

I-1 DANA BLASI

I-1-1 The County acknowledges the comment and notes that it expresses general opposition to the Proposed Project, but does not raise any issue concerning the adequacy of the Draft EIR.

The comment also refers to increases in residences and population in Jamul. Section 3.1.5, Population and Housing, of the Draft EIR analyzed the Proposed Project's impacts to housing and population in the Jamul/Dulzura Subregion and concluded that the Proposed Project would have a less than significant impacts to Population and Housing. This comment does not raise an issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.

I-1-2 The County acknowledges the comment regarding traffic impacts to State Route (SR) 94 and refers the commenter to Appendix 2.9-1, Traffic Impact Analysis, of the Draft EIR. Specifically, Figure 5-2, Proposed Project Daily Roadway Trip Assignment, which shows approximately 100 average daily trips ADT on SR-94 to the west of Proctor Valley Road and 100 average daily trips on SR-94 to the east of Proctor Valley Road, from the Proposed Project.

Proposed Project impacts to SR-94 are further analyzed in Section 2.9, Transportation and Traffic, of the Draft EIR. Specifically, the only potentially significant impacts to SR-94 would occur at the intersection of SR-94 and Lyons Valley Road. (Impacts TR-9, TR-11, TR-13, and TR-15 would occur under the Existing Plus Project, 2025 Cumulative, 2030 Cumulative, and 2030 with Hypothetical Development of State Preserve Property scenarios, respectively.) The traffic impact to the intersection of SR-94 and Lyons Valley Road would be mitigated by implementing Mitigation Measure M-TR-2, which includes coordinating with the California Department of Transportation (Caltrans) to signalize the intersection of SR-94 and Lyons Valley Road, as described on page 2.9-74 in Section 2.9, Transportation and Traffic, of the Draft EIR. However, because the improvements are under the jurisdiction and control of Caltrans, and the County does not have the authority to permit or implement the improvements, the implementation of improvements cannot be ensured. Therefore, for purposes of the Draft EIR, Impacts TR-9, TR-11, TR-13, and TR-15 are considered significant and unavoidable. Please also refer to **Thematic Response – SR-94 Improvements**.

No other significant impacts to SR-94 are identified as a result of the Proposed Project.

I-1-3 The Draft EIR analyzed traffic hazards in Sections 2.9.3.6, Hazards Due to an Existing Transportation Design Feature, and Section 2.9.3.7, Hazards to Pedestrians or Bicyclists. As analyzed on page 2.9-51, the Draft EIR determined that “Proposed circulation improvements would be reviewed and approved by County transportation engineers (and Caltrans, as applicable) to ensure that the design conforms with the County Code of Regulatory Ordinances and applicable roadway/highway design manuals,” and that the Proposed Project impacts related to hazardous design would be less than significant.

Similarly, page 2.9-53 of the Draft EIR determined “Circulation improvements would be reviewed and approved by County transportation engineers (and Caltrans transportation engineers, as applicable, to improvements affecting SR-94) to ensure that the design conforms with the County Code of Regulatory Ordinances and applicable roadway/highway design manuals as they apply to the safety of motorists, pedestrians, and bicyclists.” Accordingly, the Draft EIR concluded the Proposed Project would result in less than significant impacts to hazards to pedestrians or bicyclists.