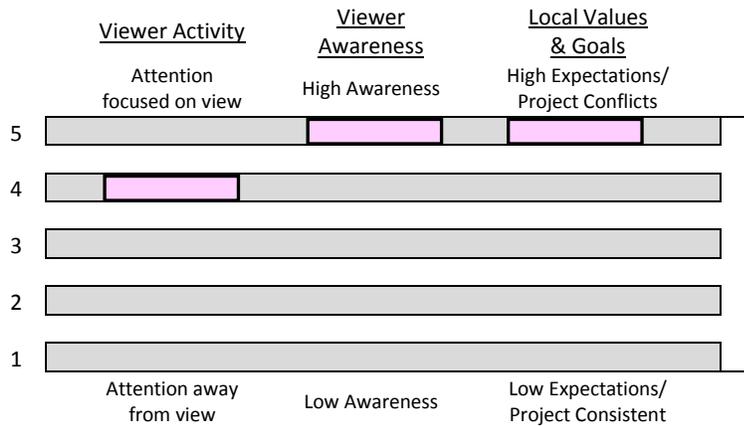
VIEWER RESPONSE

Viewer Exposure

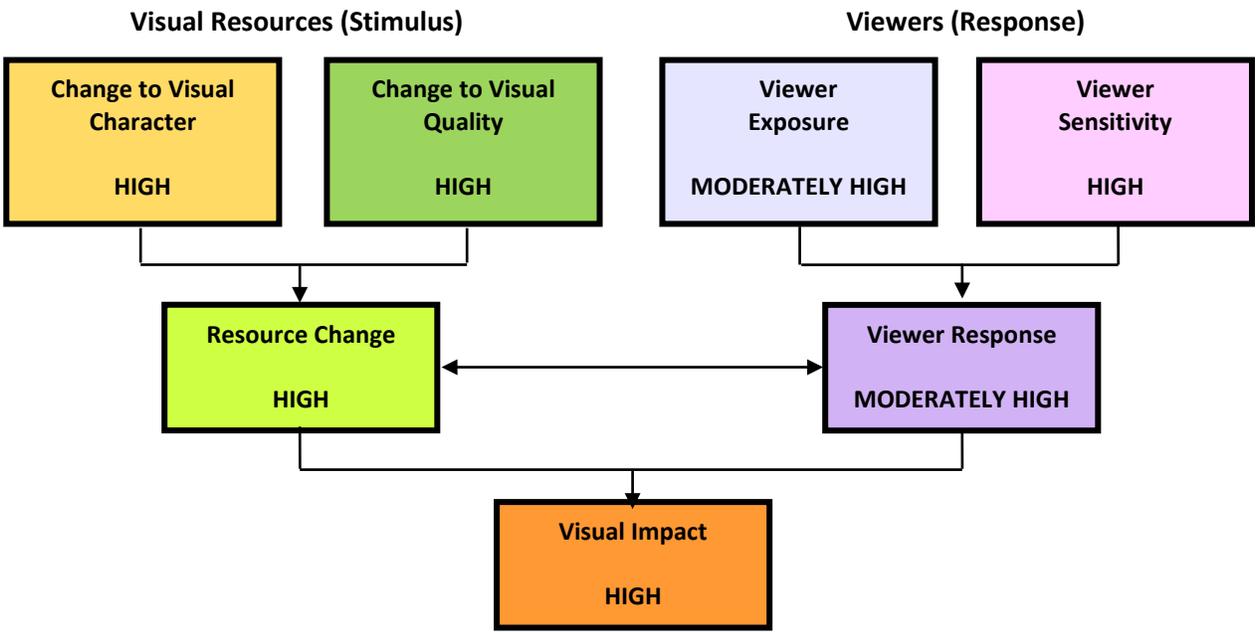


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #6 – SR-94 Road Widening (North of Maxfield Road - Viewing North).

Figure 36: KV-#6 Existing Condition



Existing Visual Character / Quality

The existing view is comprised of a smooth textured roadway, overhead transmission and utility poles, and irregular textured landscape forms in this foreground view. The view includes residential development in the distant hills. The manufactured textures and monotone color palette would replace the natural irregular textures and earth tone hues of the existing native vegetation. The ridge line views of the nearby hillside communities and interesting topographical features create a memorable visual setting. The existing vividness rating is moderate (3.0). The visual encroachment of the overhead transmission lines and poles, and topographical changes detract from the intactness of the setting. The existing intactness of the setting is considered moderate (3.0). The existing unity is considered moderately-high (4.0). The existing visual character is considered moderate. The existing visual quality rating (vividness, intactness, and unity) is considered moderate (3.3 on a scale of 1 to 5). Refer to Key View #6 – SR-94 Road Widening ‘Visual Character’ and ‘Visual Quality’ charts.

Viewer Response

The primary viewer group experiencing this setting would be local motorists. These viewers would be exposed to this view for less than 30 seconds while traveling at a high rate of speed (approximately 55 mph). The quantity of viewers would be moderate, between 10,000 and 17,000 per day. As a result, viewer exposure would be moderate (3.3). Specific to sensitivity, viewers would likely be preoccupied with driving (activity) and possess a narrow focus within the highway corridor. As a result, the awareness of the viewer to changes to the highway facility would be moderately-high. In addition, the viewer group assigns a high value to the rural character of the project area and would be sensitive to any changes in the view. Viewer sensitivity would be moderate (3.3). As a result, overall viewer response would be moderate (3.3). Refer to Key View #6 – SR-94 Road Widening ‘Viewer Sensitivity’ and ‘Viewer Exposure’ charts.

Figure 37: Key View (KV) #6 – State Route 94 Widening (North of Maxfield Road) (Proposed Condition)



Resource Change

The simulation depicts the proposed expansion of the roadway surface and altered topography to either side of the roadway. The project would result in a loss of mature vegetation and an increase in urban scale and character to a more urban setting. The manufactured forms, textures and monotone color palette would replace the natural irregular shapes, textures and earth tone hues of the existing native vegetation. The overhead transmission lines and utility poles would remain in the view.

The project would result in a less memorable setting with the introduction of more built forms. The vividness would decrease to moderately-low (2.0). The expansion of the pavement width and reduction in vegetation would diminish with intactness of the setting. The intactness rating would be reduced to moderately-low (2.0.) The unity would be diminished with the addition of the built forms in the viewshed. Unity would decrease to moderate (3.0). The change to the existing visual character would be moderate (28%). The change to existing visual quality would be moderate (25%). Refer to Key View #6 – SR-94 Road Widening ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the project would result in a moderate change to the visual resources (character and quality). Viewer response would be moderate. As a result, the visual impact would be considered moderate. Refer to Key View #6 – SR-94 Road Widening ‘Analysis Summary’ chart.

KEY VIEW (KV) #6 – SR-94 Road Widening (North of Maxfield Rd.)

VISUAL CHARACTER

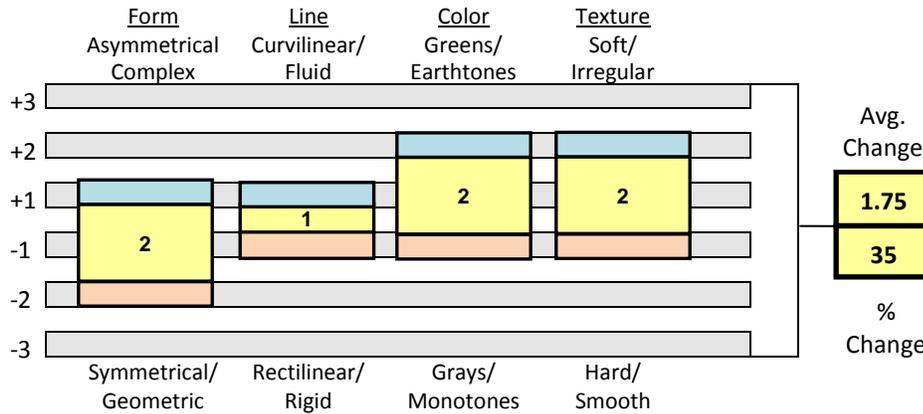
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

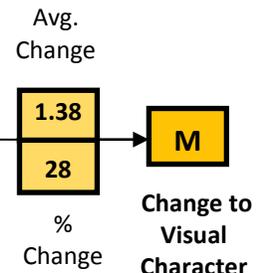
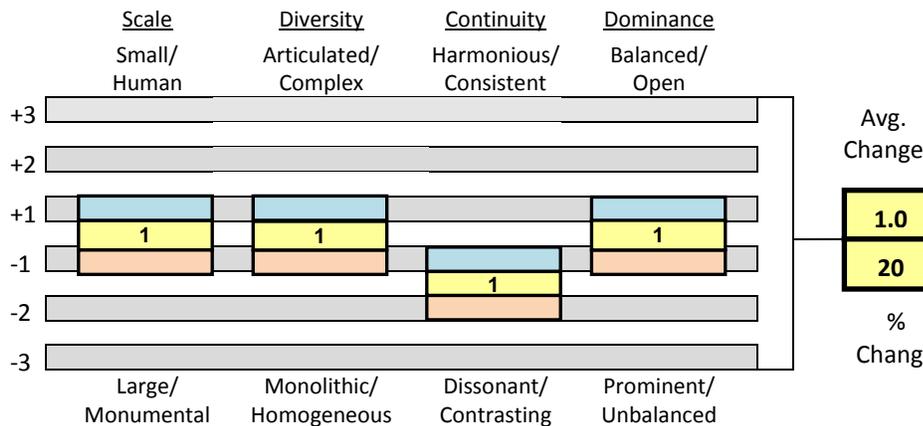
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

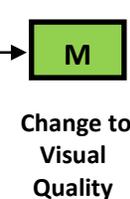
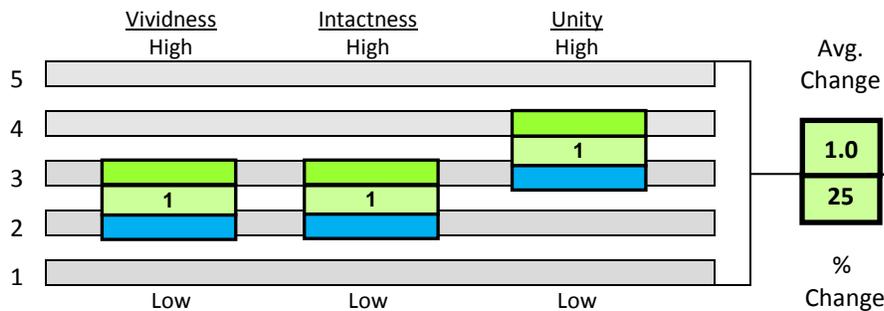


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

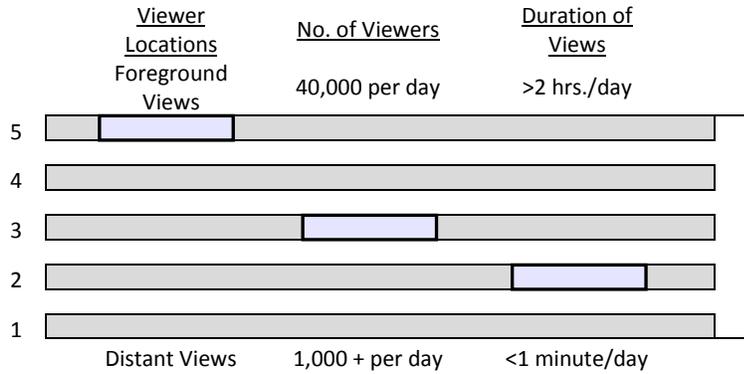


Legend
Existing View
Proposed View

KEY VIEW (KV) #6 - SR-94 Road Widening (North of Maxfield Rd.)

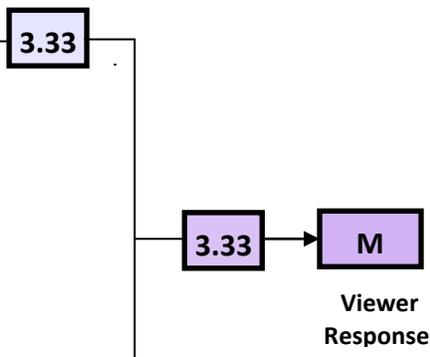
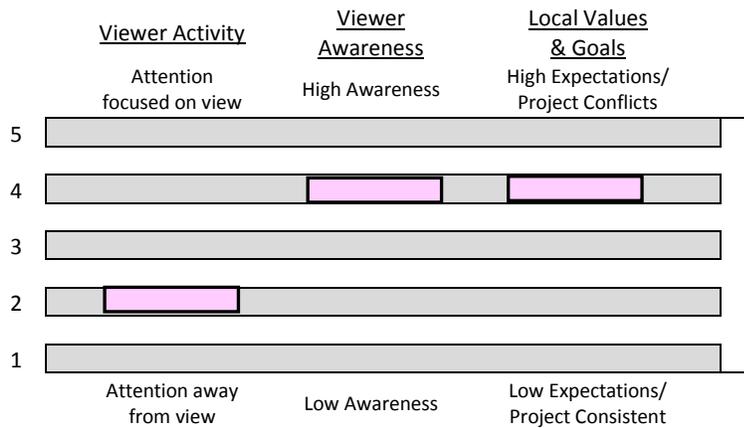
VIEWER RESPONSE

Viewer Exposure

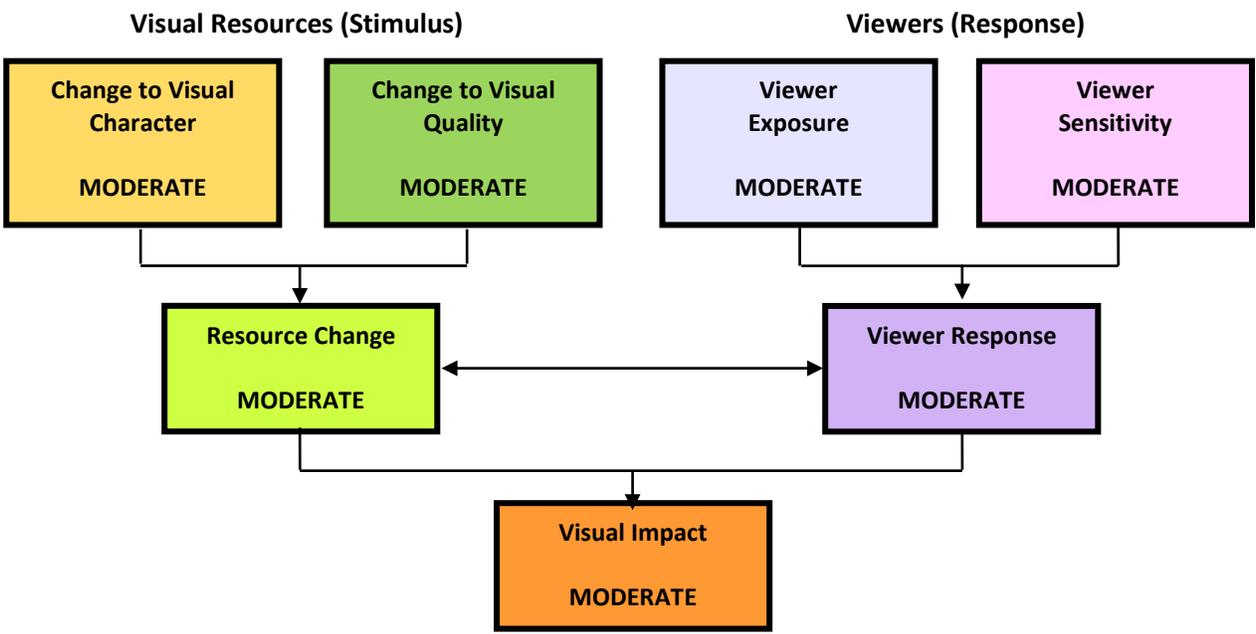


Legend	
0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



ANALYSIS SUMMARY



KEY VIEW (KV) #7 – SR-94 Widening Improvements at Lyons Valley Road (Viewing East toward Lyons Valley Road East of SR-94).

Figure 38: KV-#7 Existing Condition



Existing Visual Character / Quality

The existing view is comprised of hard, textured paving, fine textured surrounding built environment, and soft irregular textured landscape forms. The existing alignment of Lyons Valley Road creates two cut slope conditions along the north side of the road that is prominent. Overhead utilities and poles create a major distraction in the view. Brown earth tones and green colors of native and ornamental landscapes contrast with the gray monotones of the asphalt roadway. Vividness of the view is moderately-low (2.0) due to the high distraction of built elements in the view. Intactness is moderate (3.0) due to the cut-slope and the distraction of power poles, and overhead wires. Unity is moderate (3.0) due to the moderate harmony of the landscape and manmade features in the rural scene. Combining vividness, unity and intactness, the existing visual quality can be defined as moderate (2.7 on a scale of 1 to 5). See Key View #7 – SR-94 Widening Improvements ‘Visual Character’ and ‘Visual Quality’ charts.

Viewer Response

The primary viewer group experiencing this setting would be local motorists. These viewers would be exposed to this view for less than a ten seconds while traveling at a high rate of speed (approximately 55 mph). Local residents may view this intersection for up to two minutes at a time while stopped at the signal. The quantity of local motorists would be between 10,000 and 17,000 per day. As a result, viewer exposure would be moderate (3.33). Specific to sensitivity, viewers would likely be preoccupied with driving (activity) and possess a narrow visual focus associated with traffic conditions and the approaching signals. Viewer awareness to changes to the highway would be moderate. In addition, the viewer group(s) assign a high value to the rural character of the

project area and would be sensitive to any changes in the view. Viewer sensitivity would be moderate (3.0). As a result, the overall viewer response would be moderate (3.2). Refer to Key View #7 – SR-94 Widening Improvements ‘Viewer Sensitivity’ and ‘Viewer Exposure’ charts.

Figure 39: Key View (KV) #7 – SR-94 Widening Improvements at Lyons Valley Road (Proposed Condition)



Resource Change

The simulation depicts the proposed expansion of the roadway surface and signalization of the intersection, increasing the presence of built forms, and resulting in a permanent loss of landscape. The new built features create an unbalance between built and natural forms in the view. The project features would increase the urban scale and change the existing character of the setting to a more urban aesthetic.

The project would result in a less memorable setting with the introduction of the new features. The vividness would remain moderately-low (2.0). The proposed signalization and curb/gutter would diminish with intactness of the setting. The intactness rating would be reduced to moderately-low (2.0). While the project would introduce a feature with a more urban character (signalization and curb/gutter), the change to existing character is minimal. The unity would remain moderate (3.0). The change to visual character would be moderately-low (20%). The change to visual quality would be moderately-low (8%). Refer to Key View #7 – SR-94 Widening Improvements ‘Visual Character’ and ‘Visual Quality’ charts.

Resulting Visual Impact

The construction of the SR-94 intersection improvements project would result in a moderately-low change to the visual resources (character and quality). Viewer response would be moderate. As a result, the visual impact would be considered moderate. Refer to Key View #7 – SR-94 Widening Improvements ‘Analysis Summary’ chart.

KEY VIEW (KV) #7 – SR-94/Lyons Valley Rd. Intersection Improvements

VISUAL CHARACTER

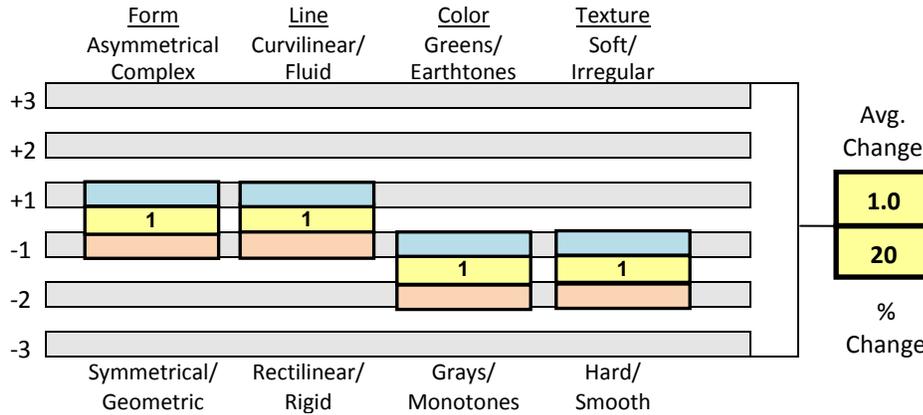
Legend
Existing Conditions
Proposed Conditions



Visual Change Ratings	
0%-10%	Low
11%-20%	Moderately Low
21%-30%	Moderate
31%-40%	Moderately High
41%-100%	High

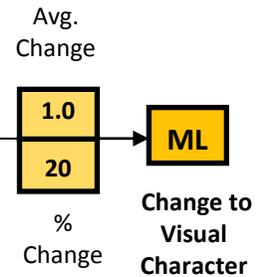
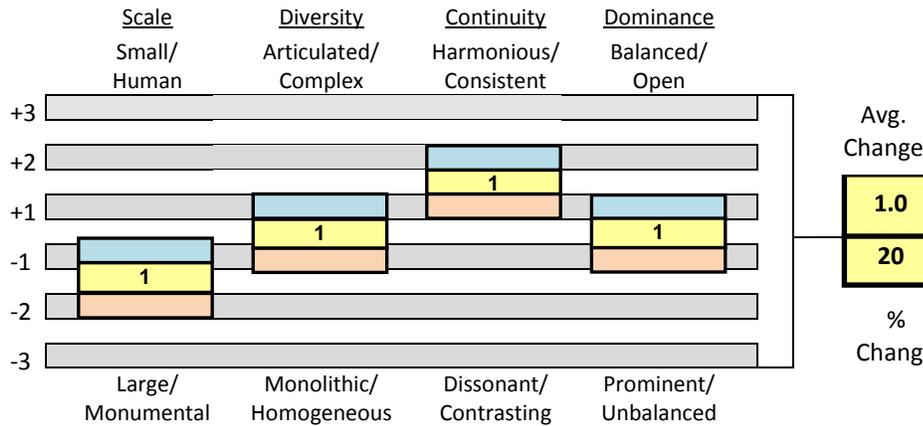
Pattern Elements

Describes the visual attributes of objects (Project and Setting)

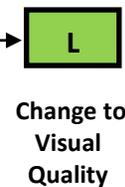
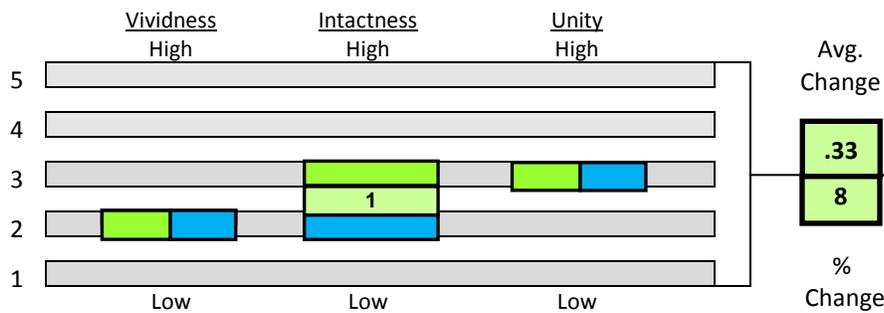


Pattern Character

Describes the relationships between visual elements (Project and Setting)



VISUAL QUALITY

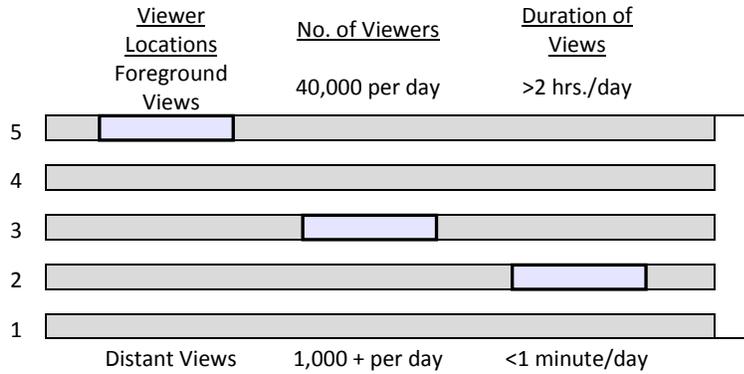


Legend
Existing View
Proposed View

KEY VIEW (KV) #7 - SR-94/Lyons Valley Rd. Intersection Improvements

VIEWER RESPONSE

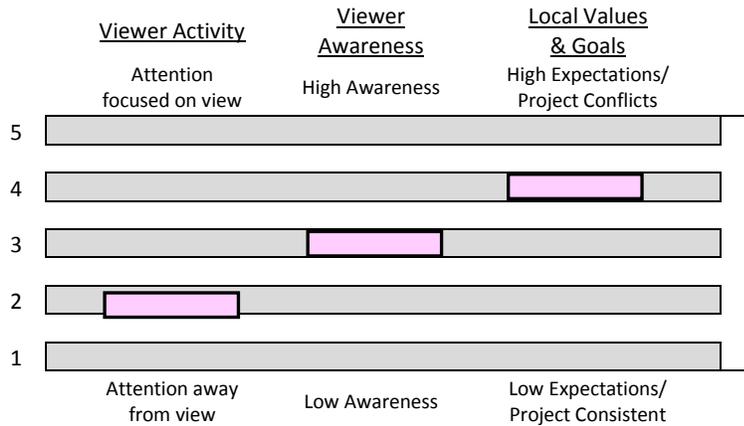
Viewer Exposure



Legend

0.1-1.4	Low
1.5-2.4	Moderately Low
2.5-3.4	Moderate
3.5-4.4	Moderately High
4.5-5.0	High

Viewer Sensitivity



3.33

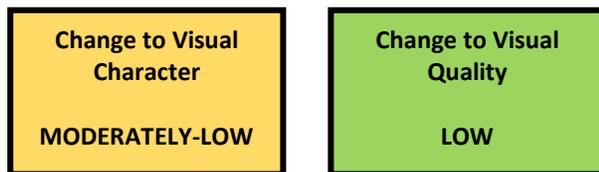
3.2

M
Viewer Response

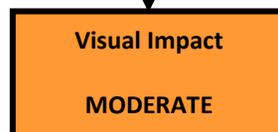
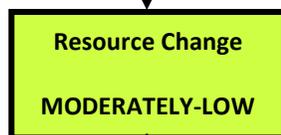
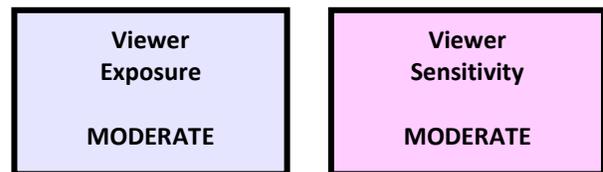
3.0

ANALYSIS SUMMARY

Visual Resources (Stimulus)



Viewers (Response)



SUMMARY OF VISUAL IMPACTS BY VISUAL ASSESSMENT UNIT

A summary of visual impacts has been prepared for the following visual assessment units:

Visual Assessment Unit

Intersection Improvements (SR-94 at Jamacha Boulevard, SR-94 at Jamacha Road, and SR-94 at Steel Canyon Road)

The change to existing visual character at these locations would be low. The change to existing visual quality would be low. The cumulative change to existing visual character and quality would be low. Viewer response would be moderately low. The visual impact would be considered moderately low.

Visual impacts for the SR-94 Intersection improvements include the following:

- Minor increase in scale of the highway facilities
- No change in visual distractions
- None to low change in balance of constructed and natural features in the views.

SR-94 Visual Assessment Unit (KV#1, KV#2, KV#3, KV#4 and KV#5)

The change to existing visual character would be moderately-high. The change to existing visual quality would be moderately-high to high. The cumulative change to existing visual character and quality would be moderately-high to high. Viewer response would be moderately high. The visual impact would be considered moderately high to high.

Visual impacts for the SR-94 Assessment Unit (KV# 1, KV#2, KV#3, KV#4 and KV#5) include the following:

- Increase in scale of the highway facility
- Increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography

SR-94 Visual Assessment Unit (KV# 6) - Roadway widening north of Maxfield Road

The change to existing visual character would be moderate. The change to existing visual quality would be moderate. The cumulative change to existing visual character and quality would be moderate. Viewer response would be moderate. The moderate change to existing visual resources and a moderate response would result in a moderate visual impact for this alternative.

Visual impacts for the SR-94 Assessment Unit (KV#6) include the following:

- Minor increase in scale of the highway facility
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a minor dissonance with the existing topography

SR-94 Visual Assessment Unit (KV#7) - Intersection improvements at Lyons Valley Road

The change to existing visual character would be moderately-low. The change to existing visual quality would be moderately-low. The cumulative change to existing visual character and quality would be moderately-low. Viewer response would be moderate. The visual impact would be considered moderate.

Visual impacts for the SR-94 Assessment Unit (KV#7) include the following:

- Minor increase in scale of the highway facility
- Increase in visual distractions
- Project features create a minor imbalance between constructed and natural environment
- Project features become more dominate in the view

The table below summarizes and compares the narrative ratings for visual resource change, viewer response and visual impacts between alternatives for each key view.

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	INTERSECTION	INTERSECTION IMPROVEMENTS		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	Jamacha Blvd.	L	ML	ML
	Jamacha Rd.	L	ML	ML
	Steel Cyn Rd.	L	ML	ML

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. #1		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	1	MH	MH	MH
	2	MH	MH	MH
	3	MH	MH	MH

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. #2 – OPTION 1		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	1	H	MH	H
	2	MH	MH	MH
	4	MH	MH	MH

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. #2 – OPTION 2		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	1	MH	MH	MH
	2	H	MH	H

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. #2 – OPTION 3		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	1	MH	MH	MH
	2	H	MH	H

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. #3		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	1	H	MH	H
	2	H	MH	H
	5	H	MH	H

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	SR-94 WIDENING (NORTH OF MAXFIELD ROAD)		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	6	M	M	M

Summary of Key View Narrative Ratings				
VISUAL ASSESSMENT UNIT	KEY VIEW	SR-94 / LYONS VALLEY ROAD INTERSECTION IMPROVEMENTS		
		Resource Change	Viewer Response	Visual Impact
SR-94 (Campo Road)	7	ML	M	M

SUMMARY OF VISUAL IMPACTS BY ALTERNATIVE

A summary of visual impacts has been prepared for the following alternatives:

Alternative No. 1 (KV #1, KV #2, KV #3)

The construction of the Alternative 1 project would result in a moderately high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered moderately high.

Visual impacts for Alternative No. 1 include the following:

- Minor increase in scale of the highway facility
- Minor increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography
- Form and texture of project features are more geometric and urbanize the setting
- Colors of project features increase the monochromatic hues and visually compete with the existing rural color palette. The project introduces features with fine textures urbanizing the setting.
- Diversity and continuity of the existing visual environment become more monolithic and dissonant with the introduction of project features.

Alternative No. 2 – Option 1

KV#1

The construction of the Alternative 2 – Option 1 project would result in a high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered high.

KV#2 & KV#4

The construction of the Alternative 2 – Option 1 project would result in a moderately high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered moderately high.

Visual impacts for Alternative No. 2 – Option 1 include the following:

- Minor increase in scale of the highway facility
- Minor increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography
- Form and texture of project features are more geometric and urbanize the setting
- Colors of project features increase the monochromatic hues visually competing with the existing rural color palette. The project introduces features with fine textures urbanizing the setting.
- Diversity and continuity of the existing visual environment become more monolithic and dissonant with the introduction of project features

Alternative No. 2 – Option 2

KV#1

The construction of the Alternative 2 – Option 2 project would result in a moderately high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered moderately high.

KV#2

The construction of the Alternative 2 – Option 2 project would result in a high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered high.

Visual impacts for Alternative No. 2 Option 2 include the following:

- Minor increase in scale of the highway facility
- Minor increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography
- Form and texture of project features are more geometric and urbanize the setting
- Colors of project features increase the monochromatic hues visually competing with the existing rural color palette. The project introduces features with fine textures urbanizing the setting.

- Diversity and continuity of the existing visual environment become more monolithic and dissonant with the introduction of project features

Alternative No. 2 – Option 3

KV#1

The construction of the Alternative 2 – Option 3 project would result in a moderately high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered moderately high.

KV#2

The construction of the Alternative 2 – Option 3 project would result in a high change to visual resources (character and quality). Viewer response would be moderately high. The visual impact would be considered moderately high.

Visual impacts for Alternative No. 2 – Option 3 include the following:

- Increase in scale of the project features
- Minor increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography
- Form and texture of project features are more geometric and urbanize the setting
- Colors of project features increase the monochromatic hues visually competing with the existing rural color palette. The project introduces features with fine textures urbanizing the setting.
- Diversity and continuity of the existing visual environment become more monolithic and dissonant with the introduction of project features

Alternative No. 3

KV#1, KV#2 and KV#5

The construction of the Alternative 3 project would result in a high change to visual resources (character and quality). Viewer response would be moderately high (3.7). The visual impact would be considered high.

Visual impacts for Alternative No. 3 include the following:

- Minor increase in scale of the highway facility
- Minor increase in visual distractions
- Project features create an imbalance between constructed and natural environment
- Project features become more dominate in the view
- Project features create a dissonance with the existing topography
- Form and texture of project features are more geometric and urbanize the setting
- Colors of project features increase the monochromatic hues visually competing with the existing rural color palette. The project introduces features with fine textures urbanizing the setting.
- Diversity and continuity of the existing visual environment become more monolithic and dissonant with the introduction of project features.

IX. PROJECT VISUAL IMPACT SUMMARY

The visual effects of the project would change the existing rural character of the SR-94 corridor to a more urban environment. Generally all the project alternatives would have either a moderately high or high degree of change to the existing visual character and visual quality due to the addition of new project improvements that include a greater expanse of asphalt paving, cut and fill retaining walls, concrete barriers, guard rails, safety rails at the top of retaining walls, graded slopes, intersection signal lights and significant elevation changes. The project alternatives have different levels of impact on the existing visual environment as follows:

Intersection Improvements (SR 94 at Jamacha Boulevard, SR 94 at Jamacha Road, and SR 94 at Steel Canyon Road)

The proposed improvements at these locations would create a moderately low change to the existing visual environment from most locations where highway users and highway neighbors would view the respective scenes. The project improvements are typical roadway features consisting of new turn lanes, through lanes, narrow median strips, traffic signal modifications, a fill slope retaining wall, and traffic striping. The implementation of these improvements would not change the visual character of the existing traffic corridor with the addition of these features. The project would minimally increase the sources of light or glare and would not adversely affect day or nighttime views in the area. These project improvements would not change the existing visual resources, therefore, avoidance and minimization measures are not proposed.

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.

The proposed SR-94 widening and intersection improvements north of Maxfield Road and at the Lyons Valley Road / SR-94 intersection would not be able to employ avoidance, minimization or mitigation measure to reduce the moderate levels of change.

Temporary Construction Visual Impacts

Temporary visual impacts would occur during the project construction. Limits of construction impacts and staging areas would need to be clearly defined to limit the impacts of construction operations. Temporary construction impacts would include temporary structures, contractor staging areas, dust, night lighting, hauling of materials, and detours. Construction impacts would cease following completion of the project. Visual mitigation for the construction period would not be considered necessary due to the changing and temporary nature of these impacts. The permanent project enhancement features would be implemented as construction is completed. The duration of construction would be approximately 18 to 24 months.

X. CUMULATIVE VISUAL IMPACT

Cumulative impacts are those resulting from past, present and reasonably foreseeable future actions, combined with the potential visual impacts of this project. For this project, it has been determined that the following cumulative visual impacts may occur.

The potential cumulative impact that could occur is the further development along the fringe of the existing rural community of Jamul, extending further to the south and encroaching to the limits of the existing open space areas. The proposed project and future new development along the project area, such as the proposed JIV Gaming project, would replace the existing natural landscape features that provide transition from the Jamul community to the rural open space area of Jamul Valley to the south. These impacts would occur with implementation of Alternatives #1, #2 – Option 1, #2 – Option 2, #2 – Option 3, or Alternative #3.

XI. AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Caltrans and the FHWA mandate that a qualitative/aesthetic approach should be taken to address visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or mitigation measures that can lessen or compensate for a loss in visual quality. The inclusion of aesthetic features in the project design, discussed in *Section II*, can help generate public acceptance of a project. This section describes additional avoidance, minimization, and/or mitigation measures to address specific visual impacts. These would be designed and implemented with concurrence of the District Landscape Architect.

The following measures to avoid or minimize visual impacts would be incorporated into the project:

1.0 **Retaining Walls** – The heights of retaining walls would be minimized to shortest allowable. The exposed surface of the wall will have a finish blending with the natural colors and textures of the rural valley. Retaining walls would have a semi-consistent, rough, natural appearance, with an undefined top edge and vertical sides to provide an ‘unfinished’ edge. No vertical bands shall be placed on the face of the wall surface. Supplemental highway planting would be used to soften the appearance or screen the walls from neighboring developments. All structural features developed with the project would receive architectural treatment consistent with an approved aesthetic concept plan. The project features would complement a design theme established for the corridor.

1.01. **Alignment and Profile (Terrain Contoured)**- The project would recommend retaining walls with long radius curves and battered faces compatible with the topography. Retaining walls that follow the contours of the proposed topography and maintain a sloped elevation at the top of the wall would lessen visual impacts. The proposed wall layout alignment and profile will consist of long radius curves without tangents or points of intersection. Wall faces would complement the angles, textures and features of the surrounding natural land features (soil texture and color, boulder outcroppings).

1.01a. **Cut Section.** With the available right-of-way, walls would be located at mid-slope and visually compatible with the surrounding terrain. Retaining wall constructed within the highway right-of-way will meet California Department of Transportation (Caltrans) standards. When right-of-way is available, wall alignment will occur mid-slope allowing sufficient horizontal space for supplemental highway planting.



Figure 40a, Shotcrete Retaining Wall



Figure 40b, CIP Structure



Figure 40c, Terrain Contour Mid-Slope Retaining Wall

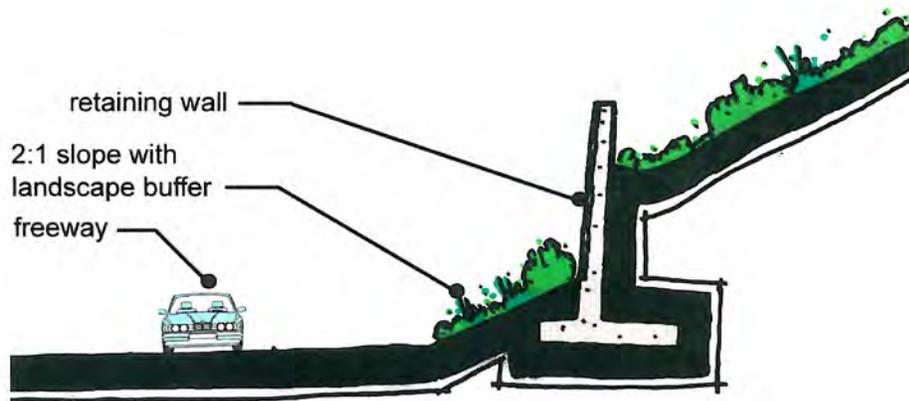


Figure 41, Terrain Contoured Retaining Wall (Cut)

1.01b. **Top-of-Slope Retaining Wall In-fill Sections.** When right-of-way is available, retaining walls located at top-of-slope fill sections would provide buffer areas for vegetative screening between the wall and open space areas.

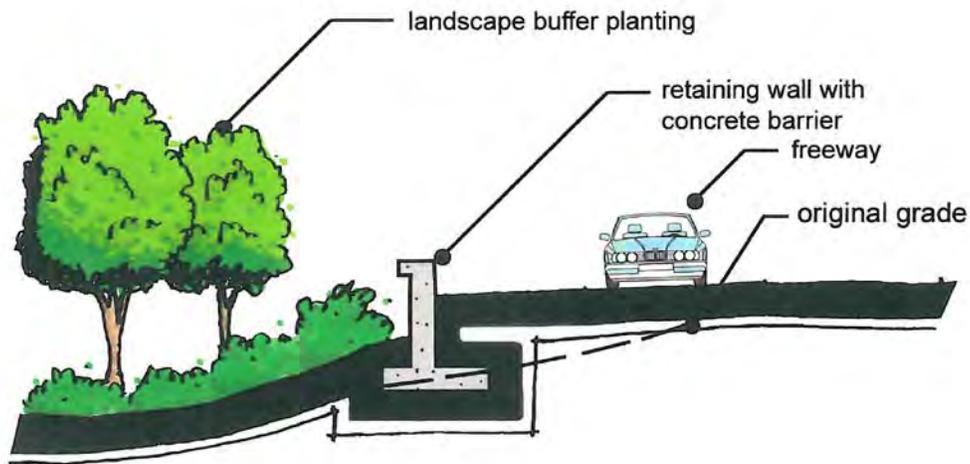


Figure 42, Terrain Contoured Retaining Wall (Fill)

1.01c. **Color and Texture** – For proposed retaining walls along SR-94 between Melody Road and Reservation Road (Key Views #1, #2, #3, #4, #5). The walls would have a decorative texture and color with an aesthetic complementing the context of the rural surroundings. The color would match the hue of the native soil and/or boulder outcropping. This minimization measure would be employed with any Alternative.

2.0 **Concrete Barriers** – Unless necessary for safety requirements, concrete barriers would not be fabricated at the base of retaining walls.

3.0 **Wood Guard Rails** – For proposed guard rails along SR-94 and Melody Road corridor (Key Views #1, #2, #3, #4, #5). With appropriate approvals, these wood guard rails would have an aesthetic complementing the context of the local communities. If the wood barriers do not meet necessary safety and maintenance guidelines, metal beam guardrails would be recommended. The metal surface of the beam may be chemically treated to develop a ‘patina’ finish, a weathered look that may be a more contextual color than the standard gray metal. This minimization measure would be employed with any Alternative requiring metal beam guard rails.



Figure 43, Example of Metal Beam Guard Rails (simulated at KV#2 with Alternative 1 (Proposed Condition Shown))

4.0 **Replacement Highway Planting (Native)** – For proposed highway planting replacement along SR-94 and Melody Road corridor (Key Views #1, #2, #3, #4, #5), a vegetative cover of native shrubs and/or groundcover planting would be provided to areas disturbed for the proposed project. The replacement planting would have an aesthetic complementing the context of the local native plant material community. This minimization measure would be employed with any selected project Alternative.

The following mitigation measures to offset visual impacts would be incorporated into the project:

1.0 **Replacement Trees** – For proposed tree mitigation along SR-94 and Melody Road corridor (Key Views #1, #2, #5). New trees should be provided to replace any existing trees removed from within the project area to provide screening of proposed improvements and to help reduce the scale of the widened roadway and heights of retaining walls. This minimization measure would be employed with any selected project Alternative.

Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative

The table below summarizes the numbered avoidance, minimization, and/or mitigation measures from above for each alternative.

Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative		
ALTERNATIVE	AVOIDANCE AND MINIMIZATION	MITIGATION
Alternative #1	1.0-4.0	1.0
Alternative #2, Option 1	1.0-4.0	1.0
Alternative #2, Option 2	1.0-4.0	1.0
Alternative #2, Option 3	1.0-4.0	1.0
Alternative #3	1.0-4.0	1.0

XII. CONCLUSIONS

Incorporation of the recommended minimization, avoidance and mitigation measures would provide a minimal reduction in the visual impacts anticipated with the proposed project. It is intended that these measures would reduce the impacts of the proposed changes to the existing visual character and quality, however the proposed widening of the roadway, replacement of existing landscape, and introduction of signalized intersections and retaining walls along the project corridor would change the scene to a more urban character.

The proposed project alternatives would introduce a variety of project features that would alter the appearance of the highway corridor. The expansion of the highway features would increase the scale of the highway corridor and create a sense of imbalance between built and landscape elements in the view. Collectively, the overall change to the existing visual character would be considered moderately-high, resulting in a diminished visual character. Similarly, the change to existing visual quality is anticipated to be moderately-high, resulting in diminished visual quality within the project viewshed. As a result, the resource change associated with the project implementation would be moderately-high. The proposed build alternatives would result in a moderately-high negative change to the existing visual character and quality of the project area.

However, the degree of change could be slightly lessened with the implementation of the proposed minimization measures. With the minimization measures in place, it is considered that the proposed project's build alternatives would result in a moderately high detrimental change to the existing visual character and quality of the project area.