

**JAMUL DULZURA  
COMMUNITY PLANNING GROUP  
FINAL MINUTES  
Tuesday, September 10, 2013  
Approved, September 24, 2013  
Oak Grove Middle School Library  
7:30 pm**

1. **Call to Order:** Jean Strouf called the meeting to order at 7:30 p.m.
  
2. **Roll Call:** Jean Strouf, Elizabeth Kelly, Dan Neirinckx, Dan Kjonegaard, Randy White, Bill Herde, Ray Deitchman, Michael Casinelli, Judy Bohlen, Earl Katzer and Steve Wragg.  
**Excused:** Joan Kouns, Janet Mulder.  
**Absent:** Yvonne Purdy-Luxton, Preston Brown
  
3. Motion to approve the Agenda September 10, 2013, as posted 72 hours before the meeting and the minutes of August 27, 2013. **Motion carried unanimously.**
  
4. **Open Forum: Opportunity for members of the public to speak on any item not on the agenda (time limit 3 minutes)**
  - a. **Ray Deitchman** emailed County in regards to selling of items (vehicles and other material items), along the Hwy 94 corridor, asking how they could bring this to an end. Counties response was that it was a Caltrans issue due to it being in their R/W.
  
  - b. **Dan Neirinckx** contacted Parks and Recreation for a balance in the Jamul Dulzura CPG PLDO Fund account. At this time the balance is \$610,000., the fund was assessed \$2,294 for staff support this past year. **Jean Strouf** also contacted Parks and Recreation to determine if it were appropriate to designate funds from this account to proposed projects outside of the JDCPG's boundaries and what were the guidelines (note: funds have been used on the Steele Canyon HS field)? The response Jean received was not a definitive answer to her direct question.
  
  - c. **Steve Wragg** asked if the Equine Ordinance was going to be on the BOS agenda tomorrow (Wed. 9/11); Jean said that it was. Steve also noted that the proposed County Renewable Energy Plan was also on the agenda, he stated that he would report back at the next meeting under Open Forum on the outcome of these two items.
  
5. **KAREN MAE PALMER, DISCRETIONARY PERMIT APPLICATION; Randy White** asked that this item be moved to the October 8, 2013 meeting. Because of the recent fires in the area the applicant is dealing with the evacuation of horses from the property and is unable to attend the meeting tonight.

6. **FOREST CONSERVATION INITIATIVE & SKYE VALLEY RANCH; Dan Neirinckx**, DPDS is moving their recommendation onto the Planning Commission. Their recommendation supports the U.S. Forest Service recommendation, that the minimum lot size be 80 acres. This is based on the property being primarily surrounded by forestland and wilderness area; there are no improvements and they are no plans to make any. **Jean Strouf**, noted from the most recent letter dated March 12, 2013, from the JDCPG to Bob Citrano at DPDS urging them to restore the property to 40 acre minimum as it had been prior to the Forest Conservation Initiative, this has been the CPG position from the start of this process.

**Bill Herde** moved that we reissue a letter to DPDS restating our position opposing the down zoning of the property and include previous letters as attachments; motion was seconded by **Dan Neirinckx**. **The motion carried, 11 yes, 0 no, 0 abstention.**

7. **JAMUL INDIAN VILLAGE UPDATE; Bill Herde**, the subcommittee met Thursday, September 5, 2013 and drafted the following letter (**see letter attached**) in response to Caltrans NOP for Draft EIR-SR94 Improvement Project; the letter was read to the CPG.

**Bill Herde** moved that the JDCPG response letter be mailed and emailed to David Nagy, Chief Environmental Analysis, Caltrans, as well as all other previous recipients on this issue; motion was seconded by **Michael Casinelli**. **The motion carried: 10 yes; 0 no; 1 abstention (Earl Katzer – receipt of letter too close for him to vote). The letter is attached at the end and made a part of these minutes.**

**Jean Strouf** moved that **Janet Mulder** and **Michael Casinelli** be the designated representatives for the JDCPG at the proposed Caltrans scoping meeting, tentatively scheduled for September 17, 2013, at the Cottonwood Golf Course located on Willow Glen Rd., El Cajon, motion was seconded by **Ray Deitchman**. **The motion carried: 11 yes; 0 no; 0 abstentions.**

8. **JDCPG Officers Announcements and Reports**

a. **Jean Strouf** contacted **Lisa Fitzpatrick**, CPG coordinator for DPDS regarding CPG member's absenteeism and their ability to remain a member of the CPG. Lisa outlined, Section III, found on page 19 of Policy I-1. Jean read a letter she wrote to Yvonne Purdy Luxton in which she outlined the course of action following the above in Policy I-1. Jean will put this item on the agenda for the Sept. 24 meeting as "Forfeiture of CPG Membership Due to Excessive Absences – Yvonne Purdy-Luxton".

b. **Bill Herde** announced the receipt of a letter from the Bureau of Indian Affairs regarding the Sycuan Band of the Kumeyaay Nation of California. This letter is in reply to the request of "off reservation property" to be accepted by the United States of America, totaling 17.5 acres of land into trust. A legal description of the property was included but did not contain any address or maps.

**ADJOURNMENT:** Jean Strouf adjourned the meeting at 8:30 p.m.

Respectfully submitted (with thanks to Dan Kjonegaard for taking the meeting notes):

Janet Mulder, Secretary

**NOTICE OF NEXT REGULAR MEETING:**

**7:30 P.M. TUESDAY, September 24, 2013**

**OAK GROVE MIDDLE SCHOOL LIBRARY**

**JDCPG Letter to David Nagy of Caltrans re  
NOP of DEIR for SR94 Improvement Project  
(Identified as mitigation measures in the Jamul Indian Village FTEE)**

**JAMUL DULZURA  
COMMUNITY PLANNING GROUP  
P.O. Box 613  
Jamul, California 91935**

David Nagy, Chief Environmental Analysis  
4050 Taylor Street MS242  
San Diego, CA 92110

RE: Jamul Dulzura Community Planning Group Comments to Caltrans' NOP for Draft EIR – SR-94 Improvement Project

Dear Mr. Nagy:

First let us state we are in agreement with Caltrans' determination that an EIR examining both construction and operational impacts is the appropriate environmental document for this project.

In the FTEE currently posted on the Jamul Indian Village website, (9/7/2013) there are three alternatives listed as potential access road options.

- Access via Reservation Road
- Access via the "4-Acre Parcel" option
- Access via Melody Rd.

Today we are presented with six alternatives. For the scope of this letter we will reduce Alternatives two, three and four back into the "4-acre Parcel" option.

Alternatives 1 through 4 all involve direct access to SR94. Only alternative 5 connects to an existing connecting road. We agree with Caltrans' position, which unmistakably made utilization of Melody Road the preferred alternative as was made clear to JIV in a letter dated October 10, 2006 which states:

*"Caltrans stated in its review of the Notice of Preparation (NOP) (Aug 2, 2006) for this document that access to the proposed development would be allowed only via existing Melody Road."*

This message was repeated to JIV on January 17, 2007 when Caltrans again stated:

*"Caltrans prefers that access to the development from SR94 be pursued via Melody Road. It must be demonstrated to Caltrans satisfaction that direct access from Melody Road is not feasible"*

And again in a letter to Supervisor Dianne Jacob on April 27, 2007:

*"Caltrans still views Melody Road as the most desirable access for the Tribe's proposed project because it is the most compatible with existing traffic and other proposed development in the Jamul community."*

Please consider the following concerning negative traffic impacts:

Again using information in the FTEE, (Table 9 of appendix A), in 2009 the SR94 segment of road between Steele Canyon up the hill to Jefferson were operating at LOS C with approximately 6,200 vehicle trips per day. The next table in appendix A tells us that one year later, in 2010, SR94 at Honey Springs Road had an AADT of 7,500. Using these numbers we calculated a crude evaluation of the current traffic situation and the impact of the proposed casino.

Currently, without a casino, assuming we could spread today's 7,500 ADTs evenly across 24 hours, we would be seeing a car go past the JIV every 11 seconds on average. The JIV conservatively estimates an additional 9,000 ADT at the proposed casino location. Using their 9000 ADT estimate, and calculating the number of seconds between each car of the combined total, this would mean that every 5.2 seconds, someone is driving on SR94 in front of the

JIV. At least 55% of these vehicles would be entering or exiting traffic at this point. Connecting feeder roads and private driveways on either side of SR94 will have to deal with this same 5.2 second interval to enter traffic and match the highway speed of the existing 55 mph traffic. The average acceleration of a vehicle from 0 to 60 mph is around 9 seconds. We feel this presents an obvious traffic safety issue.

We do not propose that we could spread traffic out evenly over 24 hours, but please examine the FTEE and look carefully how the numbers work when you add the current peak ADT to the additional peak ADT generated by the proposed casino, which we believe will be concentrated around the end-of-the-workday traffic rush.

Lest the point be missed, we want to go on record as not believing the traffic issues can be mitigated adequately with the improvements proposed in this NOP. There will certainly be a need for more signals to break up the flow of traffic, allowing for safer ingress and egress from the many intersecting roads and driveways. There may be a need for additional lanes on some, if not all, affected portions of SR 94.

The project, as described in the NOP, identifies five additional intersections proposed for improvement. The FTEE identifies nine additional intersections on SR94 which will be impacted by construction and operation of the casino project. All nine will be reduced to LOS F, according to the FTEE. Intersections identified in the FTEE as impacted, but omitted from this improvement project are:

- SR 94 and Via Mercado Rd.
- SR94 and Cougar Canyon Rd.
- SR94 and Jefferson Rd.
- SR94 and Otay Lakes Rd.

Additionally, JDCPG has identified the following intersections which we feel also need to be improved in the interest of public safety.

- SR94 and Vista Sage Ln.
- SR94 and Vista Diego Rd.
- SR94 and Hillside Dr.
- SR94 and Rancho Jamul Dr.
- SR94 and Honey Springs Rd.

Using the same crude arithmetic as above, let's move down the road to Steele Canyon High School where according to the 2010 Traffic Volumes Book chart they endure 14,900 AADT across the entrance to the school where approximately 2,000 students run the SR94 gauntlet. Sadly, there have been three student and one parent traffic fatalities, in addition to multiple traffic related injuries, on SR94 since becoming a 4 year high school in 2004. They will be looking forward to close to 24,000 ADT on that stretch of road which means a vehicle every 3.6 seconds. And there is not even a sidewalk.

This list of significant impacts is not complete, addressing only those which impact SR94. There are many other roads and intersections with county roads that will be severely impacted by the casino project. We believe it would be in the best interest of both the JIV and the public if a single CEQA is completed which includes San Diego County involvement and we strongly encourage Caltrans to work in concert with San Diego County on the CEQA process.

Before we conclude, we would like to address Alternative 6, which proposes using the current driveway that is inadequate as validated in the Caltrans letter to then Chair, Bill Mesa, dated 1-18-2008. It stated:

*"The current construction has initiated the need for Caltrans to determine the extent of access control needed to ensure the safety of the traveling public on SR-94. Above all other priorities the safety of the traveling public will be our highest concern. The existing panhandle access is not adequate for the proposed casino access or heavy construction traffic."*

In addition the parenthetical phrase in Alternative 6 – "(including Tribal gaming traffic) would use the existing roadway network including the Tribe's existing access at SR94" makes it totally unacceptable.

In our opinion, the significant traffic safety impacts, which would be imposed on our community as they travel SR94 on a daily basis, far outweigh any and all of the other potential negative environmental impacts. Therefore we have focused our attention on traffic safety issue in this letter, however all of the other issues we feel need to be

considered are documented in previously submitted responses to the DTEE and a second in response to the FTEE. These documents are attached for your review and consideration.

We appreciate your time and consideration on this project. Please feel free to contact us for any additional information we may supply.

Sincerely

Jamul Dulzura Community Planning Group  
Jean Strouf, Chair

CC

Congressman Duncan D. Hunter  
Senator Dianne Feinstein United States Senator  
Senator Barbara Boxer United States Senate  
Governor Jerry Brown  
Senator Joel Anderson  
Supervisor Dianne Jacob County Administration Center  
Assemblyman Brian Jones  
Mr. Michael Black Bureau of Indian Affairs  
Amy Dutschke, Regional Director Pacific Regional Office Bureau of Indian Affairs  
Ryan Yamasaki U.S. Border Patrol  
Secretary Kenneth L. Salazar Department of the Interior  
Ms Tracy Stevens, Chairwoman National Indian Gaming Comm.  
Eric Schalansky — Reg. Director National Indian Gaming Comm  
Lisa P. Jackson, Administrator U.S. EPA Region 9  
Laurie Berman, District 11 Director Caltrans  
Bill Figge, Project Manager Caltrans  
Gus Silva, Indian Liaison Caltrans  
Ed Pert, Regional Manager CA Dept of Fish and Game  
Ms. Doreen Stadlander U.S. Fish and Wildlife  
Mr. Chris Redfern Executive Director San Diego Audubon Society  
Raymond Hunter, Chairperson Jamul Indian Village  
Jamul Action Committee