## **COMMUNITY IMPACTS**

## 3.6 COMMUNITY CHARACTER AND COHESION

#### 3.6.1 <u>Regulatory Setting</u>

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 USC 4331(b)(2)]. FHWA in its implementation of NEPA [23 USC 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

#### 3.6.2 <u>Affected Environment</u>

This section is based largely on the April 2007 CIA, a separate technical study that was prepared for the proposed project and is incorporated by reference.

The majority of the project is located in an area that is considered to have a rural character. The community of Bonsall is predominately rural, agricultural, and dispersed. Bonsall has a relatively high degree of community cohesion, due to its strong rural characteristics, the community's active participation in project-related public scoping meetings, and its demographic profile. The western portion is within the eastern area of Oceanside that contains dense, suburban residential areas, such as the Jefferies Ranch and Casitas developments.

#### City of Oceanside

Approximately 1.8 kilometers (1.12 miles) of the western part of the proposed project alignment are located within Oceanside. Oceanside is composed primarily of high-density residential development, with the highest densities concentrated along the coastline west of the project area. Within the project area, Oceanside is characterized by lower-density, single-family residences interspersed with agricultural and equestrian uses. Jeffries Ranch is a clustered residential equestrian community that is located south of and adjacent to SR-76 (known as Mission Avenue in Oceanside), roughly between Melrose Drive and Jeffries Ranch Road. In 1975, it was developed in the San Luis Rey River Valley by a group of family members and friends and has expanded over the years to include much of eastern Oceanside near Guajome Regional Park. It consists of single-family residences along winding, wide, and tree-lined streets with dedicated equestrian trails. A parcel of light agricultural uses and nurseries provides a buffer between the northernmost homes in the community and SR-76. Contrasting with Jefferies Ranch are the agricultural and open space areas (including the Oceanside Produce Processing Center) north of SR-76.

## **Community of Bonsall**

Bonsall has a rural character and is composed primarily of large lot estate residential developments intermixed with agricultural areas, open space, and equestrian facilities. The unique topography of the San Luis Rey River Valley and surrounding hillsides frames the community. Residences in the project area are typically set back from the SR-76 corridor and the adjacent San Luis Rey River. Low-density single-family homes are scattered throughout the surrounding hillsides in the project area. Residential communities such as Aguacate Ranch are located in proximity to the San Luis Rey Downs Golf Resort, south of SR-76. Another defined small single-family subdivision neighborhood is located north of SR-76 on Thoroughbred Lane, east of Olive Hill Road. Bonsall's main commercial hub, known as the Country Town Area, is located at the eastern end of the project area are several pockets of residential and commercial development, open space areas along the river and hillsides, and the San Luis Rey Downs Golf Resort, which has integrated residential and commercial uses. Two other small commercial areas are interspaced along the SR-76 towards the border with Oceanside.

#### San Luis Rey Downs Golf Resort

The San Luis Rey Downs Golf Resort plays an important role in maintaining community character and cohesion throughout the project area. A key gathering place in the community, the resort is used to host private functions, such as weddings and other events, and hosts the local San Luis Rey Men's and Women's Clubs, which have over 500 members.

Several residential neighborhoods are located adjacent to the resort. Single-family homes are located along both sides of Old River Road on the southeast side of the golf course. Homes on the west side of Old River Road are adjacent to the golf course and have views of the golf course from their backyards and rear-facing windows. Single-family homes located along the east side of Golf Club Drive have partial views of the golf course from their front yards and north-facing windows.

A private residential community, Villas Fore, is located at the northern part of the golf course. This residential community consists of four- to six-unit town homes and is accessed by Camino Del Rey. Town homes at the southern edge of Villas Fore are located adjacent to the golf course. Due to their proximity to the golf course, these residences have direct access to the golf course and its facilities. Many of the residents utilize personal golf carts to access the resort and club via the existing street system; however, dedicated golf cart travel lanes or paths are not present within the community. A cluster of duplex condominiums located along Club Vista Drive, although located farther from the golf course than the residences described above, still utilize the resort facilities.

For the residents who live in neighborhoods adjacent to the golf course, the use of golf carts (to access adjacent residential areas and the resort) reflects the rural and golf-centered lifestyle established by the presence of the resort. It therefore serves as not only a community resource, but also an integral part of the more immediate community character, serving as a central facility maintaining community cohesion to neighborhoods within the immediate area.

In addition to residential uses surrounding the golf course, the San Luis Rey Down Golf Resort is located adjacent to several nonresidential developments. These include the Bonsall Community Church at the intersection of Camino Del Rey and Olive Hill Road, Bonsall Elementary School and the District Offices for the Bonsall Unified School District on the east side of Lilac Road, and the Bonsall Fire Station located just south of Bonsall Elementary School. A private residence is located on the west side of Lilac Road across from the Bonsall Elementary School.

## 3.6.3 <u>Impacts</u>

## Existing Alignment Alternative (Preferred Alternative)

The proposed project has the potential to affect community character and cohesion differently depending on location along the alignment. Specifically, there are key differences between the communities of eastern Oceanside and Bonsall, and it is reasonable to assume that they would experience different effects to community cohesion from the proposed project.

The main communities of eastern Oceanside include the Jeffries Ranch and Casitas developments, which are located near SR-76. Here, SR-76 is an already established highway that provides direct access to and from the residential communities. SR-76 would be expanded along the current right-of-way and would not divide the functioning communities. The proposed project could enhance the mobility of nearby residents to and from the surrounding commercial-serving areas. The proposed project would not lead to adverse impacts to the general character of the city as this portion of the project footprint is more urban in nature and consistent with the visual perception of the highway. Thus, impacts to community cohesion from a decrease in rural character are negligible in the newly suburban areas of eastern Oceanside.

Section 3.11.3 below discusses the potential impacts to the visual resources within the community of Bonsall. Although the majority of improvements to SR-76 would occur within the existing right-of-way, which already has transportation-oriented uses and feel, the increased hardscapes and vehicular capacity, the loss of native vegetation, and the altered views of the San Luis Rey River Valley could result in a more urban feel. Given the importance to residents of the rural character of the area, potential changes to community cohesion in the communities of Bonsall and Fallbrook as a result of the expanded right-of-way may result in adverse effects to community character.

In addition to the permanent impacts, various locations could experience temporary disruptions to existing travel patterns along SR-76 during construction activities. As cohesion refers to the degree of interaction among individuals, groups, and institutions that make up a community, the land restrictions, lane closures, and temporary detours associated with the Existing Alignment Alternative could have temporary and minor effects to community cohesion.

Residents of the Casitas and Jeffries Ranch developments currently only have access to and from their homes from two unsignalized intersections along Melrose Drive. Depending on the time of day when construction occurs, and the extent and duration of construction activities, residents of the Casitas and Jeffries Ranch developments could experience longer wait times to enter and exit the developments during construction if traffic flow is impacted along SR-76 and, subsequently, other area roadways. These same effects would likely be experienced at the residential neighborhood associated with Thoroughbred Lane, as Thoroughbred Lane is the only access road for this neighborhood. Temporary and minor impacts to community cohesion could occur as a result of decreased neighborhood access associated with construction of the Existing Alignment Alternative.

A public bus line operated by the North County Transit District (NCTD) could experience temporary service disruptions as alternate stops and/or routes may be needed during construction. This could potentially result in longer wait times and longer walking distances for passengers to alternate bus stops. Temporary, negligible effects to community cohesion may result from decreased public transit efficiency associated with construction of the Existing Alignment Alternative.

## Southern Alignment Alternative

The Southern Alignment Alternative's impacts to the Jefferies Ranch and Casitas developments are the same as discussed above for the Existing Alignment Alternative.

This alternative would result in the partial acquisition of one non-profit, 4 residences, and the San Luis Rey Downs Golf Resort. The golf course is a key recreational facility in the study area, serving both the community and the larger region.

The majority of resort patrons are residents of the surrounding communities, and the loss of more than half of the San Luis Rey Downs Golf Resort would affect community cohesion and character. As described above, residential neighborhoods within the area are linked with the golf course, both physically and aesthetically. The local and regional populations identify San Luis Rey Downs Golf Resort as a major component of the community. Conversion of the western part of the golf course to right-of-way uses would alter the landscape as well as the overall sense of community among neighborhoods in proximity to the golf course.

If the proposed project results in the ultimate closure of the resort, it would result in a loss of an important community gathering space. Community functions and events, as well as the local San Luis Rey Men's and Women's Clubs, would no longer be served by the facilities at the

resort. Two nearby golf courses serve the wider region, one of which is also a country club. However, many members feel a strong sense of belonging to the San Luis Rey Downs Golf Resort with some having been members for over a decade.

Impacts to the San Luis Rey Downs Golf Resort are not anticipated to affect nonresidential uses around the facility, including the Bonsall Community Church, Bonsall Elementary School and the District Offices for the Bonsall Unified School District, or North County Fire: Bonsall Station.

The 1993 Bonsall Community Plan and the 1973 Fallbrook Community Plan describe the relative importance of visual resources to their respective communities. As with the Existing Alignment Alternative, the Southern Alignment Alternative would impact visual resources. In contrast to the Existing Alignment Alternative, this alternative would be located in a collector road corridor, which would result in more paved roadway surfaces, guardrails, drainage structures, landform modification, vegetation removal, and the new bridges. This would result in a more urban feel to the corridor. Given the importance to residents of the rural character of the area, impacts to Bonsall's community character and cohesion as a result of increased urbanization in the immediate project area would have adverse effects. However, Bonsall's community character and cohesion as a whole would remain and the impact to it would not be adverse as the Southern Alignment Alternative does not bisect Bonsall but rather goes around the community, as is suggested in the Circulation Element of the Bonsall Community Plan.

In addition to these permanent impacts, the Casitas and Jeffries Ranch developments and various private residences along Old River Road may experience temporary access impacts during construction activities. However, given the distance of these residences from the proposed construction areas, the intensity of access impacts would likely be minimal. Thus, impacts to community cohesion as a result of decreased neighborhood access associated with construction of the Southern Alignment Alternative are likely but they would be negligible.

As mentioned previously, an NCTD bus line provides public transit service in the study area. Portions of the Southern Alignment Alternative would be constructed adjacent to two bus stops for the #306 line. Both bus stops are located immediately north of the alternative's eastern terminus and would likely be affected. In addition to temporary detours, the two bus stops would likely require temporary relocation. This could result in longer walking distances for some passengers to and from temporary bus stops. Temporary, negligible effects to community cohesion may result from decreased public transit efficiency associated with construction of the Southern Alignment Alternative.

#### No Build Alternative

The No Build Alternative would not have permanent or temporary impacts to community cohesion.

#### 3.6.4 <u>Avoidance, Minimization, and/or Mitigation Measures</u>

To avoid unnecessary impacts to community cohesion and character, both build alternatives were designed with input from the community. Since 2001, Caltrans has conducted and participated in a number of community outreach meetings and events in a comprehensive effort to gather input and comments from the surrounding communities and stakeholders. Community groups and agencies in attendance of outreach meetings have included the Bonsall Area for Rural Community, the Bonsall Sponsor Group, Jefferies Ranch Homeowners Association, Lightfoot Planning Group, Oceanside City Council, Oceanside Transportation Commission, County of San Diego Department of Parks and Recreation, NCTD, Vista Chamber of Commerce, Fix76now.com, Zion Lutheran Church (previous owner), and others. Caltrans has also conducted extensive general community outreach and would continue to work with the community throughout the planning process to minimize impacts.

There is potential for the eastern portion of the San Luis Rey Downs Golf Resort to continue as an executive course, which could also allow for the continued use of the country club, hotel, tennis courts, and swimming pool. The economic feasibility of this option is undetermined at this time. This would be determined through coordination with the owners.

Implementation of the San Luis Rey River Park Master Plan (see Appendix A) could serve to improve community cohesion and character along the SR-76 corridor and in the study area. This project would permanently set aside riparian open space preserves and provide for both passive and active recreational uses within the study area and surrounding region. The San Luis Rey River Park would serve to improve community cohesion by providing needed recreational gathering places for individuals and families within the region. It could serve to minimize impacts to the San Luis Rey Downs Golf Resort. Caltrans would continue to coordinate with the County as they implement their Master Plan. Caltrans would make every effort to accommodate planned trails within Caltrans' right-of-way if necessary.

## 3.7 **RELOCATIONS**

## 3.7.1 <u>Regulatory Setting</u>

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons shall not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act of 1964 (42 USC 2000d, et seq.). Please see Appendix B for a copy of Caltrans' Title VI Policy Statement.

## 3.7.2 <u>Affected Environment</u>

A Draft Relocation Impact Statement (DRIS) (August 2007) and Final Relocation Impact Statement (FRIS), completed by Caltrans in May 2008, form the basis for the analysis of relocation impacts. They are incorporated by reference.

As discussed above in Section 3.1, the proposed project is located in an area that is generally composed of agricultural and recreational land uses, estate residential homes, and open space associated with the San Luis Rey River. Agricultural and spaced rural residential are the main land uses. The western portion of the project is located within the City of Oceanside and the land uses in this portion of the project are single-family residential, multi-family residential, commercial, extensive agriculture, and vacant/undeveloped. The majority of the project is located within the unincorporated community of Bonsall and the land uses in this eastern portion of the project are single-family residential, open space, extensive agriculture, commercial, golf course, and group quarters facilities. Land uses within the portion of the project within the community of Fallbrook include commercial, public services, and spaced rural residential.

South of SR-76 at the eastern terminus of the project area is the San Luis Rey Downs Golf Resort, around which there are clustered a number of pocket residential developments. Located to the south and east are a large number of equestrian-related facilities such as private racing tracks, stables, and paddocks.

## 3.7.3 <u>Impacts</u>

## Existing Alignment Alternative (Preferred Alternative)

As shown in Table 3.7-1a, according to the FRIS, operation of the Existing Alignment Alternative would result in the displacement of eight commercial properties, one recreational

use, four single-family residential dwellings, and one studio apartment. This would result in the displacement of an estimated 10 residents and 25 employees. According to the FRIS, there is a current availability of approximately 25 commercial properties, 44 residential listings, and 17 residential rentals listed within the area, which should be ample to accommodate the relocation of the residential and nonresidential properties.

## Table 3.7-1a Anticipated Displacements under the Existing Alignment Alternative

Number and		Number and		
Type of Single-		Type of	Residential	
Family	Mobile	Multi-Family	Displacements	Nonresidential Displacements
Units	Homes	Units	(Units/Residents)	(Type/Employees)
Three 3-bedroom	0	1 studio	5 residential units with	8 commercial and 1 recreational
and one 4-		apartment	10 residents	use resulting in 25 employee
bedroom				displacements

In addition to displacements, further impacts would occur to a variety of property types. Anticipated impact types and locations are shown in Table 3.7-1b.

Parcel Number	Land Use		
157-100-74	Vacant/future Residential		
157-100-75	School		
157-534-62	Residential		
157-532-69	Residential		
157-532-35	Vacant/Open Space		
157-340-31	Vacant/Undeveloped		
157-150-60	Commercial		
157-340-32	Agriculture		
157-600-18	Agriculture		
157-150-51	Agriculture		
157-150-27	Residential		
157-150-56	Residential		
157-150-43	Vacant/Undeveloped		
170-020-25	Residential		
170-020-20	Vacant/Undeveloped		
170-020-28	Vacant/Undeveloped		
170-020-26	Vacant/Undeveloped		
126-260-15	Commercial/Recreational		
126-260-01	Vacant/Undeveloped		
126-260-16	Agriculture		
126-260-17	Transportation/Communication/Utilities		
126-140-27	Vacant/Undeveloped		

# Table 3.7-1bAnticipated Impact Types and Locations

Parcel Number	Land Use			
126-140-28	Vacant/Undeveloped			
126-170-75	Vacant/Undeveloped			
126-170-58	Agriculture			
126-170-27	Residential/Agriculture			
126-170-08	Vacant/Undeveloped			
126-170-65	Vacant/Undeveloped			
126-170-63	Agricultural			
126-170-62	Residential			
126-250-23	Agriculture w/partial vacant/Undeveloped			
126-240-33	Commercial			
126-240-21	Vacant/Undeveloped			
126-240-15	Commercial			
126-320-14	Vacant			
126-080-69	Vacant/Undeveloped			
126-100-17	Vacant/Undeveloped			
126-100-19	Vacant/Undeveloped			
126-100-21	Vacant/Undeveloped			
126-100-18	Vacant/Undeveloped			
126-100-22	Vacant/Undeveloped			
126-080-68	Residential			
126-230-59	Commercial			
126-230-48	Vacant			
126-230-50	Commercial			
126-230-49	Commercial			
126-230-27	Agricultural/Vacant/Undeveloped			
126-230-31	Vacant/Undeveloped			
126-230-30	Commercial &Vacant/Undeveloped			
126-230-07	Commercial			
126-230-01	Conservancy/Undeveloped			
126-230-57	Transportation/Communication/UtilitiesVacant/Undeveloped			
126-452-01	Vacant/Undeveloped			
126-060-76	Vacant/Undeveloped			
126-230-61	Commercial			
123-380-40	Residential			
123-380-41	Commercial			
123-381-06	Vacant/Undeveloped			

In addition to the permanent impacts, businesses located on or adjacent to SR-76 have the potential to be affected during construction activity, as they are somewhat dependent upon existing traffic patterns. Such businesses could experience temporary economic impacts during construction if patronage is reduced due to access difficulties. Businesses and community facilities near the proposed project, whether they would be eventually relocated or not, have the potential for experiencing adverse economic impacts as a direct result of temporary disruptions to traffic flow and existing traffic patterns.

## Southern Alignment Alternative

Implementation of the Southern Alignment Alternative would result in the displacement of four single-family residential units, one commercial property, and one nonprofit (previously Zion Church) (Table 3.7-2). This would result in the displacement of an estimated 12 residents and 100 employees. According to the DRIS, there is a current availability of approximately 16 commercial properties, 40 residential listings, and 5 residential listings within the area, which should be ample to accommodate the relocation of the residential and nonresidential properties. Implementation of the Southern Alignment Alternative would result in impacts to the San Luis Rey Downs Golf Resort. Approximately 12.0 hectares (29.6 acres) of existing golf course uses would be directly converted to right-of-way. All direct impacts would be located within the western part of the facility, west of Lilac Road/Camino del Rey. The segment of the Southern Alignment Alternative traversing the facility would bisect the western part of the golf course and would convert holes 3, 4, 13, 14, 15, and 16 to right-of-way. In addition to those holes that would be removed, holes 2, 5, 6, 12, and 17 would be indirectly affected due to the proximity of the golf course to the alignment and the segmentation of the golf course. While there appears to be ample availability of replacement properties for both residential and nonresidential displacements, finding a suitable site for relocation of the 6,750-yard, 18-hole San Luis Rey Downs Golf Resort would be a challenge. Due to the size and nature of the golf course business, a potential relocation site for the golf course may not be feasible. The displacement of San Luis Rey Downs Golf Resort would result in the loss of an important economic force within the community, as well as an important community gathering space.

Number and		Number and		
Type of		Type of	Residential	Nonresidential
Single Family	Mobile	Multi-Family	Displacements	Displacements
Units	Homes	Units	(Units/Residents)	(Type/Employees)
Three 3-bedroom	0	0	4 single-family residences	1 golf course and 1 nonprofit
and One 4-bedroom			with approximately 12	resulting in 100 employee
			residents	displacements

 Table 3.7-2

 Anticipated Displacements under the Southern Alignment Alternative

In addition to the permanent impacts, the Southern Alignment Alternative mirrors the Existing Alignment Alternative for approximately 2 kilometers (1.3 miles) east of Melrose Drive to East Vista Way. Businesses in the western portion of the study area may experience temporary accessibility and economic impacts similar to those outlined under the Existing Alignment Alternative. East of Oceanside, the construction activity would be located within a new alignment that would result in fewer temporary impacts to local businesses. Therefore, temporary impacts to businesses are not considered adverse.

## No Build Alternative

The No Build Alternative would not require any relocations.

## 3.7.4 Avoidance, Minimization, and/or Mitigation Measures

Whenever possible, the Existing and Southern Alignment Alternatives were designed to avoid existing community facilities, businesses, and neighborhoods, thereby minimizing the number of necessary relocations.

Relocation assistance payments and counseling would be provided to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as Amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees would be entitled to moving expenses. All benefits and services would be provided equitably to all residential and business relocates without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964.

The Southern Alignment Alternative could result in the acquisition of the San Luis Rey Downs Golf Resort; however, as noted above in Sections 3.3.4 and 3.6.4, there is a potential for the eastern portion of the San Luis Rey Downs Golf Resort to continue as an executive course, which could also allow for the continued use of the country club, hotel, tennis courts, and swimming pool. At this time however, the economic feasibility of this option is undetermined. The golf course owner could request the reconfiguration or a full purchase of the property.

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## 3.8 ENVIRONMENTAL JUSTICE

## 3.8.1 <u>Regulatory Setting</u>

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 1999, this was \$16,700 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

## 3.8.2 <u>Affected Environment</u>

## Ethnicity

Table 3.8-1 shows the racial and ethnic breakdown for Bonsall, Fallbrook, Oceanside, and San Diego County in 2000. In 2000, the white population composed 83.0 percent of the study area population. By comparison, the white population for San Diego County as a whole was 66.5 percent. At 45.0 percent, minority populations within San Diego County were substantially larger than that of the study area. Similarly, the percentage of persons of Hispanic origin within the CIA study area was generally lower than in surrounding jurisdictions. As of 2000, the Hispanic population of San Diego County accounted for 26.7 percent of the overall population, 8.5 percent greater than that of the CIA study area. Therefore, according to the 2000 U.S. Census, the CIA study area is not as racially or ethnically diverse as the larger San Diego region.

Demographic information for the CIA study area indicated that minority and low-income populations represented a smaller proportion of the population than the San Diego County average. As shown in Table 3.8-1 above, the portion of the study area in Oceanside was the only area where minority and Hispanic populations were slightly higher than the San Diego County average. Minority and Hispanic populations in other parts of the study area were significantly lower than the county average. Table 3.8-2 shows race and ethnicity statistics for the census blocks in the project's vicinity in comparison to the county.

2000	Study Area	Bonsall	Fallbrook	Oceanside	San Diego County
Total	18,168	3,401	29,100	161,029	2,813,833
White	83.0%	84.0%	71.8%	66.4%	66.5%
white	(14,982)	(2,857)	(20,888)	(106,866)	(1,871,839)
Black or African	2.2%	0.9%	2.0%	6.3%	5.7%
American	(457)	(29)	(415)	(10,189)	(161,480)
American Indian and	0.5%	0.4%	0.9%	0.9%	0.9%
Alaska Native	(103)	(13)	(263)	(1,370)	(24,337)
Asian	3.5%	2.8%	1.5%	5.5%	8.9%
Asiali	(628)	(94)	(447)	(8,896)	(249,802)
Native Hawaiian and	0.5%	0.1%	0.3%	1.3%	0.5%
Other Pacific Islander	(83)	(4)	(87)	(2,042)	(13,561)
Some Other Race/Two	10.2%	11.9%	24.0%	19.7%	17.5%
or More Races <sup>1</sup>	(1915)	(404)	(7,000)	(31,666)	(492,814)
Hispanic or Latino	18.2%	21.4%	37.0%	30.0%	26.7%
Hispanic of Latino	(3,285)	(729)	(10,853)	(48,691)	(750,965)
Total Minority	26.9%	26.6%	42.7%	46.4%	45.0%
Total Willoffty	(4,881)	(905)	(12,413)	(74,719)	(1,265,000)

Table 3.8-1Study Area and Regional Race and Ethnicity - 2000

Source: U.S. Bureau of the Census 2000

<sup>1</sup> The 1990 census recorded five race categories: (1) White; (2) Black; (3) American Indian, Eskimo, or Aleut;

(4) Asian or Pacific Islander; and (5) Other Race. The 2000 census created separate categories for "Asian" and "Native Hawaiian and Other Pacific Islander," and created an additional race category, "Two or More Races." To compare both sets of census race data, the 1990 category "Some Other Race" and 2000 category "Two or More Races" were added together for 2000. The 1990 census recorded Asians and Pacific Islanders in the same race category, but in 2000 they were recorded separately. For the purpose of comparing census data in this analysis, they have been added together for 2000.

		Census Block							San Diego
2000	186.11.2	186.12.1	193.03.1	186.11.1	192.03.1	188.02.1	188.03.1	192.07.1	County
Total	1,077	3,588	4,177	1,026	844	1,533	3,101	2,822	2,813, 833
White	69.3%	69.0%	85.2%	93.0%	84.8%	87.7%	85.6%	89.5%	66.5%
white	(746)	(2,479)	(3,559)	(954)	(716)	(1,345)	(2,656)	(2,527)	(1,871,839)
Black or African	4.4%	6.7%	85.2%	0.6%	1.5%	0.4%	0.9%	0.3%	5.7%
American	(47)	(241)	(107)	(6)	(13)	(6)	(28)	(9)	(161,480)
American Indian and	0.1%	0.9%	0.4%	0.6%	0.4%	0.3%	0.5%	0.4%	0.9%
Alaska Native	(10)	(31)	(17)	(11)	(3)	(4)	(15)	(12)	(24,337)
Asian	9.2%	5.5%	3.4%	1.0%	3.8%	1.7%	2.0%	2.3%	8.9%
Asiali	(85)	(198)	(143)	(17)	(32)	(26)	(63)	(64)	(249,802)
Native Hawaiian and	1.7%	1.2%	0.2%	0.3%	0.0%	0.0%	0.1%	0.3%	0.5%
Other Pacific Islander	(18)	(44)	(7)	(3)	(0)	(0)	(3)	(8)	(13,561)
Some Other Race/Two or	15.9%	16.6%	8.2%	3.4%	9.5%	9.9%	10.8%	7.2%	17.5%
More Races	(171)	(595)	(344)	(35)	(80)	(152)	(336)	(202)	(492,814)
Hispania or Latino	31.2%	27.0%	13.5%	9.3%	20.0%	12.0%	20.8%	11.5%	26.7%
Hispanic of Latino	(336)	(969)	(562)	(95)	(169)	(185)	(644)	(325)	(750,965)
Total Minority	48.7%	43.8%	22.2%	12.9%	27.3%	15.9%	25.3%	16.6%	45.0%
	(525)	(1,570)	(927)	(132)	(230)	(244)	(784)	(469)	(1,265,000)

 Table 3.8-2

 Census Block Race and Ethnicity Statistics - 2000

Source: U.S. Bureau of the Census 2000

## Income

Median household income (MHI) is defined as the middle value of all incomes as arranged from highest to lowest in a selected geographic area. As demonstrated in Table 3.8-3, 2000 census block group data showed that MHI within the study area ranged between \$51,039 and \$88,692. Higher MHI values were generally located in the western portion of the CIA study area, partially within Oceanside and Vista, as well as in the southern portion of the study area in Bonsall. Conversely, the lowest MHI was located in the eastern portion of the study area in Fallbrook. As of 2000, MHI for San Diego County was \$47,067, significantly lower than that of the study area. The lowest MHI in the CIA study area was higher than that of the county average. As shown in Table 3.8-3, the CIA study area was therefore considered to have a higher median household income than that of the surrounding area.

#### Table 3.8-3 MHI and PCI for Study Area and Surrounding Region Study Area Bonsall, Fallbrook, Oceanside, San Diego County

	Study Area	Bonsall	Fallbrook	Oceanside	San Diego County
Median Household Income (MHI)	\$51,039 - \$88,692	\$60,625	\$43,778	\$46,301	\$47,067
Per Capita Income (PCI)	\$26,664	\$35,942	\$18,152	\$20,329	\$22,926

Source: U.S. Bureau of the Census 2000

Per capita income (PCI) in the study area was also higher than the San Diego County average. PCI is defined as the average income of every resident of a selected geographic area, including all adults and children, and is often used as a measure of the wealth of a selected population. According to data from the U.S. Bureau of the Census, as of 2000 the average PCI in the study area was \$26,664, with the highest PCI levels (\$34,630) found in block groups in the northwestern portion of the CIA study area in Bonsall and the lowest PCI levels (\$18,952) in block groups in the central portion of the CIA study area near the San Luis Rey River in Oceanside. In comparison, PCI in the study area was higher than the regional average for San Diego County, which was \$22,926 in 2000.

The proportions of people in the study area with income below poverty ranged from 4.8 percent to 22.4 percent. The highest proportion of people with income below poverty occurred in census block groups 186.12.1 and 186.11.2, with percentages of 11.0 and 22.4, respectively. These block groups largely coincide with agricultural areas in the municipality of Oceanside, which, as a whole, had 11.6 percent of its population living with income below poverty level.

## Housing

A range of housing types and densities is present within the study area. As of 2000 there were 6,431 housing units in the CIA study area, which accounted for 0.6 percent of San Diego County's 1,040,149 housing units. Table 3.8-4 shows the total number of housing units within the CIA study area and larger region, as well as the number of units that are owner-occupied, renter-occupied, and vacant as of 2000. Of the total housing units in the study area, 3.7 percent were vacant in 2000. This proportion of vacant housing is less than that seen in Oceanside (5.2 percent), Bonsall (5.3 percent), and San Diego County as a whole (4.4 percent). The proportion of owner-occupied housing is significantly larger within the study area (80.7 percent) than the surrounding areas of Bonsall, Fallbrook, Oceanside, and San Diego County, all of which range between 53.0 percent 67.6 percent.

		<b>D</b> "		0 11	San Diego
	Study Area	Bonsall	Fallbrook	Oceanside	County
Owner-occupied	5,193	918	5,521	35,062	551,461
Renter-occupied	1,003	367	3,846	21,426	443,216
Vacant	235	72	245	3,093	45,472
Total Housing Units	6,431	1,357	9,612	59,581	1,040,149

 Table 3.8-4

 Housing Units and Occupancy Status in the Study Area and Region

Source: U.S. Bureau of the Census 2000

The mean household size within the CIA study area ranged from 2.44 to 3.32 persons, which was a larger household size than the surrounding region (2.65 in Bonsall, 3.07 in Fallbrook, 2.83 in Oceanside, and 2.73 in San Diego County).

Between 1990 and 2000, the number of housing units increased by 6.3 percent in the study area. During the same period, other regional communities and jurisdictions also experienced increases in housing units but at higher rates. Bonsall experienced a significant increase of 44.2 percent during the same 10-year period. Fallbrook had an increase of 19.3 percent. Oceanside and Vista also experienced increases of 14.2 percent and 8.0 percent, respectively. The rate of increase in the CIA study area resembled San Diego County's rate more than most other regional areas. During 1990 and 2000, San Diego County's housing unit stock rose by 9.0 percent, nearly 3.0 percent more than the CIA study area.

## Age

As of 2000, of the total population within the study area (18,168 persons), approximately 58.8 percent (10,679 persons) were of working age (18 to 64 years); 25.7 percent were under 18 years; and 15.5 percent were over 65 years. Between 1990 and 2000, the segment of the population in the study area over 65 years had grown notably larger (11.4 percent to

15.5 percent, respectively). Conversely, the working age population fell 3.8 percent (62.6 to 58.8 percent) during the same period.

As of 2000, the age breakdown in the study area was similar to surrounding regional communities and jurisdictions. Within Bonsall, Fallbrook, and Oceanside, the working age populations constituted between 57.9 percent and 60.3 percent of their communities, a pattern reflected in the overall CIA study area. Additionally, within these same regional areas, the age group over 65 years accounted for between 12.9 percent and 16.5 percent of the population, again similar to the CIA study area average of 15.5 percent.

Overall, between 1990 and 2000 there was a 3.8 percent decline in the population of working age. The difference in this population appears to have been made up by an increase in the population over 65 years old. In the 10 years between the two censuses, this group grew from 11.4 percent of the population in 1990 to 15.5 percent in 2000.

## 3.8.3 <u>Impacts</u>

#### Existing (Preferred) and Southern Alignment Alternatives

The methods employed to identify and address disproportionately high and adverse effects on the health or environment of minority and low-income populations were identical for the Existing and Southern Alignment Alternatives.

Table 3.8-2 above illustrates the racial and ethnic composition of potentially affected census block groups, potentially affected regional areas, and San Diego County in 2000. The proportions of minority populations range from 12.9 percent to 48.7 percent in census block groups within the CIA study area. Higher minority levels are evident in block groups 186.11.2 and 186.12.1, which are block groups associated with agricultural areas in the municipality of Oceanside. These proportions, however, are similar to the municipality of Oceanside and San Diego County as a whole, and they are markedly higher than total minority populations in the neighboring agricultural region of Bonsall. The remaining block groups in the study area demonstrate lower proportions of total minority populations within the study area than within the general population.

The proportion of people living with income below the poverty level in block group 186.11.2 is considered a low-income population, in that this proportion of people with income below the poverty level is nearly twice that of the larger reference unit of Oceanside, and substantially higher than the proportion seen in San Diego County. However, block group 186.11.2 is almost entirely outside of the project's impact footprint and it is therefore unlikely that people living in this block group would be adversely affected by impacts related to the proposed project and its construction, regardless of their income level. Within this block group, a portion of a parcel encompassing housing for 250 to 350 seasonal agricultural workers would be impacted. Field surveys were conducted to confirm the specific location of housing within one parcel. The

project would not affect the existing housing; therefore, this population would not be directly impacted.

As such, no minority or low-income populations have been identified that would be adversely or disproportionately affected by the proposed project as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

#### No Build Alternative

Under the No Build Alternative, the proposed improvements to SR-76 would not occur. As such, there would be no activities that would disproportionately affect minority and/or low-income populations within the study area. In addition, no minority or low-income populations have been identified that would be adversely affected by the proposed project as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

#### 3.8.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation would not be required.

## 3.9 UTILITIES/EMERGENCY SERVICES

#### 3.9.1 Affected Environment

Currently, there are electrical lines, cellular phone towers, telephone and cable television above ground within the project limits for both the Existing and Southern Alignment Alternatives. In addition, both water and sewer lines exist underneath the roadway. These utilities service customers on both the north and south sides of the San Luis Rey River and the region. A 30-inch-high pressure gas line is located near the project area near Jeffries Ranch.

#### 3.9.2 Impacts

The project could underground the utility services that are currently on poles along the shoulder of SR-76. Water and sewer lines within the project limits could be moved out of the roadway to the shoulders, where feasible. Coordination with the utility companies is underway to determine where and how to move these facilities. The project proposes to relocate most utilities within the shoulder of the highway, which may require trenching longitudinally along the proposed highway right-of-way. Those utilities physically relocated would be moved to a location safe from flood waters and the highway improvements proposed would not materially affect the floodplain elevation. Hydraulic studies conducted for the DEIR/DEIS indicate the portions of the floodplain encompassing the water sewer pipelines and pump station would not be affected by the proposed project and the current condition would be maintained.

#### **Existing Alignment Alternative**

The following utilities would be impacted with the Existing Alignment Alternative. Relocation would be required as they fall within the project construction disturbance limits.

- Relocate a 250 millimeter (10 inch) gravity sewer
- Relocate a 300 millimeter (12 inch) gravity sewer
- Relocate a 50 millimeter (2 inch) gas main
- Relocate a 75 millimeter (3 inch) gas main
- Relocate a 100 millimeter (4 inch) gas main
- Relocate a 150 millimeter (6 inch) gas main
- Relocate a 200 millimeter (8 inch) water line
- Relocate a 250 millimeter (10 inch) water line
- Relocate a 300 millimeter (12 inch) water line
- Relocate underground electrical lines
- Relocate overhead telephone lines
- Relocate overhead electrical lines
- Relocate overhead television lines
- Relocate underground telephone lines
- Relocate underground television lines

## Southern Alignment Alternative

The Southern Alignment Alternative would result in similar relocation requirements to those noted above, although some impacts may differ depending on existing utilities located along Old River Road. In addition, construction of the Southern Alignment Alternative would require the relocation of a sewer lift station operated by the Rainbow Municipal Water District.

#### 3.9.3 Avoidance, Minimization, and/or Mitigation Measures

The utility poles are considered fixed objects within the shoulders that pose a danger to vehicles that may leave the roadway. Removing these fixed objects would assist in minimizing traffic accidents involving fixed objects. Removing these fixed objects could also help to mitigate for visual impacts within the San Luis Rey River valley. Placing these utilities underground may help to defer the sudden halt of services to customers when poles are downed.

If the utility poles remain, design features would be implemented, where appropriate, to protect the utilities and the motorists along SR-76.

The 30-inch-high pressure gas line crossing SR-76 near the Jeffries Ranch residential area would be avoided by all construction activities. In addition, access to an existing valve station would be maintained.

## 3.10 TRAFFIC & TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

This section is based upon the June 2007 Traffic Evaluation Report, which is incorporated by reference. This section discusses impacts to traffic circulation, intersections, and pedestrian and bicycle facilities within the proposed SR-76 project corridor. It also predicts 2011 (opening day) and future 2030 (design horizon year) traffic operations for the proposed project.

#### 3.10.1 <u>Regulatory Setting</u>

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

#### 3.10.2 <u>Affected Environment</u>

The concept of Level of Service (LOS) uses qualitative measures that characterize operational conditions within a traffic stream. The levels are given letter designations from A through F, with LOS A representing the best operating conditions and LOS F the worst. LOS is illustrated in Table 3.10-1; each designation represents a range of operating conditions.

Design capacity, for a given LOS, is the maximum traffic rate of flow for which a highway can provide that LOS. Design capacity varies with a number of factors, including LOS selected, width of lanes, number of lanes, presence or absence of shoulders, grades, horizontal alignment, operating speed, lateral clearance, side friction generated by parking, driveways, intersections and interchanges, and volumes of trucks/buses/recreational vehicles/bicycles/pedestrians.

		B	C	F			
A	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restrictions on maneuverability or speed. 55+ mph. No delay.						
В	B Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability. 50 mph. No delay.						
С	C Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing. 45 mph. Minimal delay.						
D	Speeds tolerable but subject to sudden and considerable variation. 40 mph. Minimal delay.						
E	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuver- ability, and low driver comfort. 35 mph. Significant delay.						
F	Forced traffic flow. Speed and flow may drop to zero with high densities. Less than 25 mph. Considerable delay.						

Table 3.10-1Level of Service

#### **Existing Traffic**

Along SR-76 within project limits, Melrose Drive to South Mission Road, the street segments are currently experiencing traffic congestion and delays during peak commute periods and weekend. Figure 3.10-1 and Table 3.10-2 show the existing (2005) average daily traffic (ADT) volumes, AM and PM peak traffic volume, volume to capacity ratio, and the LOS for these street segments.

Street Segment	ADT	AM Peak	PM Peak	V/C	LOS
Guajome Lake/Melrose Drive	41,000	2,665	3,075	0.55	С
Melrose Drive/Singh Road	42,000	2,730	3,150	1.12	F
Singh Road/East Vista Way	42,000	2,730	3,150	1.12	F
East Vista Way/North River Road	32,000	2,080	2,400	0.85	D
North River Road/Via Montellano	32,000	2,080	2,400	0.85	D
Via Montellano/Olive Hill Road	32,000	2,080	2,400	0.74	D
Olive Hill Road/South Mission Road	37,000	2,405	2,775	0.98	Е
South Mission Road/Gird Road	19,000	1,235	1,425	0.56	С

 Table 3.10-2

 Existing ADT and AM/PM Peak Hour Volumes

v/c = volume to capacity ratio

Based on the above information, the capacity of three of the six street segments within the project limits are operating at either a marginal LOS E or a failing LOS F. The LOS shown in Table 3.10-2 above would be in the E/F range if the vehicles wishing to use the existing intersections were not being delayed by the existing roadway geometry on the links approaching the intersections.

In addition to street segments, peak hour intersection performance was analyzed using the methods of the Highway Capacity Manual (HCM) and Caltrans' alternative method, Intersecting Lane Volume calculation (ILV). Tables 3.10-3, 3.10-4, and 3.10-5 provide a summary of intersection LOS for the Existing Alignment Alternative, the Southern Alignment Alternative, and the No Build Alternative, respectively. Current (2005), Opening (2011), and Design (2030) years are shown. The LOS ranges from A (free-flow conditions) to F (severely congested conditions), based on corresponding average stopped delay per vehicle for signalized intersections.

	YR 2011	YR 2030
	LOS	LOS
Intersection	(AM/PM)	(AM/PM)
Melrose Drive	C/C	D/E
Singh Road (New Intersection)	A/A	A/B
East Vista Way/Old River Road	B/C	D/E
North River Road	A/A	B/B
Via Montellano	A/A	A/C
Olive Hill Road/Camino Del Rey	B/C	D/D
South Mission Road	B/B	C/D

## Table 3.10-3Intersection LOS for Existing Alignment Alternative

	YR 2011	YR 2030
<b>.</b>	LOS	LOS
Intersection	(AM/PM)	(AM/PM)
Melrose Drive	C/C	D/E
Singh Road (New Intersection)	A/A	A/B
East Vista Way	D/C	E/E
Little Gopher Canyon Road	A/A	A/A
Dentro de Lomas Road	A/A	A/A
Olive Hill Road	B/C	D/D
South Mission Road	D/C	E/F

 Table 3.10-4

 Intersection LOS for Southern Alignment Alternative

<b>Table 3.10-5</b>
<b>Intersection LOS for No Build Alternative</b>

	YR 2005	YR 2030	
	LOS	LOS	LOS
Intersection	(AM/PM)	(AM/PM)	(AM/PM)
Melrose Drive	C/C	D/C	D/D
East Vista Way/Old River Road	D/D	D/E	E/F
North River Road	C/B	D/D	E/E
Via Montellano		B/D	D/E
Olive Hill Road/Camino Del Rey	C/C	C/D	D/D
South Mission Road	A/B	B/B	B/C

SANDAG's Congestion Management Program (CMP) technical guidelines were used to establish the LOS goal (LOS D). Without improvements, most of the intersections would reach capacity in year 2011. The traffic condition begins to worsen after 2011 and would not conform to the CMP goal in year 2030 without any roadway improvement.

#### Pedestrian and Bike Access

The existing SR-76 provides one 12-foot lane in each direction with little to no shoulder between Melrose Drive and South Mission Avenue. Currently, sidewalk and ramps are only provided at the SR-76 and Olive Hill Road intersection.

#### Accident Rates

The accident rates for SR-76 between Melrose Drive and South Mission are shown in Table 3.10-6. The accident rates are for the 3-year period from June 1, 2004, to May 31, 2007. Table 3.10-6 depicts existing accident rates per million vehicle miles. The summary contrasts accident rates, for the different sections of the existing corridor, versus the average rate for similar

facilities throughout the state. The total accident rate includes all reported accidents: Fatal, Injury, and Property Damage.

Section Lo (n			Rates (/MVM)						
	Length (miles) MV		Act	tual (SR-76)		Similar State Facilities			
		ΜνΜ	Fatal Accidents	Fatal + Injury Accidents	Total	Fatal Accidents	Fatal + Injury Accidents	Total	
Melrose Drive to East Vista Way	2.195	100.78	0.010	0.36	0.60	0.020	0.73	1.62	
East Vista Way to Olive Hill Road	2.482	85.16	0.035	0.61	1.44	0.019	0.81	1.90	
Olive Hill Road to South Mission Road	0.472	19.30	.155	1.19	3.06	0.029	0.60	1.24	
Overall Rates/Totals	5.149	205.24	.200	2.16	5.10	0.068	2.14	4.76	

## Table 3.10-6Accident Rates (June 2004-May 2007)

MVM = Million Vehicle Miles

Fatal Accidents = Fatal Accidents/MVM

Fatal + Injury Accidents = Fatal Accidents + Injury Accidents/MVM

Total = Total Rate

Intersections have a higher potential for traffic conflict compared to other highway sections. At an intersection, continuity of traffic is interrupted, traffic patterns cross, and turning movements occur. In an attempt to enhance the safety of the facility, at-grade signalized intersections are proposed within the project limits in order to reduce traffic conflicts, increase capacity, and improve safety. In addition to signalized intersections, SR-76 also proposes the installation of a median barrier that would separate the opposing flows of traffic. There would be openings in the barrier only at signalized intersections; most other access points to the highway would be limited to right turns onto and off of the facility. By installing the barrier, the ability to cross the median is limited to those areas in and around the signalized intersections, thereby reducing the likelihood of head-on accidents by vehicles errantly crossing the median. The limitation of only being able to turn right would reduce the broadside accidents typically associated with people turning left in front of oncoming traffic.

## 3.10.3 <u>Impacts</u>

Two future years were analyzed, the opening year of 2011 and the horizon year of 2030. The ADT volume forecast was based on the SANDAG Series 10 regional forecasting model for San Diego.

The regional transportation model produces year 2010 and 2030 traffic volumes based on existing demographics and forecasts for regional growth in population, land use, and employment. The selected facility alternative would be designed to meet the overall traffic needs based on these forecasted traffic volumes.

#### Year 2011: Build Existing or Southern Alignment Alternative as a Four-Lane Facility

The 2030 RTP identifies this project as a four-lane conventional highway. Based on forecasted traffic demands for year 2011, a four-lane facility provides LOS C or better for street segments along the Existing Alignment Alternative (Table 3.10-7 and Figure 3.10-2) and the Southern Alignment Alternative (Table 3.10-8 and Figure 3.10-3). The traffic condition at these intersections would be mitigated if channelization lanes were constructed. Conditions at other major intersections would be the limiting factor and result in congestion during peak periods. This condition would worsen with time.

 Table 3.10-7

 Street Segment LOS and ADT for the Existing Alignment Alternative

		YR 2011		YR 2030			
		LOS			LOS		
Street Segment	ADT	(AM/PM)	V/C	ADT	(AM/PM)	V/C	
Melrose Drive/Singh Road	47,760	C/C	0.64	66,000	D/D	0.88	
Singh Road/East Vista Way	47,760	C/C	0.64	66,000	D/D	0.88	
East Vista Way/North River Road	39,680	B/C	0.53	64,000	D/D	0.85	
North River Road/Via Montellano	39,680	B/C	0.53	64,000	D/D	0.85	
Via Montellano/Olive Hill Road	39,680	B/C	0.53	64,000	D/D	0.85	
Olive Hill Road/South Mission Road	45,400	C/C	0.60	72,000	D/E	0.96	

## Table 3.10-8 Street Segment LOS and ADT for the Southern Alignment Alternative

		YR 2011		YR 2030			
		LOS			LOS		
Street Segment	ADT	(AM/PM)	V/C	ADT	(AM/PM)	V/C	
Melrose Drive/Singh Road	47,280	C/C	0.63	64,000	D/D	0.85	
Singh Road/East Vista Way	47,280	C/C	0.63	64,000	D/D	0.85	
East Vista Way/Little Gopher Canyon Road	38,720	B/C	0.52	60,000	C/D	0.80	
Little Gopher Canyon Rd./Dentro de Lomas Rd.	38,720	B/C	0.52	60,000	C/D	0.80	
Dentro de Lomas Road/Olive Hill Road	38,720	B/C	0.52	60,000	C/D	0.80	
Olive Hill Road/South Mission Road	41,560	B/C	0.55	56,000	C/D	0.75	

# Year 2030: Build Existing (Preferred) or Southern Alignment Alternative as Four-Lane Facility

Traffic volumes are predicted to increase substantially between opening day and the design year. As a result, building a four-lane Existing Alignment Alternative would provide LOS D to E on all roadway segments (see Table 3.10-7 above). Intersections are projected to operate at LOS E or better, with the exception of East Vista Way and Olive Hill Road, which would operate at LOS F (Figure 3.10-4).

With the four-lane Southern Alignment Alternative, all roadway segments would operate at LOS D or better (see Table 3.10-8). Intersections would operate at LOS E or better, with the exception of East Vista Way, Olive Hill Road, and South Mission Road, which would operate at LOS F (Figure 3.10-5).

## No Build Alternative

Several intersections are currently operating at acceptable conditions (see Table 3.10-5); however, two street segments have failed and another is operating at a marginal LOS E (see Table 3.10-2). As shown in Figure 3.10-6, traffic is expected to continue to increase by 2011, resulting in queuing and congestion that would increase the total travel times through this 8-kilometer (5-mile) road within SR-76 project limits.

As shown in Figure 3.10-7, ADT on SR-76 is expected to increase over the next 25 years because of new development within the area. This increase would cause a lengthening of the peak period duration. Queuing would occur not only on the SR-76 but also on the cross streets. Extrapolating over six signalized intersections, a travel time in excess of 25 to 30 minutes throughout the day is expected.

#### **Construction Traffic Impacts**

The proposed staging plan would provide at least one lane in each direction of travel along the existing SR-76 alignment to be maintained during construction. Access to the various intersections along the alignment would also need to be maintained. This may or may not include temporary stoppages, the use of pilot cars, reduced lane widths, reduced allowable speeds, rough surfaces, or small locations where there is a need for a detour around localized construction activities. Also, it may be necessary to temporarily close (10 to 20 minutes) the road and stop traffic during off-peak hours to allow for construction activities. Closures requiring a more extended period of time would be completed in the evening, early morning, and other times as appropriate when traffic volumes would be more appropriate to reroute along the adjacent parallel roadway. If necessary, temporary detours would include the use of County roads. Due in part to limited parallel routes, detours onto County roads would be short term in nature.

Construction is expected to last about 1.5 to 2 years per construction phase with most of the construction-related impacts to local traffic occurring in the first half of each phase's construction window.

#### 3.10.4 <u>Avoidance, Minimization, and/or Mitigation Measures</u>

#### Channelization

A channelization lane is essentially a lane that starts the appropriate distance in advance of the intersection, goes through an intersection, and then drops at the necessary distance after the intersection. The distance required before and after the intersection is determined by the traffic volumes, by the required queue storage, and the merge distance. The additional capacity at the intersections provides additional functionality at this critical point and allows for significantly improved operation without widening the entire link.

On SR-76, channelization is proposed in some locations. If a channelization lane is not provided on the four-lane facility, the intersections at Melrose Drive, East Vista Way, Olive Hill, and South Mission Road would fail, in one or both directions, prior to 2030. Furthermore, the intersection at North River Road would suffer from disproportionate distribution of traffic demand on the various legs. Without a channelization lane minimizing this effect, the signal timing would need to be adjusted to heavily favor the through move. This would cause prolonged delays to the minor move. For these reasons, a channelization lane is proposed to be part of the construction at the above locations as it would substantially improve the capacity of the system.

#### Pedestrian and Bike Access

Each build alternative would construct 2.4-meter (8-foot) wide outside shoulders to provide for bicycles and pedestrians while not precluding emergency parking.

All reasonable efforts to accommodate bicyclists and pedestrians during construction would be made by Caltrans. Bikeway areas are included in the project design. West of Melrose Drive, SR-76 is classified as incorporating a bike lane. Under California Vehicle Code §21200, bicycle riders have all the rights and responsibilities of vehicle drivers. The transportation management plan, which would be developed during the project's design phase, would detail the accommodations.

ADA-compliant ramps would be provided at all designated crossing locations. Pedestrian crossings would be provided at all signalized intersections, where north-south and east-west crossings would be provided. At right-in/right-out locations, east-west crossings would also be provided. In keeping with the more rural environment, sidewalks would not be provided longitudinally along the facility. Through the community of Bonsall, between Olive Hill Road and South Mission Road, there may be a need for longitudinal sidewalks along the northerly side

of the road as this area is more commercially developed and there is a higher likelihood of pedestrian traffic.

#### **Bus Access and Bus Stop Locations**

All existing bus stops would remain accessible at their current locations and all signalized intersections would be ADA compliant with appropriate access controls for pedestrians. During construction, access would be coordinated with the NCTD to ensure that the bus stops safe for pedestrians and accessible for all.

#### Safety

Intersection locations have a higher potential for traffic conflict compared to other highway sections. At an intersection, continuity of traffic is interrupted, traffic patterns cross, and turning movements occur. In an attempt to enhance the safety of the facility, at-grade signalized intersections are proposed within the project limits in order to reduce traffic conflicts, increase capacity, and improve safety.

In addition to signalized intersections, the project would include the installation of a median barrier that would separate the opposing flows of traffic. There would be openings in the barrier only at the signalized intersections, and most all other spots accessing the road would be limited to right turns onto the facility. By installing the barrier, the ability to cross the median is limited to those areas in and around the signalized intersections, therefore reducing the likelihood of head-on accidents by vehicles errantly crossing the median. The limitation of only being able to turn right would reduce the broadside accidents typically associated with people turning left in front of incoming traffic.

Caltrans would continue to work cooperatively with the local public transportation authority to ensure the revisions to SR-76 do not hinder access to their facilities and that public access points to the transportation system are appropriately designed.

## **Construction-Related Measures**

The following measures would help to inform the public about detours and construction status:

• Preparation of a Traffic Management Plan (TMP), which ensures that clearly identifiable access to and from homes and businesses would be retained. A TMP is a program of activities for alleviating or minimizing work-related traffic delays by the effective application of traditional traffic-handling practices and an innovative combination of various strategies encompassing public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. TMP strategies also strive to reduce overall duration of work activities where appropriate. These strategies include full facility closures, extended weekend closures,

continuous weekday closures, and performance-based traffic handling specifications, where appropriate.

- A public awareness program would be developed to inform the public of the upcoming detours and construction schedule.
- Any traffic impacts to schools in the proposed project area would be noted in the TMP. Furthermore, all access to schools would be maintained during the construction phase of the proposed project.
- Emergency providers (fire, police, and medical) would be informed of all detours.
- Construction signage, signalization, or flag-persons would be used during construction in areas with pedestrian access.













2030 Existing Alignment (preferred) Alternative Traffic Volumes



Figure 3.10-5 2030 Southern Alignment Alternative Traffic Volumes



2011 No Build Traffic Volumes Figure 3.10-6


2030 No Build Alternative Traffic Volumes Figure 3.10-7

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# 3.11 VISUAL/AESTHETICS

# 3.11.1 <u>Regulatory Setting</u>

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). To further emphasize this point, FHWA in its implementation of NEPA (23 USC 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including, among others, the destruction or disruption of aesthetic values.

Likewise, CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" [CA Public Resources Code Section 21001(b)].

# 3.11.2 <u>Affected Environment</u>

A Visual Impact Study was prepared for this project. Dated September 2008, it followed FHWA guidelines for the preparation of visual assessments. It is incorporated into this document by reference.

The six principal steps required to assess visual impacts were performed. They are as follows:

- A. Define the project setting and viewshed.
- B. Identify key views for visual assessment.
- C. Analyze existing visual resources and viewer response.
- D. Depict the visual appearance of project alternatives.
- E. Assess the visual impacts of project alternatives.
- F. Propose methods to mitigate adverse visual impacts.

# **Project Setting**

The existing SR-76 alignment is currently eligible for Scenic Highway Designation by the State of California. Contributing to that scenic experience is the combination of landscape components. Topography ranges from the broad river valley with rolling hills to relatively level areas. There are a number of exposed granite outcroppings and revegetated cut slopes, mainly associated with previous road construction. Native vegetation consists primarily of coastal sage scrub on the hillsides and riparian communities associated with the floodplain. Nonnative vegetation ranges from fruit orchards to large stands of eucalyptus. Other vegetation includes a variety of ornamental plant material, particularly adjacent to commercial and residential developments. Existing land uses include single-family detached residential, agricultural, recreational, and commercial. Much of the visual environment is open space, especially those areas within the San Luis Rey River floodplain. Most of the agricultural land is cultivated. The old bridge near East Vista Way, while no longer open to vehicular traffic, is a scenic and historic

landmark within the immediate vicinity of the project. The nearby, newer SR-76 San Luis Rey River Bridge starkly contrasts with it in terms of proportion, massing, and scale appropriate to the scenic rural character of the area.

## **Project Viewshed**

A viewshed is composed of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features. The project has one primary viewshed defined by the edge of the surrounding hilltops and more distant views. Because there are two project alternatives, there may be different aspects of the visual experience depending upon the alignment and the location of the viewer. Since the San Luis Rey River is the dominant feature, the viewshed tends to be linear in nature and provides continuity to the observers' experience. In some locations, the dense riparian vegetation limits the viewshed to the immediate foreground. In others, the viewshed may extend for some distance.

A landscape unit is a subset of the project viewshed and can be thought of as an outdoor room that exhibits a distinct visual character. Two landscape units were identified for the project: the Melrose-Transitional and the River Valley. The Melrose-Transitional Landscape Units include the transition from the more urban development near Melrose Drive to the more rural character that extends to East Vista Way. Because there are two distinct visual characteristics, two separate landscape units were identified; the Melrose Landscape Unit and the Transitional Landscape Unit. The River Valley Landscape Units include the river itself and the existing highway with its pockets of commercial use and disturbed areas. They include the area from East Vista Way to South Mission Road and consist of three smaller landscape units: the Highway Corridor Landscape Unit, the Commercial Nodes Landscape Unit, and the River Landscape Unit.

## **Key Views**

It is necessary to select a number of key viewpoints that would most clearly display the visual effects of the project and also represent the primary viewer groups that would potentially be affected by the project. Wherever possible, Key Views are located in approximately the same viewpoints for both alternative alignments. Their locations are depicted in Figure 3.11-1.

## Existing and Southern Alignment Alternative Key Views

## Key View 1

This Key View is common to both alignments and looks west from just east of Jeffries Ranch Road (Figure 3.11-2). It is in the Melrose Landscape Unit. The existing visual quality/character can be defined as follows; the view is open, portions are partially disturbed, there are single-family residences set back generously from the south side of SR-76 and there is a large produce processing plant on the north. The character is negatively affected by the presence of

commercial and higher-density residential just west of Melrose Drive. This stands in contrast to the rural nature of Bonsall, located to the east of Oceanside. The existing visual quality/character is low to moderate.

## Key View 2

This Key View is common to both alignments and looks east from just east of Jeffries Ranch Road (Figure 3.11-3). It is in the Transitional Landscape Unit. The existing visual quality/character can be defined as follows; this is the first view of the San Luis Rey River valley, which from this location is in the distance. The viewer experience becomes tighter spatially as SR-76 curves and slopes down to the more open San Luis Rey River valley. North of the road, the viewshed is the heavily vegetated floodplain. To the south, it is rural in character, with rolling hills and large lot single-family residential development. SR-76 is defined visually by either natural or manufactured landforms and a variety of tree masses. The existing visual quality/character is moderate to high.

## Key View 2a

This Key View is common to both alignments and looks west towards the Melrose Landscape Unit (Figure 3.11-4). It is in the Transitional Landscape Unit. The existing visual quality/character can be defined as follows; in this view, the highway gradually climbs from the valley floor. The viewing experience is relatively open agricultural land south of SR-76 with heavy vegetation north of SR-76 that screens agricultural uses. SR-76 is defined spatially by either natural or manufactured landforms and a variety of tree masses. It becomes tighter, visually, as it approaches the crest of the hill on its way towards the flatter Melrose Landscape Unit. The existing visual quality/character is moderate to high.

## Existing Alignment Alternative Key Views

## Key View 3

This Key View looks northeasterly from near East Vista Way at the San Luis Rey River Bridge. It is in the Highway Corridor Landscape Unit (Figure 3.11-5). The existing visual quality/character can be defined as follows; from the existing San Luis Rey River Bridge, the broad viewshed extends some distance to the northeast. The river vegetation and rolling hills are prominent visual resources. The San Luis Rey River Bridge with its wide pavement and stark concrete barrier rail contrasts with the otherwise rural setting. The existing visual quality/character is moderately high.

## Key View 4

This Key View looks southwest towards Oceanside from East Vista Way. It is in the Transitional Landscape Unit (Figure 3.11-6). The existing visual quality/character can be defined as follows; this view includes the broad, paved, and signalized East Vista Way

intersection with SR-76 in the foreground. The adjacent area is open, disturbed land, especially east of East Vista Way. Beyond the intersection, the visual experience tightens as SR-76 climbs from the river valley through the more vegetated Transitional Landscape Unit to the Melrose Landscape Unit. The existing visual quality/character is moderate.

## Key View 5

This Key View looks northeast from near Via Montellano towards the open space and river vegetation (Figure 3.11-7). It is in the Highway Corridor Landscape Unit. The existing visual quality/character can be defined as follows; the immediate viewshed has a few tree masses with wide expanses of grassland, open agricultural land, and disturbed areas with dense vegetation near the river. The viewshed in this area is defined by the distant hills. Although the area has an open, rural scale and character, the commercial uses tend to contrast with it. The existing visual quality/character is moderate.

## Key View 7

This Key View is from Camino del Rey looking southwest across the golf course. It is in the River and Highway Landscape Units (Figure 3.11-8). The existing visual quality/character can be defined as follows; the foreground of the viewshed in this area is generally lush open space with natural hills in the background and dense vegetation near the river. Most of this area is large-scale, manicured golf course with wide expanses of grass and clusters of mature trees. In addition, there are low-density community service uses and residential development to the east. The foreground contrasts with the rest of the project area since it is developed open space that is irrigated landscape that is green year-round. The background hills define the viewshed in this area. The combination of the golf course and the natural rural environment is an area of high visual quality.

## Key View 8

This Key View looks southwest on SR-76 at South Mission Road near the River Village development. It is in the Commercial Nodes Landscape Unit (Figure 3.11-9). The existing visual quality/character can be defined as follows; the existing roadway with paved shoulder is open, disturbed flat land with sparse vegetation immediately east of the highway. The viewshed to the east is generally defined in the fore- and middle-ground by the dense shrub and tree masses near the river. The viewshed to the west tends to be defined by rolling hills in the background. The River Village commercial center at the northeast corner adds a more developed urban character to the otherwise rural environment. The existing visual quality/character is low to moderate.

## Southern Alignment Alternative Key Views

## Key View 3

This Key View looks northeasterly from near East Vista Way at the San Luis Rey River Bridge. It is in the River Landscape Unit (Figure 3.11-5). The existing visual quality/character can be defined as follows; from the existing San Luis Rey River Bridge, the broad viewshed extends some distance to the northeast. The river vegetation and rolling hills are prominent visual resources. The San Luis Rey River Bridge with its wide pavement and stark concrete barrier rail contrasts with the otherwise rural setting. Old River Road on the valley floor winds between the riparian vegetation at the toe of the slope. The existing visual quality/character is high.

## Key View 4

This Key View looks southwest towards Oceanside from East Vista Way. It is in the Transitional Landscape Unit (Figure 3.11-6). The existing visual quality/character can be defined as follows; this view includes the broad, paved, and signalized East Vista Way intersection with SR-76 in the foreground. The adjacent area is open, disturbed land, especially east of East Vista Way. Beyond the intersection, the visual experience tightens as SR-76 climbs from the river valley through the more vegetated Transitional Landscape Unit to the Melrose Landscape Unit. The existing visual quality/character is moderate.

## Key View 5

This Key View looks northeast from near Via Montellano towards the open space and river vegetation with the hills beyond (Figure 3.11-7). It is in the Highway Corridor and River Landscape Units. The existing visual quality/character can be defined as follows; the immediate viewshed has a few tree masses with wide expanses of grassland, open agricultural land, and disturbed areas with dense vegetation near the river. The viewshed in this area is defined by the distant hills. Although the area has an open, rural scale and character, the commercial uses tend to contrast with it. The background hills are more rural in scale and character. The existing quality/character is moderate while the background is high.

## Key View 6

This Key View looks northeast from the grassy equestrian area between the river and Old River Road. It is in the River Landscape Unit (Figure 3.11-10). The existing visual quality/character can be defined as follows; the viewshed consists of rolling hills with tree masses and wide expanses of grassland, agricultural land, and some disturbed areas. The immediate viewshed has dense vegetation near the river and open, relatively flat grassland with a scattering of trees near Old River Road. Although the area has a rural scale and character, some single-family residential use is visible. The existing visual quality/character is moderately high.

# Key View 6a

This Key View looks north from Old River Road to the San Luis Rey River vegetation. It is in the River Landscape Unit (Figure 3.11-11). The existing visual quality/character can be defined as follows; the immediate viewshed consists of rolling hills with trees and wide expanses of grassland and agricultural fields interspersed with patches of disturbed areas. Although the area has a rural scale and character, there is some large lot single-family residential use visible from Old River Road and along the road as it winds easterly. The existing visual quality/character is high.

# Key View 7

This Key View is from Camino del Rey and looks southwest towards the golf course. It is in the River Landscape Unit (Figure 3.11-8). The existing visual quality/character can be defined as follows; the immediate viewshed in this area is groomed open space defined by background hills and dense vegetation near the river. In addition there are low-density community service uses and residential development to the east. This area is large-scale manicured golf course with wide expanses of grass and clusters of mature trees. This area contrasts with the rest of the project area since it is developed open space that is irrigated landscape that is green year-round. Although different than the natural rural environment, it is an area of high visual quality that is compatible with the visual resources in the area.

Key View 8

This Key View looks southwest on SR-76 at South Mission Road near the River Village Center (Figure 3.11-9). It is in the Commercial Nodes Landscape Unit. The existing visual quality/character can be defined as follows; the existing roadway with paved shoulder is open, disturbed flat land with sparse vegetation immediately east of the highway. The viewshed to the east is generally defined in the fore- and middle-ground by the dense shrub and tree masses near the river. The viewshed to the west tends to be defined by rolling hills in the background. The River Village commercial center at the northeast corner adds a more developed urban element to the otherwise rural environment. The existing visual quality/character is low to moderate.

## Existing Visual Resources and Viewer Response

The existing visual character of the project area is a combination of natural and constructed elements that range from the relatively undisturbed riparian vegetation to the cultivated agricultural land. The primary character tends towards being rural with large lot residential development with small commercial activity nodes. Mature vegetation coupled with pronounced landforms and rock outcroppings contributes to a scenic landscape that is tied together by the river valley and to a lesser extent, the gently winding highway itself. Although limited in scope, the increasing development in the area introduces an urban dimension to the character. Disturbed areas, with little or no ground cover, occur at a variety of places along SR-76 and appear visually inconsistent with the overall rural character of the area. Seasonal variation of the

native slopes provides contrasts between the browns and olive green of the dry summer months and the more lush green colors in the winter. Much of the riparian woodland, as well as stands of eucalyptus and other broadleaf evergreens, generally maintains a consistent green color year around.

The existing visual quality of the SR-76 corridor is moderately high, particularly within the river valley itself.

The setting of the project area is particularly memorable because it combines sweeping distant views, river valley landscape, open space components, and built elements into a varied but nearly uniform scenic rural visual experience. East of South Mission Road, the rural, scenic flavor of the project area continues in much the same way. The west end of the project area is less memorable.

Because of the somewhat uniform but varied scenic nature of the visual environment, the intactness of the project area is moderately high. The dominant river valley landscape with accompanying landform and vegetation patterns contributes to visually integral site characteristics. Although the continuity of intactness is interrupted by the introduction of urban elements such as commercial development, utility poles, billboards, concrete guardrails, and bridge structures, it is predominately a rural scenic visual experience.

The strong topographic, vegetation, agricultural, and land use patterns coupled with the river and the highway itself contribute to a moderate to high level of visual coherence. Unity, however, is somewhat diminished by the introduction of urban elements within the rural environment.

The existing viewer groups are primarily motorists, residents, and those using recreational facilities. Others are those people frequenting the commercial facilities along the highway. Because of the number of motorists, the view from the road is critical. Residences from their homes have a more sustained viewer experience and a different vantage point. However, their use of SR-76 and the local roads also contributes to their total viewer exposure and awareness. The commercial viewer group tends to be residents or commuters that are less aware of the natural scenic environment at that time but still are sensitive to the context of the facilities. Some of the commercial uses are agriculturally oriented and therefore tend to reinforce the rural agricultural aspect of the area. Recreational users have perhaps the most intimate visual exposure and awareness with the longest duration because of their proximity to the natural resources. They are there mainly because of the natural scenic quality of the area. Exposure ratings of all these viewer groups tend to be high.

# 3.11.3 <u>Impacts</u>

The visual impacts are determined by assessing the visual resource change due to the project and predicting viewer response to that change. Visual resource change is the sum 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 viewer response to project changes is the sum of viewer exposure and viewer sensitivity to the project as determined in the preceding section. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change.

## Existing (Preferred) and Southern Alignment Alternatives

## Key View 1

At this location, just east of Melrose Drive, some of the highway has already been widened and it tapers to two lanes. Access to the highway from Jeffries Ranch Road would no longer exist.

The placement of additional pavement in an already disturbed area would result in a minor change to visual quality/character. However, removing the trees at the current Jeffries Ranch entry monument would result in some level of adverse visual impact. Since this segment of the highway borders on a developed commercial area at Melrose, the change to visual quality/character would be moderate.

Motorists would be the primary viewer group. Because of the already widened and disturbed right-of-way, viewer reaction to the widening would likely be minimal. Also, as an extension of the already widened highway at Melrose, the widening would be expected. Viewer sensitivity and response would be low.

The resulting visual impact would be low to moderate.

## Key View 2

The proposed highway would be realigned to the south, parallel to the Jeffries Ranch housing development. A new Singh Road, with cul-de-sac, would provide access to the existing processing plant.

The new alignment would remove the existing vegetated slope adjacent to the houses on the south and produce a more open character. A newly created, but steeper, cut slope would now define the immediate viewshed on the south. Not only would new paving be added, the existing highway paving in much of this area would remain as a frontage road. This would result in a more developed urban character and reduced visual quality. The change to visual quality/character for both alternatives would be moderate to high.

Motorists would be the primary viewer group; the adjacent residents would be secondary. Although some of the roadside is already disturbed, drivers and residents would predictably react negatively to the visual effects of the grading operation and obvious change of character. Viewer sensitivity and response would be moderate to high. The resulting visual impact would be moderately high.

## Key View 2a

The existing highway would be moved to the south to essentially parallel the Jeffries Ranch housing on the south and a fill slope to the north (Figure 3.11-4a). The new alignment would remove much of the sloping and open agricultural land in the foreground, as well as the existing vegetated slope adjacent to the houses on the south. This would result in a more open character. A newly created cut slope would then define the immediate viewshed on the south. A fill slope on the north of the highway would vary in gradient and be landscaped to help blend with the existing landform. The result would be a more developed urban character and reduced visual quality. There would be considerable landform alteration from the grading operations in both alternatives. The change to visual quality and character for both alignments would be moderate to high.

Motorists would be the primary viewer group; the adjacent residents would be secondary. Although some of the roadside is already disturbed, drivers and residents would predictably react negatively to the visual effects of grading operations and obvious change of character. Viewer sensitivity and response would be moderate to high for both alignments.

The resulting visual impact would be moderately high.

## Existing Alignment Alternative (Preferred Alternative)

Key View 3

At this location, the existing roadway would be widened. The existing bridge would remain and a new bridge constructed (Figure 3.11-5a).

The change to visual quality/character in the foreground would be high as the project would widen the existing roadway and construct a new bridge structure, although the existing bridge would remain in place. The collective change to visual quality/character would be high.

Motorists would be the primary viewer group. Views of the project from residences are somewhat less critical because of their distance from this location. However, the bulk and mass of the bridge would still be noticeable. Expectations are for a cohesive, scenic rural experience with only minor traffic, residential, and commercial distractions. This is especially true as the roadway approaches the visual environment of the river. Viewer sensitivity and response would be high.

The resulting visual impact would be high.

# Key View 4

At this location, the Existing Alignment Alternative would cross East Vista Way at the existing intersection and wind gradually out of the river valley (Figure 3.11-6a).

Although much of the foreground area is already disturbed, there would still be considerable change to visual quality/character as the highway widens west of East Vista Way. The landform alteration and vegetation removal would be fairly visible in this area. The collective change to visual quality/character would be moderate.

Motorists would be the primary viewer group. Views of the intersection from residences would be a minor concern because of their distance from this location. Probable expectations are for a scenic rural experience west of East Vista Way. To the East of East Vista Way, expectations would likely be low. The collective viewer sensitivity and response would be moderate.

The resulting visual impact would be moderate.

Key View 5

At this location, SR-76 would be realigned to be just south of the Via Montellano commercial area (Figure 3.11-7a). The commercial area would continue to be served by a portion of existing SR-76 roadway that would be accessed from one point on the new alignment.

Not only would new paving be added, the existing highway paving in much of this area would remain as a frontage road for the commercial and residential uses. However, due to the existing, open character and the limited landform alteration, the change of visual quality/character would be moderate.

Motorists and those frequenting the commercial facilities would be the primary viewer groups. Residents living on the nearby hillsides are a somewhat less important viewer group but their viewing experience is more prolonged. Other residents that have visual access to the project are some distance away and are less affected. Viewer sensitivity and response would be moderate.

The resulting visual impact is moderate.

# Key View 7

SR-76 would be located at the base of the hill beyond the golf course on the other side of the river (Figure 3.11-8a).

Widening the highway at the base of the hill would require a severe cut slope that would be highly visible from the roadway, the golf course, and the surrounding uses. The change to the visual quality/character from the foreground would be moderate and the background would be moderately high.

Motorists, golfers, and adjacent residents would make up the primary viewer group. Nearby community facilities (church, school, and community center) would also be affected viewers, but to a somewhat lesser degree. Probable expectations are for a scenic rural experience coupled with the groomed open golf course and low traffic volumes serving the low-density residential and commercial use. Viewer sensitivity and response would be high.

The resulting visual impact would be high.

Key View 8

SR-76 would be widened to the southeast (towards the river) using the current roadway alignment (Figure 3.11-9a).

The change to visual quality/character in the foreground would be low because much of the area is either already disturbed or only has minor shrub or ground cover growth. The Existing Alignment Alternative would avoid most of the vegetation of visual interest. Grading would not substantially change the existing relatively level landform. However, as the road widening continues to the northeast just beyond South Mission Road, more vegetation of visual consequence would be removed and grading would be more obvious. As the roadway continues towards Olive Hill Road, the area is highly disturbed. The collective change to visual quality/character would be low.

Motorists and patrons of the commercial centers at South Mission Road and Olive Hill Road would be the primary viewer groups. Viewer sensitivity and response would be low because much of the rural character is already compromised with commercial development and disturbed roadside.

The resulting visual impact would be low.

Southern Alignment Alternative

Key View 3

At this location, SR-76 extends from south of the existing East Vista Way intersection and ties into Old River Road (which parallels the river) (Figure 3.11-5b). Old River Road would be replaced with the considerably wider Southern Alignment Alternative in the distance of this view while it generally parallels it as it heads in a northerly direction. Grading would result in a severe cut into much of the large hill and fill slope near the river. The existing San Luis Rey River Bridge would remain in the foreground; no changes would be required under this alternative.

Landform alteration to accommodate this new alignment would result in a highly visible and massive cut to the existing hillside and a large fill slope on the river side. It would introduce a wide highway that compromises the existing rural character road with a widened highway. As it

heads north, the Southern Alignment Alternative would parallel Old River Road to the east before joining it and crossing the river into the golf course. The collective change to visual quality/character would be high.

Motorists and nearby residents would be the primary viewer groups. Given the existing rural scale of the area, expectations are for a cohesive scenic rural experience with only minor traffic and residential development distractions. This is especially true as the roadway approaches the visual environment of the river. Viewer sensitivity and response would be high.

The resulting visual impact would be high.

#### Key View 4

Here, the Southern Alignment Alternative would cross East Vista Way south of the existing intersection and tie into Old River Road south of the river (Figure 3.11-6b). This would essentially leave the existing intersection untouched but it would result in two intersections with substantially more paving.

Although much of the foreground area is already disturbed, there would still be considerable change to visual quality/character because the roadway adds another intersection south of the existing intersection. In addition, landform alteration to accommodate this alignment would be highly visible in this area due to the grading operations required in the heavily vegetated depressed area south of the existing intersection. Because more of the area near East Vista Way would be disturbed and the dense vegetation removed, the result would be a more developed character and reduced visual quality. The collective change would be high.

Motorists would be the primary viewer group. Views of the intersection from residences are only a minor concern because of the distance from this location. Because the foreground is heavily disturbed, a cohesive rural experience is not expected. Viewer sensitivity and response would be moderate.

The resulting visual impact would be moderately high.

Key View 5

Here, the Southern Alignment Alternative would generally follow the existing Old River Road. Pronounced cut and fill slopes would be required (Figure 3.11-7b).

The large cut and fill slopes, in combination with the additional paved surface of SR-76, would result in a more urban quality. There would be a noticeable change of character. The roadway and the bridge over Moosa Canyon Creek would be moderately visible from the existing SR-76. The change to the visual quality/character would be moderately high.

Motorists and those frequenting the commercial facilities and the river valley would be the primary viewer groups. Probable expectations are for an open and rural experience coupled with undisturbed hills in the background. Viewer sensitivity and response would be moderately high.

The resulting visual impact would be moderately high.

Key View 6

The Southern Alignment Alternative would generally follow Old River Road as it winds northeast and crosses the river on a new bridge and extends into the golf course (Figure 3.11-10a). Pronounced cut and fill slopes would be required.

Widening the existing roadway would create large cut and fill slopes. This, in combination with considerably more paved surface, would result in a more urban quality and noticeable change of character. The change of visual quality/character would be moderately high.

Motorists, equestrians, and hikers would be the primary viewer groups. The long duration of the viewing experience by recreational users would likely result in a negative response. Adjacent residents from a large area within the viewshed would also likely be concerned, especially because of the hillside homes with a view of the river. Viewer sensitivity and response would be moderately high.

The resulting visual impact would be moderately high.

Key View 6a

The Southern Alignment Alternative in the area of this Key View would leave Old River Road and head through the golf course. Pronounced cut and fill slopes and a new bridge crossing of Moosa Canyon Creek would be required.

The Southern Alignment Alternative would result in large cut and fill slopes. This, in combination with the additional paved surface, would create a more urban quality and produce a noticeable change of character. The removal of the existing riparian vegetation, the addition of the Moosa Canyon Creek Bridge, and the encroachment into the golf course would also result in a dramatic change. The change to the visual quality/character would be high.

Motorists, equestrians, hikers, and golfers would be the primary viewer group. Adjacent residents from a large area within the viewshed would also be affected. Viewer sensitivity and response would be high.

The resulting visual impact would be high.

# Key View 7

The Southern Alignment Alternative would be located within the existing golf course and intersect with Camino del Rey just east of the river (Figure 3.11-8b). The roadbed would be raised to meet the elevation of the existing road.

Introducing SR-76 into the golf course removes a large swath of green open space and replaces it with paved roadway. In addition, fill slopes that would be constructed to meet the existing elevation of Camino del Rey would visible. The change to the visual quality/character would be moderately high.

Motorists, golfers, and adjacent residents would make up the primary viewer group. The nearby community facilities (church, school and community center) would also be affected viewers, but to a somewhat lesser degree. Probable expectations are for a scenic rural experience coupled with the groomed open golf course with low traffic volumes serving the low-density residential and commercial use. Viewer sensitivity and response would be moderately high.

The resulting visual impact would be moderately high.

## Key View 8

The Southern Alignment Alternative would traverse the existing golf course, and cross the river on a new bridge that aligns with South Mission Road (Figure 3.11-9b). The existing SR-76 roadway would have few modifications. Fill would be used to meet the grade of SR-76.

The change in the foreground to near the river would be considerable. A wide swath of new pavement as well as a two-way bridge would be added. As a result, much of the mature riparian vegetation of visual interest would be removed. The roadbed would be raised and would result in visible fill slopes. The change to visual quality/character would be high.

Motorists and patrons of the commercial centers at South Mission Road and Olive Hill Road would be the primary viewer groups. Although residents to the south of the river would be secondary viewers, with the loss of vegetated open space and removal of much of the golf course, they would likely be concerned with the change of visual resources. Viewer sensitivity would be high because of the removal of a large swath of riparian vegetation and addition of a new bridge crossing the river and considerable roadway paving. This alternative would result in a high level of viewer response.

The resulting visual impact would be high.

## No Build Alternative

No visual impacts would result from the No Build Alternative.

## **Summary of Impacts**

The impacts discussed above are summarized in Tables 3.11-1 and 3.11-2 below.

Key View	1	2 - 2a	3	4	5	7	8				
Landscape	Melrose	Transitional	Highway	Transitional	Highway	River and	Commercial				
Unit			Corridor		Corridor	Highway	Nodes				
						Corridor					
Location	Near	Near	San Luis	San Luis	Via	Golf	South				
	Melrose	Jeffries	Rey River	Rey River	Montellano	Course	Mission				
		Ranch	Bridge	Bridge			Road				
Visual	Moderate	Moderate	High	Moderate	Moderate	Moderately	Low				
Quality/		to High	-			High					
Character		C				U U					
Change											
Viewer	Low	Moderate	High	Moderate	Moderate	High	Low				
Sensitivity/		to High	-			-					
Response											
Change											
Resulting	Low to	Moderately	High	Moderate	Moderate	High	Low				
Visual	Moderate	High	_			_					
Impact		-									

# Table 3.11-1Existing Alignment Alternative Key View Analysis

<b>Table 3.11-2</b>						
Southern Alignment Alternative Key View Analysis						

Key View	1	2 - 2a	3	4	5	6	6a	7	8
Landscape	Melrose	Transitional	River	Transitional	Highway	River	River	River	Commercial
Unit					Corridor				Nodes
					and River				
Location	Melrose	Near	San Luis	S L Rey	Via	Old River	Old	Golf	South
		Jeffries	Rey	River	Montellano	Road	River	Course	Mission
		Ranch	River	Bridge			Road		Road
			Bridge	_					
Visual	Moderate	Moderate	High	High	Moderately	Moderately	High	Moderately	High
Quality/		to High	_	-	High	High	_	High	-
Character									
Change									
Viewer	Low	Moderate	High	Moderate	Moderately	Moderately	High	Moderately	High
Sensitivity/		to High	_		High	High	_	High	-
Response									
Change									
Resulting	Low to	Moderately	High	Moderately	Moderately	Moderately	High	Moderately	High
Visual	Moderate	High		High	High	High		High	
Impact									

The project would noticeably compromise the character and scale of the area. The addition of paved roadway surfaces coupled with new bridges, guardrails, drainage structures, and other associated construction components would result in adverse visual impacts. These impacts, combined with extensive landform modification and vegetation removal, would result in substantially reduced visual quality and character.

In those areas that are already disturbed, such as near East Vista Way, Olive Hill Road, and Melrose Drive, the visual impact to the immediate area would be less pronounced. However, the adverse visual impacts to the overall project viewshed would be moderate to high, mainly because of the extent of landform modification, the addition of paving, and the associated structural elements.

## 3.11.4 Avoidance, Minimization, and/or Mitigation Measures

Landscape treatment would be designed to help reinforce the rural character of the project area and would attempt to minimize the impacts resulting from construction, provide visual interest, and control erosion. Landscape design would reflect existing natural tree and shrub massing while softening and enhancing the project area. Large tree and shrub masses would be used for maximum visual effect. Straight lines associated with formal planting design would be avoided except within the more urban commercial nodes.

All cut and fill would be revegetated with native vegetation. These slopes would have temporary irrigation and would be planted with native container plants and seeds of similar composition to the adjacent habitats. There would be at least 3 years of plant establishment/maintenance on these slopes to control invasive weeds. The exception would be narrow cut and fills in heavily urban areas and intersections that would be landscaped with noninvasive ornamental species.

Replacement planting would occur in areas where mature trees and shrubs were removed. It is particularly important where exposed, graded slopes contrast sharply with the adjoining vegetated slopes. Successful revegetation of manufactured slopes is key to restore some measure of visual quality and character to the project area. Cut slopes are especially visible and their treatment should include creative grading techniques as well as substantial planting. Fill slopes tend to occur near the river and would require special landscape treatment. Screening and buffer planting should be used adjacent to residential and recreational uses. Areas within the right-of-way that are not needed for actual roadway construction or other environmental mitigation should be landscaped.

Sustainable plant material that can be readily established with an extended plant establishment period and limited irrigation would be used. The plant palette would consist of native trees, shrubs, and ground covers that are similar in composition to the adjacent habitats and reinforce the landscape concept. Narrow areas in heavily urban areas may be landscaped with noninvasive ornamental plant materials. Irrigated ornamental plant material typical of freeway planting, such as ice plant, is discouraged. The mature size of the material selected should be large enough to visually reduce the scale of the widened highway improvements. Seasonal color from foliage

and wildflowers should be incorporated. Planting associated with biology mitigation and National Pollutant Discharge Elimination System (NPDES) erosion control procedures may contribute to, but not totally satisfy, visual mitigation.

Adequate mitigation relies on growth, maintenance, and time to reach a size and maturity to achieve the desired visual effect. Sufficient maintenance and limited irrigation would be provided as needed in the early years, but the plants specified would not require intensive irrigation, fertilizers, or pesticides. Water runoff from landscaped areas would be directed away from adjacent habitat and contained within the development footprint. Landscape materials would first be inspected by a qualified pest inspector, and infested stock would not be allowed. It is anticipated that the permanent mitigation measures from plant material would be substantially effective within five 5 years of implementation.

Extensive project grading coupled with the associated vegetation removal is this project's primary source of adverse visual impact. A sensitive landform alteration design should be employed to achieve natural appearing slopes, to soften long or high slope banks, and to reduce visual scarring of the existing terrain. Contour grading should be employed to construct subtly undulating landforms while minimizing the usual straight cut and fill manufactured slopes typical of much highway construction. Grading should result in land surfaces that reflect the pregraded natural occurring contours or that suggest natural terrain that is rounded and nonplanar. Slopes should have variable gradients and undulate to simulate a natural slope. For instance, slopes may range from 1:2 to 1:4 in some areas while slopes steeper than 1:2 may be considered in others. The tops of cut slopes and in the locations where the constructed slopes join natural grades should be rounded to make a more natural appearing transition. Rounding should also be employed at the toe of fill slopes to help blend the slope with the existing terrain.

Blasting and cutting through granite and other rock should be sculpted to achieve a rough, irregular, natural appearing surface. Smooth, uniform cutting should be avoided in favor of blasting. Planting pockets and irregular stepped slopes should be created to provide opportunities for successful natural appearing revegetation. Rock outcroppings should remain in place when possible. Slope molding and rock cut sculpting should be integral to the clearing and grading construction operations. Large rocks should be left in place and graded around with varying slopes. Rock surfaces exposed after blasting or cutting should be coated with a desert varnish (rock staining) to create an aged effect.

Existing scenic and visual resources should be preserved to the extent possible. This includes but is not limited to existing mature trees, shrubs, and groundcovers as well as visually important rock outcroppings and natural landforms. Sensitive grading, and small adjustments to roadway alignments, profiles, and cross sections would help accomplish this.

Consistent with context sensitive solutions, all new structures, including bridges, barriers, and drainage structures, within the corridor should be of compatible architectural style, color, form, textural finish, and detailing appropriate to the regional vernacular and other barriers, railing, and fencing should be designed, treated, and colored to be compatible with the scale and character of

the area. The use of metal beam guardrail (MBGR) should be limited to areas along the alignment where additional side protection is necessary.

Lighting should be limited, and where necessary designed to provide cut-off/shielded lighting to direct light away from homes and habitat. Fixtures of nonreflective surfaces in an earth tone color would also be considered. Where raised medians are used, they should have enhanced paving. Pedestrian walkways and crossings should be clearly delineated and visible. The new San Luis Rey River bridge would be similar to the existing bridge. Other new bridges should be designed to reflect the rural character and scale of the area. Local materials and colors with less severe, more rural architectural forms and treatment should be incorporated. Alternatives to the standard box girder structure should be explored.

Unlike the existing San Luis Rey River Bridge, new bridges and bridge widening should be designed to reflect the rural character and scale of the area. Local materials and colors with less severe, more rural architectural forms and treatment should be incorporated. Alternatives to the standard box girder structures should be explored.

The visual mitigation measures outlined above would sufficiently reduce visual impacts that would result from the proposed project. They are consistent with applicable community guidelines, mandated context sensitive solutions, and principles of landscape architectural design. All visual mitigation would be designed and implemented with the concurrence of the District Landscape Architect.



#### **Key View Locations**

Eight key views have been selected to illustrate those areas that are indicative of the visual effects of construction in various areas as viewed by the primary viewer groups.

- KV 1 View looking west on SR-76 from just east of Jeffries Ranch Road towards Melrose Drive.
- KV 2 View looking east on SR-76 from Jeffries Ranch Road towards the San Luis Rey River Valley.
- KV 2a View looking west on SR-76 towards the Jeffries Ranch residential development and the Melrose Landscape Unit.
- KV 3 View looking northeasterly from near East Vista Way near the San Luis River Bridge on SR-76.
- KV 4 View looking westerly towards East Vista Way from near the San Luis River Bridge on SR-76.
- **KV 5** View looking northeasterly from near Via Montellano on SR-76 towards the open space area and river vegetation.
- **KV 6** View looking northeasterly from the equestrian area between the river and Old River Road.
- KV 6a View looking northeasterly from Old River Road to the San Luis Rey River vegetation.
- KV 7 View looking from Camino del Rey looking southwesterly across the golf course.
- **KV 8** View looking southwesterly towards South Mission road near the River Village development on SR-76.





Key View 1 location - just east of Jeffries Ranch Road, looking west towards Melrose Drive



Figure 3.11-2 Key View 1 - Existing Conditions



Key View 2 location - just east of Jeffries Ranch Road, looking to the east



Figure 3.11-3 Key View 2 - Existing Conditions



Key View 2a location - looking west towards the Jeffries Ranch residential development and the Melrose Landscape Unit





Photo simulation looking west towards the Melrose Landscape unit



Figure 3.11-4a Key View 2a - Proposed Features of Existing (preferred) and Southern Alignment Alternatives



Key View 3 location - the San Luis Rey River Bridge, and Old River Rd



Figure 3.11-5 Key View 3 - Existing Conditions



Photo simulation of Key View 3 depicting the existing and proposed San Luis Rey River bridges





Photo simulation of Key View 3 looking eastward depicts the existing San Luis Rey River Bridge, the proposed southern alignment, and a proposed cul-de-sac on Old River Road.





Key View 4 location - from the San Luis Rey River Bridge, looking westerly towards East Vista Way



Figure 3.11-6 Key View 4 - Existing Conditions



Photo simulation of Key View 4 depicting the proposed intersection of the Existing Alignment (preferred) Alternative and East Vista Way





Photo simulation of Key View 4 proposed condition of the Southern Alignment Alternative



Figure 3.11-6b Key View 4 - Proposed Features of Southern Alignment Alternative



Key View 5 location - at Via Montellano and SR-76 looking towards the northeast



Figure 3.11-7 Key View 5 - Existing Conditions



Photo simulation of Key View 5 illustrating the current SR-76 at Via Montellano remaining as a frontage road parallel to the proposed Existing Alignment Alternative



Figure 3.11-7a Key View 5 - Proposed Features of Existing Alignment Alternative



Photo simulation of Key View 5 of SR-76 at Via Montellano and the proposed Southern Alignment Alternative



Figure 3.11-7b Key View 5 - Proposed Features of Southern Alignment Alternative



Key View 7 location - from Camino del Rey looking southwesterly across the golf course



Figure 3.11-8 Key View 7 - Existing Conditions



Photo simulation of Key View 7 proposed condition of the Existing Alignment Alternative



Figure 3.11-8a Key View 7 - Proposed Features of Existing Alignment (preferred) Alternative


Photo simulation of Key View 7 proposed condition of the Southern Alignment Alternative



Figure 3.11-8b Key View 7 - Proposed Features of Southern Alignment Alternative



Key View 8 location - looking south along Mission Road at the corner of Mission and South Mission Road near River Village shopping center



Figure 3.11-9 Key View 8 - Existing Conditions



Key View 8 location - near the River Village Center looking southwesterly on SR-76



Figure 3.11-9a Key View 8 - Proposed Existing Alignment (preferred) Alternative



Photo simulation of Key View 8 proposed condition of the Southern Alignment Alternative



Figure 3.11-9b Key View 8 - Proposed Features of Southern Alignment Alternative



Key View 6 location - from the equestrian area between the San Luis Rey River and Old River Road looking northeastererly



Figure 3.11-10 Key View 6 - Existing Conditions



Photo simulation of Key View 6 proposed condition of the Southern Alignment Alternative



Figure 3.11-10a Key View 6 - Proposed Features of Southern Alignment Alternative



Key View 6a location - looking northeasterly from Old River Road toward river vegetation.



Figure 3.11-11 Key View 6a - Existing Conditions This page intentionally left blank.

## 3.12 CULTURAL RESOURCES

## 3.12.1 <u>Regulatory Setting</u>

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Caltrans. FHWA's responsibilities under the PA have been assigned to the Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007). Coordination with SHPO was initiated January 30, 2007, per Section 106 requirements. An additional letter was sent identifying Section 106 findings on March 26, 2007. A third letter was also sent October 23, 2008, notifying SHPO of the archaeological survey results conducted within the proposed Groves, Singh, Morrison, Zwierstra, and Pilgrim Creek biological mitigation parcels. Further information regarding SHPO coordination and requirements is included in Section 5.4.

Historical resources are considered under CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet NRHP listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

#### 3.12.2 Affected Environment

Reports prepared for the proposed project include a Historic Property Survey Report (HPSR); an Archaeological Survey Report (ASR); Negative ASRs; Supplemental ASRs; Extended Phase 1 Testing Reports; an Archaeological Evaluation Report; a Treatment Plan for Buried Cultural Resources; a Native American Consultation Report; and a Historical Resource Evaluation Report. These reports are confidential and are not for public review. The results and conclusions were incorporated into the HPSR and First Supplemental HPSR that are listed as technical studies on page 3-1.

The Area of Potential Effects (APE) for the project was established in consultation with a Qualified Caltrans Archaeologist and the Project Manager and was signed on January 23, 2007. The archaeological APE was established based on this undertaking's potential for direct effects from ground-disturbing activities. The architectural APE was broadened beyond the limits of the archaeological APE to include the potential for indirect effects only when necessary and on a case-by-case basis. Efforts to identify cultural resources within the APE included record searches, field surveys, ground penetrating radar, geomorphological surveys, and consultation with Native American groups. Twelve prehistoric archaeological sites, four parcels with historic buildings, and three bridges were identified by the aforementioned identification efforts.

#### Prehistoric Archaeological Sites

CA-SDI-674 is a habitation site that was initially recorded in the 1970s and reported to include several dozen bedrock milling features, midden soil, manos, a pestle, flaked lithic debitage, pottery, bone awl, burnt bone, and marine shell. It was found to be composed of several loci: Locus A was described as the main, large part of the site while Loci B, C, D, and E as small, ephemeral bedrock outcrops with milling stations. Since the 1970s, numerous projects in the immediate vicinity of the site have removed, destroyed, or impacted portions of the site. The remaining portions are the central portions of the site (Locus A) and Loci C and E (each is a lone boulder with a slick). This site is of importance to the Native American community. This site is considered eligible for listing in the NRHP for the purposes of this undertaking pursuant to the PA.

CA-SDI-676 as recorded in 1991, was about 120 meters by 50 meters and was observed to include numerous bedrock mortars, basins, slicks, and cupules. Artifacts included a diffuse scatter of debitage and some potsherds and dark midden soil. In relation to this project, an accurate sketch map was prepared including additional milling features that were found, which extended the site boundary slightly to the northeast. This site is of importance to the Native American community. This site is considered eligible for the purposes of this undertaking pursuant to the PA.

CA-SDI-1250 was initially recorded in 1971 as a quarry and camp and found to contain knife blanks, scrapers, scraper preforms, flakes, and planes. In the past, most of the site area appears to have been used for citrus and avocado production. Recent grading associated with the widening of Old River Road has destroyed any cultural resources that may have been present at this site; almost all of it was removed. Two flakes were encountered during the pedestrian survey and excavations recovered only two pieces of lithic debitage. This site lacks any subsurface cultural deposit(s). Based on the lack of recovered remains and the tremendous amount of disturbance that did occur to this site, the site retains no integrity and does not qualify for inclusion in the NRHP. No Native American concerns are associated with this site.

CA-SDI-1281 was recorded in the 1970s as an occupation site containing scattered artifacts. Even then the site was noted as being heavily disturbed. The site was revisited in the 1990s and 95 percent of the site as recorded in the 1970s was found to have been destroyed. Excavations

were also conducted and they were negative; no artifacts or ecofacts were encountered. The site was again revisited for this project and it remains as described by the 1990s effort. This site retains no integrity and does not qualify for inclusion in the NRHP. No Native American concerns are associated with this site.

CA-SDI-6003 was initially recorded in the 1970s as a site that contained two flaked tools on the top of a high knoll. Even at that time, site disturbance due to clearing, agriculture, and erosion was noted, as was the possibility that the site was destroyed by construction activity. Excavations at this site were conducted in relation to this project and no artifacts were found. The original site may have consisted of two isolated artifacts that may have been removed or the site may have been completely destroyed by agricultural activities. No Native American concerns are associated with this site. Based on the lack of recovered remains and the tremendous amount of disturbance at the site, it retains no integrity and does not qualify for inclusion in the NRHP.

CA-SDI-10,879 was initially recorded in the 1980s as a wide, sparse artifact scatter along a ridge top. Observed artifacts at that time included two flakes, a flake scraper, core/hammerstone, four manos, two abrading stones, and one potsherd. Excavations in the 1990s yielded only two flakes and a calcined bone. The site was revisited for this project and was found to be heavily disturbed as it is within, and adjacent to, a bulldozed and tilled firebreak. Excavations conducted for this project recovered only a very sparse and very shallow scatter of cultural debris. Based on the lack of subsurface features, the heavy disturbance, the paucity of cultural remains, and the lack of Native American concerns associated with this site, this site is ineligible for listing in the NRHP.

CA-SDI-10,880 was recorded in 1987 and updated in 2003. The site area was said to be 160 meters by 30 meters, within which seven milling features, including slicks, a mortar, and a basin, were found on five boulders. Another boulder contained three deep, abraded grooves; the 2003 surveyors concluded that these were of natural origin. Dense grass concealed any surface artifacts that may have been present. Investigation in 2006 resulted in the recovery of eight surface artifacts and four subsurface finds, including three manos, one hammerstone, and eight flakes. In accordance with the PA the site is assumed eligible for the NRHP for the current undertaking only.

CA-SDI-12,155 was initially recorded in the early 1990s as a scatter of artifacts and ecofacts in an area estimated to be 165 meters by 75 meters in extent. The site was located within a fallow agricultural field on a high terrace. Surface artifacts included numerous milling implements (manos, metate, discoidal), chipped stone tools (debitage, hammerstone, core tool, cores), and one piece of Tizon Brown Ware pottery. Excavations conducted in the early 1990s demonstrated that this site was a prehistoric habitation site, probably a temporary camp. During the surveys conducted for this project, the site area was heavily disturbed by agricultural activity. The surface and tilled soil were completely devoid of surface artifacts. Excavations demonstrated a complete absence of artifacts. This site was heavily impacted by agricultural use and was essentially removed from existence. As a result, the integrity of any deposits that may once have existed has been completely lost. No Native American concerns are associated with this site. This site no longer exists and is ineligible for listing in the NRHP.

CA-SDI-14,047 was initially recorded in the 1990s and interpreted as a temporary camp 50 meters by 25 meters in extent. Three slicks and two basins on bedrock outcrops were encountered as well as cores, debitage, ground stone, marine shell, and burnt bone were encountered. During surveys conducted for this project, it was evident that the site had been subjected to recent disturbance; a fire-break had been cleared through its center and some large boulders within the site area had been moved. The site was re-recorded and its boundaries were expanded and eight additional milling features were discovered. In all, 11 outcrops of granitic rock were observed to contain 27 milling features. Initial subsurface investigations were conducted and they demonstrated that the site is a medium- to small-sized, heavily disturbed, habitation site containing a small, buried, somewhat intact, deposit adjacent to its northeastern More extensive excavations were conducted to determine if CA-SDI-14.047 was margin. eligible for listing in the NRHP. Cultural material recovered included two ground stone fragments, three bifaces, two cores, approximately 600 pieces of lithic debitage (half of which was volcanic), potsherds, a fragmentary bone tool, animal bone, shell, and one piece of obsidian. Analyses conducted on the cultural materials retrieved confirmed that this site was a small- to moderate-sized, habitation site with a range of activities present; that the only remaining, intact portion of the site lies within the deepest soils, which are located on the downhill, northeastern portion of the site; and that the site had suffered a severe loss of integrity. No Native American concerns are associated with this site. Due to the lack of integrity and the site's inability to make advances in the understanding of regional prehistory, CA-SDI-14,047 is ineligible for listing in the NRHP.

CA-SDI-16,497 is adjacent to a small drainage that leads to the San Luis Rey River. It was initially recorded as part of this project and is a single milling outcrop containing two mortars. Initial subsurface investigations were conducted and the site area was expanded and more bedrock features were encountered. Artifacts encountered included flaked lithic artifacts, marine shell, and bone, and it was hypothesized that this site represented a small habitation site. More extensive excavations were conducted to determine the site's eligibility for the NRHP. Based upon the analysis of the recovered artifacts, CA-SDI-16,497 was determined to be a small late prehistoric and protohistoric site containing moderate densities of cultural material distributed through relatively deep deposits. During the laboratory analysis of the artifacts, human remains were discovered. Also recovered were numerous shell beads. Given the presence of the shell beads and Native American remains, the Native American community expressed their extreme interest in the site. This site is considered eligible for listing in the NRHP for the purposes of this undertaking pursuant to the PA.

CA-SDI-16,498 is in an area of dense riparian vegetation west of the San Luis Rey River. It was initially recorded as part of this project and is a single granitic boulder less than 3 meters square with two milling slicks. Subsurface testing was conducted and it failed to locate any cultural material associated with this isolated feature. No Native American concerns were associated

with this site. Based on the lack of recovered remains, the site has nothing to offer as far as research potential and therefore does not qualify for inclusion in the NRHP.

CA-SDI-16,499 is located within the San Luis Rey River floodplain in an area of dense riparian vegetation. It was initially recorded as part of this project and was described as a single milling slick on a granitic boulder. Subsurface testing was conducted and it failed to locate any cultural material associated with this isolated feature. No Native American concerns are associated with this site. Based on the lack of recovered remains, the site has nothing to offer as far as research potential and therefore does not qualify for inclusion in the NRHP.

#### Parcels with Historic Buildings

The house at 6040 Highway 76 is a one-story residence on the south side of SR-76. This residence was a part of the economic expansion of the 1950s, but it is an isolated example of this development and otherwise has no associations with events or persons significant in history. Also, this house is undistinguished architecturally. This house does not qualify for inclusion in the NRHP.

The property at 31542 and 31552 Old River Road consists of three buildings: a church, a small frame building with a detached garage, and a residence. All these structures comprise the Bonsall Community Church. Built around 1930, the church is one of the few in this region older than 50 years of age. It is undistinguished architecturally. The associated buildings lack any associations with persons or events and they are not significant for their architecture. 31542 and 31522 Old River Road do not qualify for inclusion in the NRHP.

Two buildings are located at 5580 and 5584 Mission Road. Both are one-story, L-shaped buildings, one built in 1951 and the other in 1958. The former was altered in 1971 and as such suffered a major loss of integrity. The latter was also considerably altered. These buildings do not qualify for inclusion in the NRHP.

The County Maintenance Yard adjacent to SR-76 is a parcel with four buildings, all of which function as a maintenance facility. Two of the buildings are service orientated and have service bays, each with a metal roll-up door, while another is a two-pump gas stand with a small building adjacent to the pumps. The last is a small, one-story building with a low-pitched front gable roof and a steel door on the north gable end. The two former buildings have an estimated construction date of 1941 and they both appear to retain good integrity. However, the gas stand and its associated structure and the latter building (all probably dating to the 1970s) represent a major nonhistoric intrusion into the maintenance yard setting. The two former buildings are not significant architecturally as they are purely utilitarian. No events or persons significant in history are associated with this property. The Maintenance Yard is not eligible for the NRHP.

## Bridges

The following bridges are listed as Category 5 (not eligible for listing in the NRHP) in the Caltrans Historic Highway Bridge Inventory: the Bonsall Creek Bridge (57-0151), the Ostrich Farm Creek Bridge (Bridge 57-0152), and the SR-76 San Luis Rey River Bridge (Bridge 57-0957). Section 3.12.1 summarizes the regulations regarding eligibility for the NRHP.

#### Discovery

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities should cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the District 11 Cultural Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

# 3.12.3 <u>Impacts</u>

#### Existing Alignment Alternative (Preferred Alternative)

With respect to CA-SDI-674, the Existing Alignment Alternative would result in a No Adverse Effect with Standard Conditions finding. This does not mean the site would be impacted; it would not. Rather, processing the site under the No Adverse Effect with Standard Conditions scenario allows Caltrans to avoid the site and protect it from any project-related activity. The four conditions required to process the site in this manner have all been met: the boundaries of site and its essential features are accurately delineated, the scope and design of the undertaking are well developed and the project's management and engineers have confirmed that the site can and would be avoided by all construction activities; all appropriate protection measures are defined; and an Environmentally Sensitive Area (ESA) action plan has been developed. Therefore, pursuant to the PA, consultation took place with the Native American community to determine whether ESAs would adequately protect these values without the need for other conditions or mitigations; these groups agreed that the ESAs would adequately protect this site.

With respect to CA-SDI-676, the Existing Alignment Alternative would result in a No Adverse Effect with Standard Conditions. This does not mean the site would be impacted; it would not. Rather, processing the site under the No Adverse Effect with Standard Conditions scenario allows Caltrans to avoid the site and protect it from any project-related activity. The four conditions required to process the site in this manner have all been met: the boundaries of the

site and its essential features are accurately delineated; the scope and design of the undertaking are well developed and the project's management and engineers have confirmed that the site can and would be avoided by all construction activities; all appropriate protection measures are defined; and an ESA action plan has been developed. Therefore, pursuant to the PA, consultation took place with the Native American community to determine whether ESAs would adequately protect these values without the need for other conditions or mitigations; these groups agreed that the ESAs would adequately protect this site.

CA-SDI-10,879 and CA-SDI-10,880 are located outside the roadway construction impact footprint for the Existing and Southern Alignment Alternatives. They are located within the proposed Groves mitigation parcel, which has been acquired for preservation purposes. No ground-disturbing activities are proposed. Nevertheless, to protect them from possible indirect impacts, ESAs would be established around both sites.

With respect to CA-SDI-16,497, the Existing Alignment Alternative would result in a No Adverse Effect with Standard Conditions. This does not mean the site would be impacted; it would not. Rather, processing the site under the No Adverse Effect with Standard Conditions scenario allows Caltrans to avoid the site and protect it from any project-related activity. The four conditions required to process the site in this manner have all been met: the boundaries of site and its essential features are accurately delineated; the scope and design of the undertaking are well developed and the project's management and engineers have confirmed that the site can and would be avoided by all construction activities; all appropriate protection measures are defined; and an ESA action plan has been developed. Therefore, pursuant to the PA, consultation took place with the Native American community to determine whether ESAs would adequately protect these values without the need for other conditions or mitigations; these groups agreed that the ESAs would adequately protect this site.

#### Southern Alignment Alternative

The Southern Alignment Alternative has no effects to any of the Historic Properties identified with the APE.

#### No Build Alternative

The No Build Alternative would not impact any historic properties.

#### 3.12.4 Avoidance, Minimization, and/or Mitigation Measures

Caltrans would depict CA-SDI-674, CA-SDI-676, and CA-SDI-16,497 as ESAs on all project plans and would restrict entrance into and disturbance of these sites by adhering to an ESA Action Plan. Each of the sites would be avoided by all construction activity.

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