

the Project's easternmost extent into the hills. The impact footprint associated with the northernmost lot of the Project would be visible from here, along with its processing facilities. View 2 shows the dense development of Tijuana, Mexico, and the grading associated with primarily industrial and commercial development west of the Project impact footprint, all of which would remain in the view. The views also include the hills adjacent to the Project impact footprint and retained as permanent open space as a dominant element in the foreground view. Long-reaching views over the flat mesa areas to the west are illustrated. The location of the neighboring power plant is visible, as are other industrial developments in the surrounding area (refer to View 1 for additional depiction of existing development edging the Project). Automobiles in the nearby auction yard are reflective and draw the viewer's attention. Straight lines created by area roadways also are visible in the background.

Overall, the site footprint comprises a relatively small portion of the view from this location. The (1) distance of viewers from the impact footprint at this viewpoint, (2) likelihood of the viewers moving along the dirt road rather than being stationary, (3) elimination of viewers from existing dirt roads/paths east of the Project that would be fenced open space with Project implementation, and (4) encompassing nature of the view overall, combine to render Project visual effects from this viewpoint as visible, but less than significant.

Views from the North and West

For viewers from the north and northwest, the northernmost pad and associated structures (processing plant) would be dwarfed and shielded by the mass and height of structures and stacks at the power plant, which exceed 130 feet in height. The Project would not extend higher than the horizon line as mountains comprise the background. The introduction of the Project facilities would not add contrast to the existing view as it would be sited immediately adjacent to, and largely "behind" the existing power plant. There would be some increase in vertical lines related to the silos, but the overall forms would be similar, although lower, than those existing at the Calpine power plant or the existing Vulcan Plant. The Project structures would not exceed 75 feet in height (the concrete ready mix plant and the HMA plant), with the next highest structure (the baghouse and its ducting) typically standing at 45 feet in height. As described in Section 3.1, above, the tall Calpine towers and large covered structure are located immediately west of the northern portion of the Proposed Project. The towers and other large built structures dominate the eastern-most built portions of the mesa in this area. The Proposed Project would not change the existing visual dominance of the power plant.

The Project would cut into slopes east of the existing Calpine and Vulcan facilities for approximately the northern two-thirds of the Project. The slope cuts would also extend south of those facilities, between 1,100 and 1,200 feet south from the Otay Mesa Road trajectory toward the hills. The existing ground elevation in this area ranges from a low of approximately 575 to 800 feet amsl, at the (isolated) lowest and highest points, respectively, with the majority of the cut area being both higher and lower than these extremes. Cut slopes would rise to elevations of 750 to 800 feet (approximately the elevation of the existing transmission line corridor that cuts across the slopes in a north-south direction, along the eastern side of the Project disturbance footprint). The top elevation of the hill is approximately 1,020 feet amsl. The slopes that would be created by the Proposed Project would therefore not break the horizon line in views of the Project site and surrounding area from the west but would rather top out approximately mid-slope. Further to the

south, where not obscured by intervening uses, they also would be consistent with equipment at the existing Vulcan Materials site. The Proposed Project would be visibly smaller the farther west the viewer is sited. Generally, while the Proposed Project impacts ultimately would encompass all 110 acres, the final slope configuration would not be out of scale with the surrounding area.

Views toward the Project footprint from the north and west are provided in Figures 19 through 23.

View 3 (Figure 19, *Representative Views B with Project Footprint*) is from the driveway/access to the former Kuebler ranch, currently a commercial/industrial business and Alta Café restaurant. This view shows the Otay Mesa Detention Center just south of a graded pad, the Calpine power plant beyond that on the left side of the photograph, and the Pio Pico Energy Center on the right side of the photograph. Each of these facilities is located at a slightly lower elevation than the viewpoint, which provides some views over them to mesa area to the south (showing as generally developed from this vantage point). The Project property located east of the Calpine facility, is also both at these slightly lower elevations, as well as equal and higher elevations. From this viewpoint, the transmission towers that are generally backed by higher slopes for viewers from the west extend above the horizon. While no Project changes would occur to the areas east of Calzada de la Fuente in the area east of the Detention Center parking lot, south of the towers extending east-west from the Calpine facility, Project mining would cut into the westernmost portion of the visible southern slope, highlighted in yellow. This would change the view from this viewpoint but would be generally consistent with the industrial nature of adjacent development and would be at some distance from the viewer (between approximately 0.5 mile at the closest point and 1.0 mile at the most distant point in line of sight). Naturally rising and rounded hill forms would be seen above the more vertical lower slope, as currently seen and that extend further to the east.

View 4 (Figure 19) is taken from the eastern terminus of Calzada de la Fuente and the northeast edge of the Calpine power plant fence line, looking south-southwest onto Project property. The Calpine fence is visible, as are three transmission tower bases near the viewer. The SDG&E access road visible in the center of the photograph provides a rough edge to the Project's developable eastern boundary at approximately 700 to 800 feet amsl (the road has far more variation in line than the boundary, and the boundary would always be located west of the transmission line towers).

Access to the Project property is not available from this viewpoint; it is both gated and posted for no access. The Project would largely re-designate land uses to Mixed Industrial or Conservation/Limited Use, and this Project would re-designate (or a prior 2009 project has redesignated) EOMSP Rural Residential uses in the area north of the Project footprint to Conservation area and buffer. This is anticipated to remove potential for residential uses to the north of the Project footprint. South of the Project, it is anticipated that one home (on a 20-acre lot per the EOMSP; County 2015:29) southeast of Paseo de la Fuente could be implemented. Depending on exact viewer location, modified slopes would contrast with slopes in the permanent open space located to the east of the mining area both in their modified nature and removal of vegetation prior to revegetation. Although there would be some machinery movement, and the mining would differ in specific effects than the existing condition, based on the potential future home's precise location, it would not vary in industrial nature from the Vulcan facility located adjacent to the Project in this southern area.



View 3: View southward toward Project from parking access road to lot of Alta Cafe (old Kuebler Ranch). (2017)



View 4: View southerly along Calpine Power Plant fence line from eastern terminus of Calzada de la Fuente. (2017)

Representative Views B with Project Footprint

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Although potentially notable and highly visible from specific locales, there are several factors that would reduce the impact level. The Project may be in operation during any future development of homes in this area (i.e., it would be an existing condition during residence purchase and would not constitute a changed condition during occupation). Regardless, given the potential for only one home based on the required lot size there would be very low exposure for residential viewers. And finally, the 20-acre size of the lot would allow the purchaser to orient the residence as desired, so that if views in another direction are preferred, they could be accommodated, with anticipated distance and slope variation taken into account. The very low number of viewers affected, combined with the ability to orient views, results in impacts being notable for this potential small pool of viewers but less than significant from this locale.

View 5 (Figure 20, *Typical Views A with Project Footprint*) looks east along Calzada de la Fuente, which would provide primary access to the project site but currently dead ends at the Project site boundary. Developed uses along the road include the CCA Detention Center on the north side of the street, and the Pio Pico and Calpine Energy Centers located at grade on the south side of the street. The visible portion of the Project property (north of the processing area obscured by Calpine) would not change from existing conditions – this flatter part of the Project would be left undeveloped, and the portion of the abrupt hills rising behind would be included in the permanent open space. No Project-related change would occur from this vantage point.

View 7 (Figure 21, *Typical Views B with Project Footprint*) illustrates a view from Paseo de la Fuente and De la Fuente Court, approximately 0.15 mile east of Alta Road and 0.25 mile north of Otay Mesa Road. It represents a typical view of the site from the road that provides access to industrial lots to the west of the site. The power plant, roadways and landscaping are the dominant features within this view. Paseo de la Fuente and De la Fuente Court are lined with sidewalks, low-lying, flowering shrubs and street trees (e.g., Mexican fan palms), which provide visual contrast to the earth-toned facilities and the San Ysidro Mountains in the background. The Project impact footprint is visible in the middle ground (shown in yellow/green shading), with wider views available to the hills beyond and above that would be included in biological preserve. Equipment moving across the impact area would draw the eye of passing viewers. The relatively low elevation of cut into the much higher hills from this vantage point, and the abutting developed uses, combined with the moving nature of the viewer along the road, and the nature of the viewer (focused on accessing other industrial uses from Paseo de la Fuente), result in visual impacts from this road being visible but less than significant.

View 8 (Figure 21) depicts a view looking east from the intersection of Paseo de la Fuente and Access Road. The mix of industrial uses and open space on this part of the mesa is visible, but there is currently no disturbance to the slopes at the eastern extent of Access Road directly in front of the viewer. Those slopes would be impacted by the Project, with mining into the slopes extending north and south, east of the graded lot and the Vulcan Materials plant, respectively. As indicated on the figure, Project grading would occur westerly of the SDG&E transmission towers, also visible in the figure (shown in yellow/green shading). This places the visible grading approximately half way up the slopes and below the hilltops and mountain tops that form the horizon. The Vulcan Materials plant walls and vegetation are visible, and from just a bit farther east on Access Road, the equipment and structures can be seen (refer to View 8, described immediately below). Again, Access Road, sidewalks, street lights and landscaping are dominant in the foreground, while the San Ysidro Mountains along with dirt roads and trails are visible in

the background. Project grading is also prominent in this view, and notably different from both the hardscape/landscaped elements and the natural hillsides. Viewers from this vantage point, however, would be accessing either the Vulcan Materials facility or the industrial lots behind the green fencing on the north side of the road. Viewers are expected to be focused on work and to be relatively few in number. Given the context and low number of viewers, visual changes would be notable, but less than significant.

View 10 (Figure 22, *Typical Views C with Project Footprint*) is from the intersection of Alta Road and the terminus of Otay Mesa Road, approximately 0.5 mile to the west of the Project impact footprint. This represents clear eastward views of the visual environment of the site and the surrounding area. Undeveloped land, transected by dirt roads and vegetated by grasses and low-lying shrubs, is visible in the foreground of the view. The Project impact footprint is centered in the photograph and is visible in the middle ground (shown in yellow/green shading), along with the Calpine power plant and batching plant. The closest points of the Project site are also the lowest. The San Ysidro Mountains provide a background for eastward views. This picture provides the most direct and clear views to the entirety of the Project site relative to existing views. Given the much higher elevation of the hills and mountains behind it, the Project appears to be relatively low-lying from this vantage point. Nonetheless, the approximately 190 vertical feet of cut into the foothills would be visible, as would the north-south extent of the Project modifications. Moving equipment might draw the eye and dust plumes would be likely to do the same. These new cuts would be visible from points farther west on the mesa (e.g., from this view point as well as View 10, described below).

While the Project would be notable, the site is located immediately east of an area designated for heavy industrial uses. The grading into the lower slopes would be somewhat minimized by the higher hills behind it and would comprise a larger impact area with visual similarities to the Vulcan materials site immediately west of it. This is because although the Vulcan Materials site is not mining into the hillside, it contains disturbed soil, large piles of variously colored soil materials, and similar equipment types. The greatest difference from this immediately abutting use would be the modification to slope line of the lower foothills, which would introduce straighter line grading into the natural slope, resulting in consistent horizontal bands across the lower slopes and exposure of generally tan soil that would contrast with the low-growing scrub and grasses which are generally more ashy green or brown in tone. Although largely mixed industrial uses are planned to be sited between Alta Road and the Project site in the long term, they do not currently exist, and these changes would be very visible, especially in the short term. Viewers seeing the Project, however, are not expected to be very sensitive to these effects. Viewers would be turning onto Alta Road as they exit a series of industrial uses, and generally would be expected to be travelling north to access either nearby industrial areas for work or to the prisons, with their focus on point of destination. Travelers focused on recreational uses and scenic views are not likely to be on this roadway (or at least not in notable numbers and would be in transit to their destination). Those travelers also generally would access the hills from identified entry points east and north from routes such as Otay Lakes Road. As such, given the consistency with mesa development plans, the existing abutting uses, competing visual elements (adjacent cars and closer grassland views as well as potential distant focus on the mountains) and the low number of viewers who could be traveling for recreational purposes, impacts are considered notable, but less than significant.



View 5: Looking due east along Calzada de la Fuente and at
Pio Pico Energy Center from Alta Road. (2017)
Project not visible from this view.

Typical Views A with Project Footprint

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View 7: Looking southeasterly along Paseo de la Fuente from intersection with De la Fuente Court to Calpine Power Plant and San Ysidro foothills/mountains. (2017)

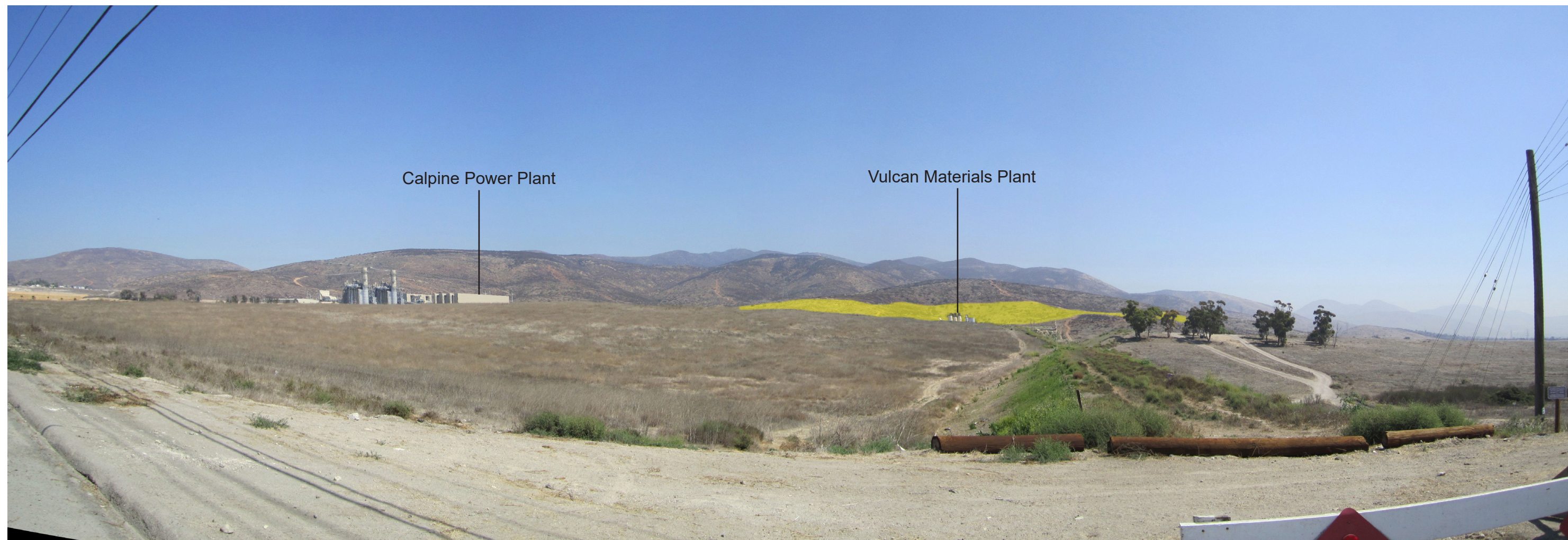


View 8: Looking easterly along Access Road at intersection. (2017)

Typical Views B with Project Footprint

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View 10: View northeast toward San Ysidro foothills/mountains from the eastern terminus of Otay Mesa Road at Alta Road. (2011; unchanged from Calpine Power Plant to southeast end of photo in 2017)

Typical Views C with Project Footprint

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View 11 (Figure 23, *Typical Views D with Project Footprint*) was taken from the eastern terminus of Airway Road, just north of Enrico Fermi Place and east of Enrico Fermi Drive, a little more than 0.8 mile southwest of the Project impact footprint. The closest and southernmost hill would be cut into for approximately half of its visible height, as indicated in the figure. The top of the hill would remain in its current state, and the expansive mountains to the east would continue to provide the most dominant view element in terms of drawing the eye of the viewer. Even during the active mining time period, when moving equipment would draw the eye and focus, the visual effect would not be expected to be significant. This is because: (1) the overall modified area would comprise approximately one-third of the horizontal view and less than a tenth of the vertical view, so that competing view elements would continue to dominate; (2) viewers would see this view as they prepare to turn south from Airway, or onto Airway, with no area to stop and observe the view, and with potential nearby traffic to observe and respond to; (3) viewers are expected to be primarily travelers accessing businesses or border uses in this area as no recreational or residential uses are in the vicinity, thus having a lower rating of sensitivity; (4) the prominent mountains to the east (drawing the eye up) would retain their current skyline; and (5), the site is at some distance, which lessens clarity as to specific activities.

Visual Character During Operations

As described above, these activities would not take place within a pristine visual environment. The site vicinity contains existing ground disturbing batch plant activities at Vulcan Materials, and other industrial uses such as adjacent power plants (Calpine and Pio Pico), as well as other modified lots in the immediate vicinity.

The longest-term and largest built structures associated with the Project would be in the approximately 16-acre northern portion of the Project, containing the processing plant. This area would be expected to remain for the life of the Project, and would include a primary crusher, an HMA plant, an aggregate processing plant, a concrete ready mix plant and a recycling plant. As noted above, these structures would generally be between 30 and 45 feet in height, with the tallest structures being silos associated with the ready mix plant and the HMA plant, both of which would be up to 75 feet in height. The tallest silos would be associated with the HMA area (mid-point on the processing plant lot). Others would be located at the northern extent of the processing plant lot as part of the concrete ready mix facility adjacent to the office. These facilities would largely be screened from the west by the immediately adjacent (equally sized or larger) Calpine facilities and would be consistent in character with the larger and intervening facility. As described in Section 2.1, northern perimeter planting would screen Project activities from the northeast of Calzada de la Fuente. As described throughout this discussion, from the east, the low number of potential viewers would be looking over the facility, and any views toward this northern portion and Project built structures would be seen in conjunction with the adjacent Calpine and (farther west) Pio Pico facilities, with their large buildings and silos. From the south, views toward the northernmost parcel would be at distance, as any potential viewers would be looking through the southern portion of the Project and encompass the Vulcan Materials facility as well. That view is additionally discussed below.

The most visible period for all at-grade viewers (including all of those looking at the site from the west) is the 22-year Phase 2 period when excavation into the foothills at the eastern extent of the mesa would occur. Moving from the south end of the plant equipment and processing pad to the

extraction area at the southern end of the Project, Phases 2a to 2c would be implemented north to south and would be located as shown on Figure 7. During Phase 2a, aggregate resources would be recovered immediately adjacent to the Phase 1 area and over a 19.2-acre area of the site and over an approximately five-year period. Phase 2b operations would include extraction of material from a 27.7-acre area and is expected to continue for approximately six years. Phase 2c would mine material from the remainder of the above-grade extraction footprint (45.8 acres). Phase 2c is expected to continue for approximately 11 years. Although the existing Vulcan Materials plant abuts the western boundary of the Project site that would generally be mined during Phase 2b, without development occurring to the north or south of Vulcan, views from the west would see mined hillside to the north (Phase 2a) and south (Phase 2c), as well as impacts to elevations higher than the current plant. The lengthy Phase 3 actions occur below grade, and therefore would not be visible from viewers along public roadways to the west.

Slopes would be revegetated and contrasting newly broken rock would be stained as each phase (described above, and in more detail in Section 2.1) is completed. This would soften the overall look of the cut areas as color variation associated with raw soil would be somewhat obscured. It is understood, however, that the more abrupt slopes, combined with the “terracing” of the cut slope, is expected to retain a modified nature and never be wholly obscured by vegetation. The character of the natural foothills will not be restored and will remain noticeable. The issue is whether the visible long-term change resulting from the Project is considered significant.

Overall, although the length of the Project exceeds that of a residential or commercial construction period, and would retain some permanent character as a modified slope where visible, it also varies from such projects in that: (1) it would occur in part on an already disturbed site adjacent to similar activities as part of the existing condition, (2) construction activities would move around the site, creating more focused disturbance areas at any specific point in time with the most highly visible Project elements (slope modification) occurring within a 22-year period and with the longest single operational phase being 11 years, and (3) activities also would be partially screened from potential viewers by robust intervening landscaping from the north, and by adjacent built uses on some other parts of the site.

Viewers from the east (anticipated to be very few due to the relative inaccessibility of the area and identification of the area as preserve) would be located at higher elevations than the Project and looking at extremely expansive views westerly. They would generally be looking over the Project, which would cut away slopes at elevations lower than those viewers, and they would not be viewing the foothills *per se*. Potential future viewers from the north or south (in open space areas currently posted for no trespass) would be looking in line-of-sight along the foothill/mesa floor junction. The benched cuts into the existing slopes would be noticeable but seen by very few viewers; and those viewers also would not be looking at effects to the foothills straight on. These views also would include industrial elements already existing, such as the Vulcan Materials plant and the Calpine and Pio Pico energy facilities. The views most affected would be from the west, where viewers could look over open (and currently largely undeveloped) mesa toward the foothills. Sensitive viewers with substantial exposure associated with parks, identified vista points, etc. have not been identified in this area. Viewers are generally expected to be associated with industrial businesses, or with through traffic to the prisons/other industrial uses on Alta Road over 0.5 mile distant.



View 11: View northeast toward the Project and San Ysidro foothills/mountains from the eastern terminus of Airway Road. (2011; unchanged from Calpine Power Plant to south end of photo in 2017)

Typical Project Views D with Project Footprint

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The contrast caused by the Proposed Project during operations would be noticeable from the mesa floor but not visually dominant relative to the overall mountain scape and would not be larger in scale than the surrounding elements. It would introduce new diversity, and slightly interrupt the continuity of overall views. It would not, however, be inconsistent with immediately abutting heavy industrial uses, and would not affect the hilltop and mountain views that draw the eye up and eastward. Although a future condition, it is also noted that during the operational period, development consistent with the EOMSP is likely to result in existing views from Alta Road being at least partially screened by other industrial development located between Alta Road and the foothills.

Visual Character Post Reclamation

Figure 24, *Visual Simulation of View Eastward from Otay Mesa Road Terminus at Alta Road*), depicts a post-reclamation view from the most open view point to the Project to the Project, seen by the greatest number of viewers. It depicts the Proposed Project's topographic configurations after all phases of the above-grade extraction operation and reclamation have been completed, following rock staining and reseeded efforts associated with Phases 2a through 2c. The Proposed Project would change the profile of some of the foothills whose gentle slopes currently provide a visual transition between the hills and the mesa; however, the long-distance views of the flat mesa areas would not be interrupted by the Proposed Project landform configurations. Although equipment and some lower Project elements could be visible for some time thereafter from particular view locations, they cannot be accurately simulated due to their active and mobile nature. The simulation addresses the most visible and permanent Project element, modifications to natural slope above grade.

As described, reclamation would commence upon completion of each phase, with final reclamation including final grading of final land forms, removal of built plant equipment, application of topsoil resources, and revegetation of pads. Mobile equipment also would be removed. Some transverse roads may remain, but no structures would remain on the site. The proposed pad areas, where at similar elevations as the existing mesa in the southern portion of the site, would extend the existing mesa farther to the east where the bottom of the hill has been cut. Complete and final reclamation actions on the mesa pad would be the very last actions on site and would follow completion of Phase 3 grading; focusing on filling of the Phase 3 mining pits, bringing this area back to grade, and vegetating this ground level feature.

The most notable permanent change to the Project would be the manufactured slopes resulting from the mining activities, as shown on Figure 24. The cut areas would extend no further than approximately half way up the existing slope and would not result in modified topographic features forming a new horizon line. Final slopes would be steeper (up to 1:1) than the existing hills on and near the Project site and would have horizontal benches spaced evenly across them. All exposed rock and soil on the hillsides, where visible, would be light colored when first exposed.

Slope revegetation would reduce the visual contrast of the exposed soil with the surrounding area. The steep, rocky slopes with benches would support sparser vegetation (with lighter soil showing through) than the existing vegetation, and the slopes would appear more manufactured in configuration. In accordance with the design measures included in the Reclamation Plan, exposed rock outcroppings would be stained and the proposed vegetation would be planted, which would

provide some softening and screening. Slopes work would occur as each phase ends, so that reclamation activities for Phase 2 would be completed within the 22-year impact cycle and several years following for staining/plant installation. The native plants proposed by the Reclamation Plan would provide visual continuity between the Project site post-reclamation and the surrounding area, softening the strong contrast and ensuring that the manufactured slope elements created by the Project would still contain vegetative references to nearby natural slopes.

These design measures would lessen the dominance of the newly formed slopes such that they would not be visibly incompatible with the existing visual character. The slopes, while still distinguishable (steeper angles than nearby hills), would be compatible due to the similar vegetation and the staining of exposed rock. The diversity post-reclamation, therefore, would not be incompatible with the existing visual environment. Overall, the contrast caused by the Proposed Project would be noticeable but not visually dominant, would not be larger in scale than the surrounding elements, would introduce new diversity, and slightly interrupt the continuity of overall views. The native plants proposed by the Reclamation Plan, however, would provide visual continuity between the Project site post-reclamation and the surrounding area, softening the strong contrast and ensuring that the diversity created by the Project would not be substantially incompatible with the existing visual environment to the east.

Visual Quality During Operations

The existing vividness of the Project impact footprint area currently is comprised of the undulating, flowing lines of the mountains and the expanse of the mesa area, and the contrast existing between them. The Project is located where the lowest hills provide a transition between the flat mesa and the high mountains.

During Project operation and where visible, the anticipated lightly colored equipment, the exposed tan soil without vegetation and darker volcanic rock (where excavation actually reaches volcanic deposits) would be contrasting elements that would interrupt the continuity of the flowing lines between the mesa and the mountains. These elements would draw the viewer's eye and provide a distracting element from the overall visual composition of the area, but would not substantially affect the overall vividness, based on the much larger size of the background foothills and mountains, and their unaffected open space above the grading footprint.

It is noted that the EOMSP identifies the foothills as an area of "special scenic beauty" in Policy UD-1, which can provide a heightened sensitivity to change in visual quality. This discussion addresses overall quality of the visual environment and is particularly applicable to views toward the Project from the west, because open expansive views encompassing the foothills are provided from the west. Please see Guideline 4, below, for additional discussion of plan conformance.

Project-related visual impacts to the foothills have been assessed throughout this analysis. Although the Project footprint directly impacts the foothills, overall effects on visual quality have to be addressed in context. The foothills extend north-south for approximately 10 miles within the U.S. (They extend further south into Mexico, and could be considered part of the visual setting, but are not included here because the border fence, and the variation in development pattern north and south of the border, affect the visual impact of these foothills.) Looking solely at the U.S. portion of the foothills variously visible for viewers set back from the mountains, the Project would



Existing Conditions



Proposed configuration post-reclamation

Visual Simulation of View Eastward from Otay Mesa Road Terminus at Alta Road

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affect approximately one mile in a linear extent, and less than 200 feet vertically, back dropped by the much higher hills and mountains to the east. The relative size of the Project assessed against this larger backdrop is indicated in Figures 22 and 23. The Project is notable but does not substantially affect the perception of an expansive extent of open space east of the valley floor. Also, relative to quality, it is also noted that viewers are generally aware of the industrial uses in the vicinity, as they travel through them, and to some extent look through, by, or over them, to these foothills. These considerations, combined with the low number of sensitive viewers identified, result in effects on visual quality being notable but less than significant relative to contrasting with existing character.

Visual Quality Post Reclamation

When the Project is complete, the equipment would be removed. Some transverse roads may remain, but no structures would remain on the site. The proposed pad areas, where at similar elevations as the existing mesa in the southern portion of the site would continue the mesa further eastward.

Exposed rock formations that would not support vegetation would be stained as part of Project design to resemble aged, exposed rock, thereby reducing the potential contrast and visibility of exposed outcroppings. The vegetation that would be replanted would likely be sparser than the vegetation on the abutting hills because the new slopes would support less topsoil than the existing hills. Although it would somewhat darken views of the slopes, particularly from a distance, the lighter color of the underlying earth would still show through when the vegetation is mature.

For the few viewers looking westerly, the Proposed Project would have cut away some of the slopes visible in westward views, such as from Otay Mountain Truck Trail. These elements would be below the viewer, at some distance from viewers on the trail, and with intervening gullies between them (and therefore not in the foreground). Please refer to Figures 3 and 18 regarding the mid-slope and west-facing nature of cut as well as Project properties that would not be subject to mining. Being below the viewer and at distance, the viewer's focus would be over the Project site to more distant westerly views. The Project would not interrupt the vividness of the view toward the west, which draws the eye with the expansive nature of the dominant background mesa.

Looking easterly, the unity of the area is created by the vegetation that provides visual transitions between the mesa and the mountains, and the repeating, undulating lines of the hills as they rise toward the taller mountains in the east. The contrasting elements that would be introduced by the Proposed Project operations would remove portions of the vegetation within the Project impact footprint, damaging the visual order of the area through the introduction of wide expanses of exposed soil and rock. These changes would be smaller in scale than the dominant elements that comprise the visual composition of that area, and therefore would not degrade the overall unity of the area. The greatest impacts, when only raw soil/newly cut rock is visible, also would be temporary. Site reclamation would soften the contrast created by the exposed soil and would ensure that the Proposed Project slopes would be more compatible with the existing vegetation on the hillsides and pads abutting the Project site. The scale of the Proposed Project, a relatively small area in a much more expansive horizontal and vertical landscape, also would ensure that the overall unity within the larger visual landscape is not significantly degraded. Also, as noted above, although not part of this Project, the overall setting is identified for primarily industrial uses, and

increased development would obscure or additionally minimize, views specifically to the Project area, with the highest peaks to the east likely remaining visible.

The smaller scale of the Proposed Project elements in relation to the mountains and mesa that comprise the vivid overall view would ensure that the Proposed Project post-reclamation would not impact the vividness of the area. Additionally, the Proposed Project elements would not interrupt views of the largest mountains that form the horizon; these would continue to provide the dominant background in eastward views of the area, resulting in the image of notable skylined hilltops and higher ridgelines remaining intact. The visual effects of the Project would be toward the developing portion of the mesa and not substantially affect the visual coherence of either the developing mesa or the more natural open space given its small relative size in the view.

Applicable Design Guidelines

With regard to applicable design guidelines, the EOMSP characterizes East Otay Mesa as the unincorporated County's largest industrial area. Although permanent building massing, setbacks etc. are primarily focused on business parks in this area and not applicable to a mining activity, the Proposed Project would not visually conflict with the desired character of the surrounding area, as outlined in the EOMSP land use, landscaping, and architectural standards. Planned site reclamation would allow future development of the site consistent with the EOMSP, including review, to ensure compatibility with future surrounding development. Thus, the Proposed Project's long-term interim mining/extractive use would be compatible with the current undeveloped/industrial character of the area, while planned site reclamation would allow future development of the site that would be compatible with future surrounding development according to the EOMSP. Please also see discussion under Guideline 4, below, relative to EOMSP compliance relative to UD-1.

Overall, therefore, the Project is expected to fit into and not conflict with the character of the surrounding planned uses, and no significant visual consistency impact is identified. The Project would have a less than significant impact with regard to Guideline No. 1.

5.5.2 Guideline 2: Result in the removal or substantial adverse change to valued visual elements

No historic resources, trees or notable rock outcroppings are located on the Project site. Visual value may be assigned to Project slopes and existing vegetation. This is consistent with identification of the foothills as a valued scenic resource in the EOMSP (see also analysis under Guideline 4).

5.5.2.1 Slopes Modification

Operation of the proposed construction aggregate facility and the resulting creation of pads and manufactured slopes would impact slopes within the 110-acre Project impact footprint. The resulting manufactured slopes would be steeper, and more uniform and geometric than the existing hillsides; they also would include evenly spaced benches extending horizontally across the length of the new slopes. Cuts would expose rock and soil with different tones than the weathered topsoil with vegetative overburden, or the existing sparse scrub habitat. Where cuts reach to underlying volcanic deposits, darker rock could be exposed, contrasting with the lighter soil. This

configuration would affect continuity of the area's visual environment. These modified slopes would be visible from points west of the mining area (see View 7, 8, 10 and 11 on Figures 21, 22 and 23). As the Project grading would be restricted to the approximately bottom half of the slope, however, with hilltops being retaining in their natural state and staining/revegetation taking place the resulting manufactured slopes would remain noticeable, but not substantially degrade the quality of views toward the broad foothills and mountains, of which the Project is only a small part. Overall and more prominent views to the slopes of the higher foothills and mountains with larger expanses of steep slopes would not be substantially altered. The Project, therefore, would not cause a significant impact to valued visual character with regard to slope modification.

5.5.2.2 Undisturbed Natural Vegetation

Native vegetation exists within the Project impact footprint and is visually similar to the vegetation surrounding the site. The vegetation contributes to the continuity of the Project impact footprint with both mesa to the west and hills to the east, as well as unity of the visual environment. None of the vegetation within the Project impact footprint is visually unique or vivid and areas have been disturbed by human activity, including installation and operation of the transmission line crossing the site.

As detailed above, Project operations would not occur within the entire mining area at any one time. Areas not yet disturbed by Project operations would continue to support the existing vegetation, and reclamation (with reintroduction of the native palette) would occur as each phase of the Proposed Project is completed, ensuring that the entire site would not be not devoid of vegetation at any one time. The Reclamation Plan plant palettes have been drawn from existing and surrounding vegetation, and mainly low-growing shrubs and annual flowers and grass-like plants such as: buckwheat, monkey flower, redberry, sage, California poppy, and lupine. Larger shrubs such as toyon and laurel sumac are also included, but in lesser quantities that reflect the sparser distribution of such shrubs in the surrounding hills. Pad areas would be seeded with a similar mixture of mostly low-growing shrubs and annuals to control erosion and provide cover. Although replaced vegetation would grow more sparsely on the rocky slopes created by the Project, this vegetation would still provide continuity with the native vegetation to the east in nearby foothills and the mountains. The large open space set aside associated with the Project (a total of approximately 329 acres in the sensitive hills and mountains east of the mining footprint) would ensure that visible native habitat is retained *in perpetuity*. Given the distance of viewers to the site and to that open space, the lack of uniqueness or vividness of the on-site habitat that would be affected, as well as ongoing revegetation and retention of such a large block of native habitat, visual effects associated with loss of habitat is considered less than substantial, and less than significant for this visual element.

5.5.3 Guideline 3: Substantial obstruction, interruption, or detracting from a valued focal and/or panoramic vista

As noted in the description of the Project setting, no existing parks or other formal public viewpoints are located in proximity to the Proposed Project. Also, this Project would not result in obstruction of any vista as it would not construct anything that would shield views otherwise visible. Visible elements of the Project would be on the lower elevations of the San Ysidro Mountains and foothills when viewed from the west, and below the viewer and generally out of

sight when viewed from the east. The remainder of this discussion addresses potential interruption of, or detracting from, views from recreational areas or public roads; and in particular, views to the foothills, in accordance with the EOMSP.

Views from Harvest Road to the mining area (a third priority route) are generally not considered sustained or clear. The road trends north-south, so viewers would be obtaining peripheral, rather than straight on, views. Also, located at a mile plus distant from the Proposed Project at its closest point, and on the (relatively flat) mesa, viewers would be located west of SR 905 until the crossing of Otay Mesa Road, with intervening development (including that associated with the busy Otay Border Crossing) sited between the viewer and the southeastern portion of the Project site (where the greatest level of vertical modification would take place).

Once north of Otay Mesa Road, where views toward the mountains would be most open, intermittent development would still be between the viewer and the Project site, with the power plant located between the viewer and north end of the mining area. The northern portion of the Project site is also the area where the least incursion into the hill formation would occur, with most activity being at “ground level.” Due to the distance, the intervening and distracting uses, and the location of greatest visual effect being in the least visible portion of the site from Harvest Road, no substantial detracting to views from this road are identified.

The reader is also referred to the discussion of impact associated from the Otay Mesa Road and Alta Road intersection, as depicted in Figures 22 and 24. Conservatively assessing these stop-signed intersections to comprise a valued focal point still would not result in substantial detracting from the vista. Activity that would draw the eye, involving active cutting and moving equipment along the hillside above the mesa floor, primarily would occur in focused areas for a 22-year period. This would be obscured by intervening development anticipated under the EOMSP. Also, at any one time, activities would focus on the approximately 1,900-foot-long Phase 2a, the approximately 1,400-foot-long Phase 2b, or the approximately 1,600-foot-long Phase 2c. Mounds and vehicular activity associated with active mining operations potentially would draw the viewers’ attention, but given the other industrial activity in the area, as well as general distance from the site, would not result in substantial detracting. The mesa closest to the viewer would not be affected by the Project, and the modified slopes behind the Project would be visually outweighed by the higher hills associated with the mountains to the east. Structures and silos associated with the Project would be visible to viewers from this location to the southwest but would be restricted to the northernmost portion of the Project and would meld into the larger and taller structures associated with the power plant. This portion of the mesa is not currently natural in appearance due to the power plant, and the power plant would continue to dominate the built environment. Substantial detracting from the existing view would not occur. Ultimately, as shown on Figure 2.1-1 in the EOMSP, the entire intervening area would be built out with mixed industrial uses and State Route 11, which would block views to these lower foothills (see additional discussion in Section 5.6, *Cumulative Visual Impacts*, below).

The Otay Mesa Truck Trail is used by mountain bikers and off-road vehicle motorists, as well as border patrol agents. Westward panoramic views of Otay Mesa are available from portions of the Otay Mountain Truck Trail east of the Project mining area. Although numerous areas along the trail contain intervening topography or vegetation shielding views toward the site, other locations

provide open visibility to the site and mesa to the west. Particularly if users of the trail stop along the way, expansive views of some duration can be obtained.

Viewers from the Trail would be looking down slope and over native vegetation toward the site and the mesa. The Proposed Project would introduce noticeable elements in the middle ground (active mining equipment or structures, graded or pit areas, and/or conical piles of stored aggregate) which would not be obscured from a few sections of this trail. As noted, however, the Proposed Project would be lower in elevation than the viewer, and the pad and slope areas created by the Project would not constitute major elements. To some extent, the modified foothills (where the greatest amount of slopes modification would occur) would be vertical and below the viewer from the east. Their view also is oriented westerly, toward the open and expansive mesa. Potential detracting or interruption of these views is not identified as substantial for the following reasons. The portion of the site seen from the viewpoint is generally the northernmost 16 acres, which would include structures/office/parking and disturbed earth areas, similar to those already in the view. Views directly down into the site from the Trail are not possible because the Trail does not trend close enough to the impact footprint. Either the viewer would be focused on the more expansive western view and generally looking over the visible disturbed portion of the site, or the viewer would look down toward the site, but the view would already be substantially impacted by the prominent power plant and nearby development and the additional mining activity would not independently substantially affect this view. No substantial interruption or detracting is identified.

Otay Mountain Wilderness Area is located within approximately one mile to the east of the Project site. The Wilderness area encompasses remote peaks with no access roads or trails, and therefore is not included as a location that might support potential viewers. If public viewpoints existed, views of the Project site would not be available due to topography and distance. Therefore, no substantial detracting from an identified vista would occur in the Wilderness Area.

As noted in Section 4.2.1, *Viewer Groups and Sensitivity, Exposure and Awareness*, above, future facilities associated with access to Otay Regional Park through Johnson Canyon or an equestrian trail along a portion of Calzada de la Fuente west of the Proposed Project would be expected to focus on views to the north and further east, or to encompass larger and intervening industrial development.

The mining into the lower part of the foothills could detract from the panoramic views to which they contribute. As described above, however, the encroachment would occur on a small portion of the linear (horizontal and vertical) extent of the foothills and their backing mountains and following the phased reclamation would contain elements of the nearby natural slopes. Absent intervening mesa development, the Project-related slopes modifications would remain visible, but constitute a relatively small portion of the view overall based on the extensive panoramic views associated with the range. There is also a general lack of identified sensitive viewers, and the mesa in the Project vicinity is largely planned for current and future industrial uses overall. Ultimately, parts of the slopes modification would not be visible, and the value of the Otay Mountains views as a backdrop to the industrial and developed mesa uses, would continue. The potential Project-related adverse effects would not constitute substantial changes to the overall view.

No significant impact is identified based on substantial impacts to valued focal points or scenic vistas.

5.5.4 Guideline 4: Compliance with applicable goals, policies or requirements

5.5.4.1 County of San Diego General Plan – Conservation and Open Space Element

The Project proposes applicable design measures to ensure that lighting, site, landscape and grading plans and their implementation comply with the County’s General Plan COS Element (see below). Compliance with the COS Element Policies applicable to the Proposed Project are detailed in Table 4.9-1 of the EIR. Specific information pertaining to scenic resources and potential impacts to slopes, are located under Guidelines 1 through 3, with the most substantial discussion under Guidelines 1 and 2. Potential lighting impacts are discussed under the heading Dark Sky Ordinance, below.

5.5.4.2 East Otay Mesa Specific Plan

The EOMSP Policy UD-1 encourages the preservation of the visually prominent San Ysidro Mountain foothills, within which the Project site is located. Visual impacts resulting from the Proposed Project would impact a low and relatively focused portion of the foothills and would not disrupt the overall visual environment of the mountains, as explained above and as depicted in Figures 22, 23, and 24. Additionally, the existing on-site slopes that would be impacted are not visually distinct (i.e., do not visually differentiate or “stand out”) from adjacent slope areas, as further addressed below. While the ultimate configuration of land within the Project impact footprint would include steeper and more sparsely vegetated slopes, the Project’s proposed Reclamation Plan includes a Revegetation Plan that would provide some visual continuity both with the natural hillsides and the flatter mesa areas surrounding the Project.

The “Implementation” text immediately following the policy notes that UD-1 is “primarily applicable to portions of Johnson and O’Neal Canyons” (County 2015:54). The Proposed Project does not include any development or impacts within O’Neal or Johnson Canyons, designated as Conservation/Limited Use Areas and identified as areas of special scenic beauty in the EOMSP. Johnson Canyon is located west of O’Neal, west of the north-south portion of Alta Road and north of Otay Mesa Road and Paseo de la Fuente. Canyon recreationalists would not have views to the Project site (refer to the Viewshed Map, Figure 11). O’Neal Canyon is located north of the Project, cutting between Donovan State Prison and the George F. Bailey Detention Center before entering the mountains north of the east-west trending portion of Alta Road. The northernmost portion of the Project has a current elevation of approximately 700 feet amsl and an intervening hill between the Project impact footprint and the canyon is a minimum of approximately 900 feet amsl (climbing ever higher to the east). The canyon drops down in elevation, toward the drainage, by several hundred feet. Recreationalists in the canyon would not have views to the Project. Trails on the north side of the canyon, also appear to be at slightly less elevation than the intervening hill. Any views would be relatively short in duration, and generally would look over other existing industrial uses between Alta Road and Calzada de la Fuente.

This then leaves the less than “primary” concern over preservation and enhancement of visually prominent land forms and areas of special scenic beauty, especially as seen from Circulation Element (CE) roads and Open Space Element trails. Each of these elements is addressed in order.

Merriam-Webster defines “prominent” as:

“standing out or projecting beyond a surface or line (as in the sense of “protuberant”), readily noticeable (as in the sense of “conspicuous”), or “widely or popularly known.”

As stated throughout this analysis, it is acknowledged that the cut into the hill would be visible, and noticeable. It is not the impact that is addressed in UD-1, however, but the resource. As can be seen on Figure 16 View 10, which presents the existing view without any highlighting of the Project area, the portion of slope that would be affected does not stand out from the rest of the hills. It is a lower section and is visually “outweighed” by the top of the hill above it, which *does* stand out from the higher mountains above and east of it. This portion of the foothills is not conspicuous. For a viewer looking due east from the west, it is close to the mesa line in an area where the eye is drawn up toward the tops of the hills and mountains and toward the distant horizon line. Additionally, this location abutting the mesa, results in it being hidden from sight from some locales by other development to the west or north of it. It is also not of “special scenic beauty.” It is *consistent* with the foothills overall and does not stand out as an “especially” scenic portion of the hills.

With regard to visibility from CE roads, there are two in the vicinity with good views to this location. One is Alta Road, from which the Project footprint is depicted in Figure 22. This is the most open and straightforward view toward the Project and is similar to one in which a driver turning north onto Alta Road from Otay Mesa Road could be looking directly toward the Project. Other views from this CE road could be similar but would not be as direct as they would be peripheral views seen by travelers moving north-south along Alta Road rather than those traveling east. The existing condition is also the worst-case condition for potential view effects. Although the precise nature and timing of other mesa development is not certain, it is noted that the expectation is that the mesa between Alta Road and the Project will be developed consistent with the EOMSP. The closer developed uses would obscure the Project from that roadway. Travelers in this area also are considered to generally be traveling between existing business/industrial uses (e.g., truck and container storage lots that currently line Otay Mesa Road and Alta Road in this area), the nearby power plants, and/or the prison facilities. As stated above, and as opposed to recreational viewers, business-oriented viewers are not assigned high levels of sensitivity to visual change – their focus is considered to be on their destination rather than their setting. For all the reasons described above (“primary concern” relating to canyons which would not have visual impacts, lack of visual prominence, and lack of viewer sensitivity), the impacts to views toward the Project from CE Alta Road are not identified as inconsistent with UD-1.

The second CE road with views to the Project is Lonestar Road. This road would be located on top of current Paseo de la Fuente in proximity to the Project, and future portions of the road that do not currently exist as it will trend southerly to intersect with Siempre Viva Road. Two figures are relevant to Project visibility from these future sections of Lonestar Road: Figure 21 View 7 and Figure 23 View 11. As depicted in Figure 21, the young vegetation along Paseo de la Fuente provides some level of shielding to the Project footprint area. This condition is expected to continue, with vegetation becoming more dense as it becomes more mature. Existing power plant elements are already evident in these nearby views, and other developed uses in accordance with the EOMSP are expected to be placed in this area as it builds out. The more open views from future

Lonestar Road would be located to the south. These views are generally represented by Figure 23, from the eastern terminus of Airway Road. Currently, paved road trends south from the location in the figure, but ultimately, Siempre Viva Road will extend east and north to meet an extension of current Paseo de la Fuente when it becomes the Lonestar Road extension at a location approximately due east of the Airway Road terminus. At that point, the cut would be close to the viewer, and although some of the more northern area (near Vulcan Materials) would be future mixed industrial development, a future large-lot residential use could be located in the area. Residential viewers generally are considered highly sensitive to changes in their existing environmental setting. There area, however, no homes currently in the area. Assuming a home could be located in this area prior to Project initiation within the landfill buffer zone, the size of the lot would allow for choice in orientation of the home, for the small associated number of viewers. Although all of these are future conditions, it is noted that the visual environment also would not be otherwise pristine. As stated, Lonestar Road/Siempre Viva, both CE Major roads would be in proximity to these viewers. The anticipated extension of SR 11, a major route carrying substantial truck traffic and completed to access a planned U.S. Port of Entry, would be located just to the west of those roadways. Mixed industrial planned uses about the rural residential designations, and the buffer surrounding a potential landfill located in the hills east and south of the Project also overlays the planned residential and mixed industrial uses in this area. All of these considerations result in the Project being assessed as consistent with UD-1, as noted above.

Finally, and relative to the designated trails, the closest trail is the one shown on the EOMSP trending north from Calzada de la Fuente toward the Otay River Valley. A portion of this trail (closest to the Project) has been completed by the Detention Center. It trends along the eastern boundary of the Center adjacent to the parking lot. Trail users moving northerly would have their backs to the Project area. For users moving southerly, views are expected to be to the immediately adjacent open space – due east -- rather than toward the Calpine facility, located immediately south of the trail. Regardless, those viewers are moving toward a very industrialized portion of the mesa, and accessing Calzada de la Fuente would be considered the goal, rather than recreation. This is not considered inconsistent with UD-1.

No significant adverse effects is assessed to views to or from these areas of special scenic beauty.

EOMSP Policy UD-6 states that on-site landscaping should be compatible and complementary with streetscape design along the public right-of-way. The Project proposes tree and shrub screening of the portion of the Project abutting Calzada de la Fuente. Plants are compatible with streetscape plants identified in the EOMSP for streetscape, and also with natives located in the area.

5.5.4.3 Resource Conservation Area

Otay Mountain is located within the Otay Mountain–Lower Otay Lake RCA, described in the Otay Subregional Plan of the County General Plan (2011). While significant plant and habitat resources are located throughout the RCA, the mountain is also described as being a scenic landmark. While the RCA boundary is a minimum of approximately 850 feet distant from the closest part of the Project footprint (the boundary is located within Project Biological Open Space), the mountain is located approximately 3.5 miles northeast of the Project impact footprint. The Project impact footprint is not visible from Otay Mountain due to distance and topography, nor would the

Proposed Project change Otay Mountain or block views toward it from any public or private viewpoints; therefore, no scenic or visual impact to the RCA would occur due to the Proposed Project operation or reclamation. Any potential Project biological impacts to the RCA would be addressed under the MSCP; therefore, no biological resources impact to the RCA would occur due to the Proposed Project operation or reclamation.

5.5.4.4 Dark Sky Ordinance

The Proposed Project would include lighting, but as stated in the Project Description, mining operations would not occur after 10:00 PM unless required for needed for public health, safety and welfare concerns. Project-related lighting would be required to adhere to Division 9 of the San Diego County LPC. One entry light would be located at the site perimeter, adjacent to the street providing access to the Project (within a light industrial/commercial district). Other lights, as shown on Figure 5 of this report, would be located interior to the site, with lights focused on areas of activity, and not onto off-site locales. Lights would primarily be attached to stationary plant equipment. Security lights at the site office building and/or parking lot lighting may remain on during later hours to facilitate maintenance activities of material export. Lights would be 15 to 20 feet tall and would be similar in illumination to street lights. They would be directed downward and/or fully shielded, consistent with County requirements. In addition, each piece of equipment may be lit, and the equipment may move during Project operation. When required, lighting within the Project impact footprint adjacent to preserved habitat would be of the lowest illumination allowed for human safety, selectively placed, and shielded. All Project lighting would be directed toward interior Project use areas and no light would spill beyond the boundary of the Project impact footprint. Overall, the lighting would meet the objectives of the Dark Sky Ordinance and Zone designation. No significant impact would occur.

5.6 Cumulative Visual Impacts

This section provides information regarding past, present, and reasonably anticipated future projects that could potentially combine with the Proposed Project to result in cumulatively considerable impacts (State CEQA Guidelines Section 15130). There are approximately 50 planned development projects that have been identified in Otay Mesa. Each of the projects are described in Table 1 and shown in Figure 25, *Cumulative Projects*.

As shown in Table 1, cumulative projects include a variety of project types in addition to the planned construction aggregate and IDEFO: light industrial and commercial development, temporary vehicle storage, a recycling facility, tractor/trailer and container storage, retail/commercial uses, a detention facility, expansion of an existing correctional facility, photovoltaic and aviation uses, water storage reservoirs, capital improvement and freeway projects, grading for proposed roads, regional and neighborhood parks, single- and multi-family residences, a church and education center, and the subdivision of large lots, including grading and utility improvements in anticipation of future light industrial/commercial development. Over half of the projects are within 2 miles of the Project site and potentially located within the Project viewshed. Projects within the Project viewshed (including the Proposed Project) would contribute to regionally cumulative visual effects and are evaluated in this discussion. Not all projects within the viewshed would be visible at any one time or from one point; they are not concentrated in one

portion of the viewshed, and local topography, vegetation, intervening structures and land uses often block views of the projects.

Implementation of these anticipated projects, in addition to the Proposed Project, would alter the cumulative visual environment of the area from primarily undeveloped grasslands with a few large-scale developments to a more densely developed urban area of primarily industrial and commercial uses. The current views of wide expanses of open space would be lost. This change has been addressed in environmental documents for the EOMSP, as discussed further below.

Some of these projects include only subdivisions and grading, such as the Otay Crossings Commerce Park (3), Burke Minor Subdivision/Otay Logistics Center (5), and Otay Business Park (7). Generally, these projects would include surface improvements.

Although not planned projects, the closest and currently most visible developments to the Project site are the existing Calpine power plant and Vulcan Materials plant. These facilities are integral parts of any view analysis and are briefly summarized here. The power plant includes large structures such as condensers, stacks, water storage tanks, and buildings between approximately 26 feet and 130 feet high on approximately 15 acres of a 46-acre lot. The vertical scale of these structures is visually significant. The Otay Mesa Generating Project has painted site elements with neutral earth tone tan and gray colors, and uses non-reflective fences and landscaping. These measures, while not reducing the scale of the project, serve to reduce the dominance of the equipment from some angles by allowing it to more easily blend with the surrounding landforms and natural vegetation. The Vulcan Materials facility is located west-southwest of the Project impact footprint and consists of concrete and asphalt batching facilities and associated equipment, storage structures, and conical piles of aggregate materials separated by 20-foot-high divider walls. A 300-MW peaker plant (Pio Pico) at the intersection of Calzada de Fuente and Alta Road, immediately west of the Otay Mesa Generating Project, came on line at the end of 2016. The plant contains substantial structure massing and tower heights. Three approximately 100-foot tall generator stacks, as well as three vertical air outlets, turbine generator inlet air housings, selective catalytic reduction facilities, and a wastewater storage tank are on site. Ninety-foot tall transmission lines and switching facilities are associated with the plant, immediately adjacent to Alta Road. Landscape perimeter planting and streetscape plantings are planned, with a dense screen of trees and shrubs along the Alta Road frontage.

The Otay Crossings Commerce Park (3) would be located at the southeast corner of Otay Mesa Road and Alta Road, the location of the photosimulation picture. The Otay Crossings Commerce Park site extends southward to the international border. That project proposes to subdivide a large area into pads, and to prepare those pads for future development of light industrial buildings. The project also would include associated amenities, such as parking lots, landscaping, roads, etc. Some lots within the Otay Crossing Project would be set aside as a right-of-way for the future development of SR 11.

The Corrections Corporation of America Project (8) is located east of Alta Road, across from the power plant. That project proposes a 2,132-bed secure detention facility and associated ancillary support services. Most buildings within the complex would be one or two stories tall, with the tallest building at 38 feet, and the tallest architectural element at 45 feet. The Project would include a three-level above-ground parking structure and chain link fencing. Most of the proposed

County of San Diego¹

1 International Industrial Park

2 Airway Business Center/FedEx

3 Otay Crossings Commerce Park

4 Otay-250 East Otay Mesa Business Park Specific Plan Amendment

5 Burke Minor Subdivision/Otay Logistics Center

6 National Enterprises Storage and Recycling Facility

7 Otay Business Park (Paragon)

8a Corrections Corporation of America

8b Corrections Corporation of America

9 Piper Otay Park

10 Otay Hills

11 Via De La Amistad Truck Parking (Rapid Transfer Express)

12 California Crossings

13 Rabago Business Technology Park

14 Hawano Industrial Development

15 Otay Village 13

16 Metropolitan Airpark - Brown Field Redevelopment

OWD²

17 PS 870-2 Potable Water Pump Station Replacement

18 Otay Mesa Conveyance and Disinfection System

19 Otay Mesa Lot 7 Groundwater Well

20 Res 860-1 Reservoir

21 Res 870-2 Reservoir

22 Reclaimed Water Pipeline Placement (RecPL)

23 Alta Road Pipe Placement

Caltrans²

24 RecPL - Wueste Road

25 Siempre Viva Bridge Pipeline Crossings

26 Potable Water Pipeline Donovan Prison

Caltrans/USGSA²

27 SR-905/SR-125/SR-11 Southbound Connectors Project

28 SR-11 Segment 2

USGSA/USCBP Capital Improvement Projects²

29 U.S. Cargo Import Facility

30 Reconfiguration and Expansion of the Existing San Ysidro POE

City of San Diego¹

31 San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan

32 Otay Mesa Community Plan Update

33 Otay Mesa Central Village Specific Plan

34 Southview

35 Southwind

36 Playa Del Sol

37 PURE Water Program

38 Airway 18 Truck Terminal/Airway Auto Park Storage

39 Otay Truck Route Phase IV

40 California Terraces Planning Areas 13 & 14 Phase I

41 Rivera Del Sol: Neighborhood Park

42 Hidden Trails: Neighborhood Park

43 St. Jerome Catholic Church

44 Candlelight Villas

45 Las Californias Center

46 Just Rite

CPR³

47 Brown Field Tech Park/Otay Mesa Business Park

48 Britannia

County of San Diego DEH

49 Level II Infill Correctional Facilities Project

50 East Otay Mesa Recycling and Collection Center Landfill

1 Indicates Lead Agency

2 Indicates Combined Lead Agency and Project Proponent

3 Indicates Project Proponent

Caltrans = California Department of Transportation

CPR = California Prison Health Care Receivership Corporation

CV = Chula Vista

DPLU = Department of Planning and Land Use

DEH = Department of Environmental Health

OWD = Otay Water District

SD = San Diego

USCBP = U.S. Customs and Border Protection

USGSA = U.S. General Services Administration

Note: Color of dot corresponds with the Lead Agency/Project Proponent

Cumulative Projects

OTAY HILLS VISUAL/COMMUNITY CHARACTER ANALYSIS

Figure 25

HELIX
Environmental Planning

elements would be located on graded pads below the level of the surrounding roadways. As part of the Project, Lonestar Road is proposed to be extended eastward from its current terminus at Harvest Road to trend generally eastward along the southern edge of the proposed correctional facility project to meet Alta Road. The project includes landscaping along the street to screen views of the buildings and project features; including evergreen trees along Lonestar Road, creating linear green elements that would contrast with the otherwise brown mesa across which they would trend.

Automobile operations include the National Enterprises Storage and Recycling Facility (6), which would create auction yards and recycling facilities similar to the existing auto auction yard south of Otay Mesa Road along Alta Road at the access road to Donovan Correctional Facility, south of Kuebler Ranch Road. These sites generally would be more visually diverse, including a large number of vehicles and equipment, but would generally be smaller in scale and have fewer structures than the Proposed Project.

Most of the cumulative projects would include landscaping, either within parking lots, along the perimeter of a lot, and/or as streetscaping, similar to most of the landscaping existing within the already built-up areas of Otay Mesa, and in conformance with the EOMSP that includes both trees and shrubs. Clear examples of such planting are shown along the north side of Calzada de la Fuente in View 5, and along Paseo de la Fuente or Access Road in Views 7 and 8. The proposed landscaping would add more vegetation within the viewshed, but the vegetation would be similar to the trees currently visible in developed portions of the mesa. Generally, the landscaping would not block views of the mountains in the background. The Pio Pico Energy Center includes large-scale structures, similar to the existing Calpine Power Project, and Vulcan Materials Plant. The Otay Crossings Project would create flat pad areas visually similar to the mostly flat topography currently visible in the simulation photograph (Figure 24). The Proposed Project would extend the flat topography of the surrounding area eastward. Based on the generally flat nature of the mesa overall (see Views 2, 10, and 11 for views showing the mesa, as well as Figure 25 which includes reference to underlying topography) development associated with the cumulative projects list is not expected to result in substantial alteration of landforms – modifications from existing elevations would be relatively minimal and incursions into more rugged terrain would be relatively limited. As development nears the base of the foothills (see Views 3, 4, 7 and 8) the Project and other cumulative projects would create flatter pads on slightly more varied terrain, and, in the case of the Project, also cut into lower slopes in the foothills while extending mesa floor to the east. None of the mesa is identified an area of special scenic beauty, and the “visually prominent” landform associated with it is generally flat. Nearer the foothills and mountains, the Project would excavate into the lower foothills. This does not combine with any other cumulative project as it is the only project excavating into the western foothills. It is also noted that neither Johnson Canyon nor O’Neal Canyon (the two areas identified in EOMSP Policy UD-1 as being primarily applicable) would be impacted. Given the scale (both horizontal and vertical) of the foothills and mountains east of the mesa, grading would occur within a relatively small portion of the foothills (see Figure 24, which depicts only part of the view easterly as seen by the human eye (a cone of vision), in accordance with County guidelines for simulations). It is notable that the Project would not modify ridgelines/hilltops or views to the mountains beyond. As such, neither the Proposed Project nor any of the cumulative projects in the immediate vicinity would substantially alter landforms or visual quality in a way that would be inconsistent with the pattern of development that has been established in the eastern Otay Mesa area.

The aesthetics analysis in the final EIR for the EOMSP completed in 1994 (updated through 2015) did not identify significant cumulative visual effects related to the overall build out of the mesa in accordance with the Specific Plan. As demonstrated in the project specific analysis, excepting the hillside excavation associated with the Proposed Project, the cumulative development planned for the Specific Plan Area and considered here is no different in kind than that considered in the final EIR for the EOMSP.

Currently, large areas within the eastern portions of the mesa still appear to consist of open space, with a few large-scale developed uses. The continuity provided by miles of visually uniform open fields covered by non-irrigated native and non-native vegetation with few vertical features is being replaced by (alternatively continuous) one- to two-story structures of uniform construction surrounded by irrigated vegetation. The changes in increased scale and mass, as well as the change in the transition (flow) between elements observed associated with implementation of the identified cumulative projects, would result in a substantial cumulative change to the visual environment of eastern Otay Mesa.

These uses are located within industrial or commercial zones, however, in an area planned to have minimal impacts on sensitive viewing groups (residential neighborhoods, parks, schools, etc.). The change is not adverse in effect and is, therefore, not significant under CEQA and County guidelines. The anticipated development of buildings that are relatively low in height surrounded by landscaping and roadways edged with street trees and shrubs would provide a different, but equally viable, continuity. Conservation/Limited Use Areas so designated by the area's specific plans, such as Johnson and O'Neal Canyons, would be preserved, as would the RCA-identified Otay Mountain. Even with the Proposed Project and abutting power plants alterations, the San Ysidro Mountains and foothills would remain dominant visual features that would not entirely be blocked by the proposed developments and would continue to contribute to visual diversity when the mesa is viewed overall.

Although open space would be provided in projects such as the International Industrial Park (1), EOMBP Otay 250 (4), California Crossings (12), Otay Ranch Village 13 (15), Southview East (34) and Candlelight Villas (44), if all anticipated development in the area is constructed, the visual character and quality of eastern Otay Mesa would undergo a high level of change and the resulting visual environment would be more urban as well as more industrial. Consistent with the EOMSP, immediately adjacent additional industrial uses (by others), are planned for lots south of the power plant and east of Alta Road, and would screen Project activities. Development of the Proposed Project would visually contribute to the change. Additionally, all the new development would bring more viewers to the area, exposing them to the high level of change to the visual environment of eastern Otay Mesa. In large part, however, these viewers would be new to the area – coming in response to the new built businesses, and also would be coming for employment. As described above, such viewers are not considered as sensitive as recreational or residential viewers who are already in place prior to development.

The Proposed Project would contribute to existing diversity, and slightly interrupt the continuity of overall views from limited viewpoints. Mining is a heavy industrial use and that would be consistent with surrounding heavy industrial uses, providing visual continuity between the Project site and the surrounding area during operations and post-reclamation. Although long-term in nature, as the mesa continues to build out, the Project would be increasingly obscured by

intervening light and heavy industrial, commercial and detention facility structures. This continuing development on the mesa would tend to obscure portions of the Project identified as visible in analysis of the Project against existing conditions. This would be due to: (1) by structural or landscaping shielding along roadways further to the west that would block views from to the east altogether; and (2) where viewers are closer to the eastern mesa edge, direct shielding of mined areas by other industrial uses located immediately west of the modified slopes and east of the closest street. Taking all these considerations into account, the Project would result in a less than considerable contribution to a less than significant cumulative visual impact.

**Table 1-1
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS)							
1	TM 5549	International Industrial Park	Alta Road at Lone Star Road	170.59	Subdivide vacant land into 24 parcels for technology/business. 118.43 acres to be developed; 35.90 acres placed in open space; 16.26 acres used for internal circulation streets. Development would include 3 acres for the future permanent fire and sheriff station.	Pending	Potential impacts to biological resources, air quality, climate change, cultural resources, geology, mineral resources, and visual resources
2	TM 5304R/S08-018	Airway Business Center/FedEx	Northeast corner of Airway Road and Paseo De Las Americas	35.69	Subdivision into 12 lots (minimum 2 acres each) for light industrial uses.	EIR Addendum	Biological survey identified impacts to 38.52 acres of non-native grassland, to be mitigated by purchase of 19.26 acres of mitigation bank habitat. Sensitive species included foraging raptors only. Produces 4,200 ADT.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
3	TM 5405 SPA 04-006 MUP 00-024	Otay Crossings Commerce Park	Southeast of the intersection of Otay Mesa Road and Alta Road	311.5	Subdivision consists of 42 mixed industrial lots, three open space lots, and two lots for temporary uses pending acquisition and construction of SR 11 and the future port-of-entry.	Supplemental EIR	Potential impacts to aesthetics/visual quality, air quality, biological resources, cultural resources, geology/soils, hydrology/drainage/water quality, noise, public services and utilities, and traffic.
4	SPA 15 001 GPA 15 008 TM 5607 REZ 15 007 ER 15 98 190 13G	Otay-250 East Otay Mesa Business Park Specific Plan Amendment	Northeastern corner of Otay Mesa Road and Harvest Road/ SR 125	253.13	Specific Plan Amendment to the East Otay Business Park Specific Plan to establish a new Mixed-Use Village Core area within the Specific Plan Area. Maximum of 3,158 dwelling units, 84,942 square feet (sf) of employment uses, and approximately 51.3 acres of permanent biological open space.	Supplemental EIR	Potentially significant impacts include air quality, biological resources, cultural and paleontological resources, hazards and hazardous materials, noise, and transportation and traffic.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
5	TPM 20701RPL1 ZAP 99-029 STP 05-018 SPA 05-005	Burke Minor Subdivision/Otay Logistics Center	Eastern side of Enrico Fermi Drive between Siempre Viva Road and Airway Road	39.31/ 14.91	Subdivision into 4 parcels of 8.80, 9.37, 9.48 and 11.66 acres. Grading and improvement of a commercial road traversing the site. Truck parking and storage on site. Construction of approximately 270,000 sf of buildings and warehouse in the northern part of the site, along with 404 parking spaces and 73 loading spaces.	MND	Potential impacts related to biological resources, with proposed mitigation of the purchase of 20 off-site acres of non-native grassland. Potential impacts related to traffic include 635 ADT in Phase I and 715 ADT in Phase II, with proposed mitigation of fair share traffic contributions. Additional potential impacts related to land use and cultural resources. Mitigation measures would reduce impacts to a level of below significance.
6	MUP 98-001; SP93-004; GPA 94-02; P98-001W1	National Enterprises Storage and Recycling Facility	East and west sides of Alta Road, north of Calzada de la Fuente	161.2	Develop areas for interim use including automobile storage, scrap and recycling operations, and wood and green material recycling, and would include temporary office trailers of 720 sf each and 200 employee parking spaces. Project would provide space for approximately 11,000 vehicles.	EIR Addendum	Impacts to 0.76 acre coastal sage scrub and 103.61 acres of non-native grassland. Mitigation included 67.94 acres of coastal sage scrub and 24.29 acres of non-native grassland for a total of 117.66 impacted areas and 91.28 acres of mitigation (mitigation was of higher habitat value than impacts, resulting in less mitigation area). Buildout conditions would result in 2,403 ADT.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
7	TM 5505	Otay Business Park (Paragon)	Southeast of future intersection of Alta Road and Airway Road	161.6	Subdivision into 61 industrial lots, from west to east. No specific uses identified. Water, sewer and storm drain lines would be extended into the project site. Off-site improvements include extensions of Alta Road, Airway Road and Siempre Viva Road. The future alignment of SR 11 may traverse a portion of the site.	Supplemental EIR	Buildout conditions would result in 33,486 ADT and project would impact 176.1 acres of grassland, as well as burrowing owl, fairy shrimp, and Quino checkerspot butterfly. Project also would impact air quality, cultural and paleontological resources, hydrology and air quality, and noise.
8a	P06-074 (MUP 06-074) SPA 05-005	Corrections Corporation of America	Northwest corner of Lone Star Road and Alta Road	40	Construction of a 32-acre detention facility in two phases. Includes associated administrative, housing, parking, program space and ancillary support services with a total of 2,880 beds at buildout and an extension of Lone Star Road along project frontage.	Supplemental EIR	Potential impacts to biology (36.7 acres of non-native grassland and 3.7 acres of disturbed habitat), visual resources, hazards and hazardous materials, hydrology and water quality, public utilities and services, and transportation. Determined no additional impact to agricultural resources, air quality, cultural resources, geology and soils, land use and planning, mineral resources, noise, population and housing, and recreation.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
8b	MUP06-074W1	Corrections Corporation of America	665 Alta Road	79	Original permit (MUP 06-074) was approved by the Planning Commission on April 10, 2009. The main purpose of the Major Use Permit Modification is to move the location of the facility approximately 400 feet away from the previously approved site. Other changes include the relocation of the parking lot, an increase in capacity by 20 beds, minor changes to the layout of the buildings, and additional design features to accommodate the new location. Modification Approved by County Planning Commission on July 20, 2012.	CEQA 15162	No new impacts from the previously certified EIR dated July 27, 1994 and subsequent Addendum dated September 20, 2010 were identified.
9	TM 5527	Piper Otay Park	West of SR 125, north of Otay Mesa Road/ SR 905 and east of Piper Rancho Road	24.84	Subdivision into 13 industrial lots ranging in size from 1.03 to 2.61 acres.	EIR Addendum	Environmental Review Update Checklist Form identified potential new impacts to biological resources, hazards, hydrology, and traffic.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
10	PROPOSED PROJECT - MUP 04-004 RP 04-001	Otay Hills Construction Aggregate and IDEFO (Proposed Project)	Approximately 0.5 mile east of the intersection of Otay Mesa Road and Alta Road	431	Construction aggregate extraction operation, including materials processing (primary and secondary plants), concrete batch plant, cement-treated base plant, asphalt batch plant, and recycling of asphalt and concrete products.	EIR	
11	STP 14-004	Via De La Amistad Truck Parking (Rapid Transfer Express)	South side of Via de la Amistad, between the CHP Commercial Vehicle Enforcement Facility and the U.S.-Mexico border.	14	Proposed lot for storage of tractor-trailers and containers. No proposed structures or project phasing.	IS/MND	Project impacts include the following: 15.9 acres of non-native grassland habitat including potentially significant impacts to eagle and raptor foraging habitat and short term-noise impacts to ground-nesting raptors during the breeding season; potential impacts to one MSCP narrow endemic animal species – burrowing owl; storm water pollutants including sediments, heavy metals, organic compounds, trash & debris, and oil & grease; The project will pay TIF fees for cumulative traffic impacts.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
12	TPM 21046 MUP06-102 93-19-006AA	California Crossings	On the 9200 block of Otay Mesa Road, east of SR 125 and west of Heritage Road	26.94	325,502-sf retail commercial center.	Supplemental EIR	Potentially significant impacts to air quality; traffic/circulation; biological resources (direct loss of 23.4 acres of sensitive non-native grassland habitat, loss to raptor foraging and nesting habitat, impacts to migratory birds); and cultural and paleontological resources. Impacts determined not to be significant are associated with geology/soils, hazards/hazardous materials, hydrology/water quality, noise, aesthetics, agriculture, land use and planning, mineral resources, population and housing, public services and utilities, and recreation. Mitigation includes acquisition of a 15.4-acre conservation easement and distance restriction of construction during raptor nesting season.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
13	TM 5568	Rabago Business Technology Park	North of Otay Mesa Road and south of Lone Star Road between Vann Center and Enrico Fermi Drive	71.1	Technology business park with 19 lots. All adjacent roads to be improved to half width.	EIR Addendum	Environmental Review Update Checklist Form identified potential new impacts to air quality, biological resources, cultural resources, geology and soils, GHG, hazards and hazardous materials, noise, public services, transportation and traffic, and utilities and service systems.
14	TM 5566 MPA 3992-10-006	Hawano Industrial Development	East of Airway Place, west of Alta Road, south of Airway Road, and north of Via de La Amistad	79.6	Subdivision of 23 industrial lots on 65.62 acres and one detention basin lot on 2.47 acres. The TM would allow for the construction of up to 852,426 sf of industrial land uses.	EIR	The site is currently vacant and vegetated in non-native grassland. Potential impacts to biological resources and traffic/circulation.
15	GPA 04-003; SP 04-002; REZ 04-009; TM 5316A and B	Otay Ranch Village 13	North of Otay Lakes Road and Lower Otay Reservoir, east of Wueste Road	1,869	Development of 1,938 residences, including 1,881 single-family lots, a mixed-use area with 57 multi-family residences, a 17.4-acre resort hotel with 200 guest rooms, 1,089 acres of preserved open space, and approximately 144 acres of other open space.	Draft Supplemental EIR	Potential impacts to aesthetics and visual resources, transportation and traffic, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
County of San Diego Planning & Development Services (PDS) (cont.)							
16	Project No. 208889	Metropolitan Airpark – Brown Field Redevelopment	Within Brown Field Municipal Airport	331	Approximately 810,000 sf of aviation uses; an 8 to 10 megawatt solar photovoltaic energy generation facility; an industrial park with a maximum of 1.4 million square feet of development; relocation of the San Diego Air and Space Museum from Balboa Park (approximately 480,000 sf); and a commercial center that would include a hotel, alternative fuel station, bus transit station, and approximately 201,700 sf of commercial uses.	EIR	Impacts to 0.275 acre of vernal pool habitat and associated San Diego fairy shrimp and San Diego button celery on site. Additionally, direct impacts related to land use, transportation/circulation, visual effects and neighborhood character, air quality, biological resources, historical resources, human health and public safety, and paleontological resources. With the exception of impacts related to land use, visual effects and neighborhood character, and air quality, mitigation measures are proposed that would reduce impacts to below significance.
Otay Water District Capital Improvement Projects							
17	P2083, SCH No. 2016091019	PS 870-2 Potable Water Pump Station Replacement	Alta Road, northeast of the Donovan Correctional Facility	N/A	New pump station to replace existing 571-1 and 870-1 pump stations	MND	Potential impacts related to biological resources, cultural resources, and geology and soils. Mitigation measures were proposed that would reduce impacts to below a level of significance.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
Otay Water District Capital Improvement Projects (cont.)							
18	P2451	Otay Mesa Conveyance and Disinfection System	Proposed linear alignment from the Mexico border along Paseo de La Fuente and Alta Road, terminating at the 571-1 reservoir northwest of the G.F. Baily Detention Facility	N/A	Approximately 22,000-foot pipeline to bring desalinated water from the planned reverse osmosis plant in Rosarito, Mexico to potential delivery points within the Otay Water District service area.	Joint NEPA/CEQA document to be completed at a later date	Potential impacts have not been identified at this time.
19	P2482	Otay Mesa Lot 7 Groundwater Well	Southwest of the terminus of SR 125 and the SR 11/SR 905 interchange	N/A	Installation of two wells and associated water treatment systems within an industrial area in south Otay Mesa	PEIR	Potential impacts related to biological resources, cultural and archaeological resources, energy, and paleontological resources.
20	R2034	Res 860-1 Reservoir	North of Kuebler Ranch Road and east of the East Mesa Reentry Facility	N/A	Construction of a 4.0 million-gallon (MG) reservoir for recycled water storage.	PEIR	Potential impacts related to air quality, biological resources, archaeological resources, paleontological resources, landform alteration and visual aesthetics, land use and planning, noise, and hazardous materials.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
Otay Water District Capital Improvement Projects (cont.)							
21	P2228	Res 870-2 Reservoir	North of Kuebler Ranch Road and east of the East Mesa Reentry Facility	N/A	Construction of a 10.0 MG reservoir for potable water storage.	PEIR	Potential impacts related to air quality, biological resources, archaeological resources, paleontological resources, landform alteration and visual aesthetics, land use and planning, noise, and hazardous materials.
22	R2058	Reclaimed Water Pipeline Placement (RecPL)– Airway Road	Airway Road from Otay Mesa to Alta Road	N/A	Construction of a 10,700-foot, 16-inch recycled water pipeline in Airway Road	Part of Project P2048 (Otay Mesa Recycled Water System Link), to be evaluated in future CEQA compliance document.	Potential impacts have not been identified at this time.
23	R2077	RecPL – Alta Road	Alta Road from Alta Gate to Airway Road	N/A	Construction of a 7,900-foot, 24-inch recycled water pipeline in Alta Road.	Part of Project P2048 (Otay Mesa Recycled Water System Link), to be evaluated in future CEQA compliance document.	Potential impacts have not been identified at this time.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
Otay Water District Capital Improvement Projects (cont.)							
24	R2087	RecPL – Wueste Road	Wueste Road from Olympic to Otay Water Treatment Plant	N/A	Construction of a 13,500-foot, 24-inch recycled water pipeline in Wueste Road	Part of Project P2048 (Otay Mesa Recycled Water System Link), to be evaluated in future CEQA compliance document.	Potential impacts have not been identified at this time.
25	P2390	Siempre Viva Bridge Pipeline Crossings	Siempre Viva Road, west of SR 905	N/A	Installation of pipelines and appurtenances within a future bridge crossing	PEIR	Potential impacts related to paleontological resources, landform alteration, and visual aesthetics.
26	P2589	Potable Water Pipeline – Donovan Prison	From Alta Road to the Donovan Correctional Facility to the west	N/A	Construction of a 600-foot, 24-inch pipeline from the proposed P2451 pipeline to the Donovan Correctional Facility	PEIR	Potential impacts related to air quality, biological resources, paleontological resources, GHG, and hazardous materials.
Caltrans							
27	N/A	SR 905/SR 125/SR 11 Southbound Connectors Project	Near the SR 905/SR 125/SR 11 interchange, south of Otay Mesa Road	N/A	Construction of southbound connectors from the SR 905/SR 125/SR 11 interchange, currently being designed with construction expected to begin in 2018.	Pending	Potential impacts have not been identified at this time.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
Caltrans / GSA							
28	PM 0.0/2.7 EA 056300	SR 11 Segment 2 (tolled segment from Enrico Fermi Drive to Siempre Viva Road) and Segment 3 (Otay Mesa East Port of Entry [POE])	East of the SR 905/SR 125 interchange, extending east and south to a new POE at the U.S.-Mexico border.	212-236	The SR 11 Project would consist of constructing approximately two miles of a new 4-lane freeway from the SR 905/SR 125 junction to the future Federal POE at East Otay Mesa in San Diego County. Segment 1 from SR 905 east to Enrico Fermi Drive was completed and opened to traffic in November 2016.	EIR	Potential impacts related to paleontological resources, hazardous materials, air quality, and biological resources. Environmental consequences remaining substantial after mitigation include impacts related to traffic, visual, and noise.
GSA / CBP Capital Improvement Projects							
29	N/A	U.S. Cargo Import Facility	Directly east of the existing Otay Mesa POE at the U.S.-Mexico border	N/A	Project consists of adding lanes to a connector roadway, modifying approaches and fences for booths and other infrastructure improvements to enhance goods movement at the U.S. Cargo Import Facility.	N/A	N/A

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
GSA / CBP Capital Improvement Projects (cont.)							
30	N/A	Reconfiguration and Expansion of the Existing San Ysidro POE (Phase 2 and Phase 3)	San Ysidro POE, 720 East San Ysidro Boulevard	50	Three-phase project includes demolition and new construction of most of the POE. Phase 1 has been completed. Phase 2 would involve construction of a 120,000-sf Administration and Pedestrian Building (planned completion Summer 2019) and Phase 3 would include north and southbound inspection facilities (planned completion Summer 2019).	EIS	Potential impacts to traffic, historical resources, paleontological resources, hazardous waste/materials, biological resources. Additionally, short-term, construction related impacts associated with utilities, emergency services, and energy.
City of San Diego							
31	Project No. 310690/ SCH No. 2015111012	San Ysidro Community Plan Update and San Ysidro Historic Village Specific Plan	The San Ysidro planning area, south of SR 905 and north of the U.S./Mexico border	1,863	Updated community plan, creation of a Local Coastal Plan, provision of site-specific policies, amendments to the Land Development Code for adoption of a rezone, rescission of the San Ysidro Planned District ordinances, and comprehensive updates to both existing Public Facilities Financing Plans resulting in new Impact Fee Studies.	PEIR	Potential significant impacts, with proposed mitigation to reduce impacts to less than significant, include biological resources, geology and soils, archaeological and cultural resources, noise, and paleontological resources. Significant and unavoidable impacts were identified for transportation circulation, air quality, and historical resources.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
City of San Diego (cont.)							
32	Project No. 30330/304032 SCH No. 2004651076	Otay Mesa Community Plan Update	The Otay Mesa Community planning area east of I-805 and north of the U.S./Mexico border	9,302	Update to the 1981 plan, amendment to the General Plan, rezone ordinance to replace the Otay Mesa Development District with citywide zoning, LDC amendments and approval of an updated Public Facilities Financing Plan.	PEIR	Potential impacts related to land use, air quality, biological resources, transportation/circulation, geology/soils, historical resources, hydrology/water quality, paleontological resources, human health/public safety/hazardous materials, noise, utilities, and GHG. With the exception of impacts related to air quality (criteria pollutants, stationary sources/collocation), transportation/circulation, noise (traffic/stationary sources and construction), utilities (solid waste), and GHG, mitigation measures are proposed that would reduce impacts to below a level of significance.
33	408329	Otay Mesa Central Village Specific Plan	Otay Mesa Central Village Specific Plan Area (see Otay Mesa Community Plan)	229.2	Implementation of the City of Villages strategy through site-specific land use policies and design guidelines.	Addendum to the Otay Mesa Community Plan EIR	Potential impacts related to transportation/circulation, air quality, noise, biological resources, historical resources, geology and soils, and paleontological resources.

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
City of San Diego (cont.)							
34	371807	Southview East	East side of Caliente Avenue at the intersection with Airway Road bisected development located north and south of Airway Road	21.2	86 Multifamily condominiums on a vacant 21.2-acre site, leaving 12.9 acres as open space	Addendum to PEIR (Report No. 30330/304032/ SCH No. 2004651076	Project-level analysis revealed no new impacts from the previously certified PEIR.
35	412529	Southwind	Southwest of Caliente Avenue, where Caliente Avenue ends	4.96	75 condominiums	N/A	N/A
36	4925	Playa Del Sol	South of Ocean View Hills Parkway, North of State Route 905 and west of A Street	45.97	1,578 unit condominium project consisting of six three story buildings and ten four story buildings with two levels of underground parking, three approximately 9,608 sf recreational buildings	Addendum to EIR (SCH No. 85022015)	Potential impacts related to land use, transportation/circulation, biology, historical resources, landform alteration/visual quality, geology soils, water quality, noise, paleontology, human health and public safety, air quality, water supply, waste management, public services, and utilities

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
City of San Diego (cont.)							
37	438188/SCH No. 2014111068	PURE Water Program	Southwest of the I-5/805 split, with the proposed pipeline alignment north of the Otay Mesa planning area to the Otay Reservoir east of SR 125	N/A	Proposed South Bay facilities include expansion of the existing SBWRP and new facilities to produce and transport purified water, including a pipeline connecting the SBWRP to the Otay Reservoir.	PEIR	Potential impacts related to land use, air quality/odor, health and safety, biological resources, noise, historical resources, hydrology and water quality, paleontological resources, public utilities, visual effects and neighborhood character, geology/soils, and transportation, circulation, and parking.
38	2246	Airway 18 Truck Terminal/Airway Auto Park Storage	Southeast of the intersection of Airway Road and Britannia Blvd.	19.7	Truck terminal.	N/A	N/A
39	SCH No. 2015051020	Otay Truck Route Phase IV	Fronts a portion of the U.S./Mexico border, cross streets include Britannia Blvd and La Media Rd	N/A	Approximately 1.9 miles of improvements along an existing paved/gravel road and some cross street intersections, to include a combination of asphalt roadway, concrete curb, retaining wall, and structure elements.	MND	Potential impacts to biological resources.
40	4987	California Terraces: Planning Areas 13 & 14 Phase I	5213 Otay Mesa Road. Northeast corner of Ocean View Hills Parkway and Otay Mesa Road	45.1	644 MFR and 2.4 acres for a commercial center (24,000 sf)	N/A	N/A

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
City of San Diego (cont.)							
41	N/A	Rivera Del Sol: Neighborhood Park	Between Del Sol Blvd. and Rivera Shores Street	4.9	4.9-acre neighborhood park.	N/A	N/A
42	6738	Hidden Trails: Neighborhood Park	East of Ocean View Hills Parkway	3.7	4.1-acre neighborhood park.	N/A	N/A
43	N/A	St. Jerome Catholic Church	Northwest corner of the SR 905 and Ocean View Hills Parkway intersection	17	Phase I of this project consists of the construction of a 23,000-sf, 1,500-seat church with an outdoor gathering area, two drop-off zones and 532 parking spaces. Phase II includes a 48,000-sf education center that includes a preschool, elementary school, parish hall/gymnasium, outdoor amphitheatre, play fields and administration building.	N/A	N/A
44	50591/40329/ SCH No. 2013101036	Candlelight Villas	Southeast of Caliente Avenue and Airway Road	44.19	Proposed subdivision into three multi-family residential lots totaling 26.33 acres, and two open space lots totaling 15.76 acres, as well as trail and trail access improvements.	EIR	N/A

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
City of San Diego (cont.)							
45	4281	Las Californias Center	8077 Siempre Viva Road. South of Siempre Viva Road and west of Britannia Blvd.	68.5	TM to create 31 lots. Two industrial parks, one of 374,300 sf and one of 305,900 sf	N/A	N/A
46	5751	Just Rite	Northeast corner of Siempre Viva Road and Britannia Blvd.	34.44	12 lots for industrial development.	N/A	N/A
47	88422/88430	Brown Field Tech Park/Otay Mesa Business Park	South of Otay Mesa Road and west of Britannia Blvd.	73	Business park.	N/A	N/A
48	147108	Britannia 40	Northwest of the Siempre Viva Road and Cactus Road	39.3	Construction of a 10,000 sf building on a vacant site.	N/A	N/A

**Table 1-1 (cont.)
CUMULATIVE PROJECTS**

Map Key	Identifying Project Number	Project Name	Location	Acres	Proposed Improvements	CEQA/NEPA Document	Potential Impacts
California Prison Health Care Receivership Corporation (CPR)							
49	N/A	Level II Infill Correctional Facilities Project	R.J. Donovan Correctional Facility at Rock Mountain, 480 Alta Road	70-105	Construction of a new 317,000-sf housing facility.	EIR	Potential impacts related to air quality during construction, biological resources, paleontological resources, hazardous materials, hydrology, and traffic/transportation. Significant, unavoidable impacts were identified related to traffic during project construction. Mitigation measures were identified for the remaining potential impacts which would reduce impacts to less than significant.
County of San Diego Department of Environmental Health (DEH)							
50	N/A	East Otay Mesa Recycling Center and Landfill	Located two miles east of Siempre Viva Rd. exit from I-905	450	Recycling collection center and Class II solid waste landfill	IS Checklist, EIR pending	Potential impacts related to aesthetics, biological resources, hazards and hazardous materials, mineral resources, public services, utilities and service systems, agricultural resources, cultural resources, hydrology and water quality, noise, recreation, air quality, geology and soils, and transportation/traffic

Key: SFR = Single-family residences; MFR = Multi-family residences; DU = Dwelling units; TM = Tentative Map; TPM = Tentative Parcel Map; VTM = Vesting Tentative Map; SDP = Site Development Permit; STP = Site Plan; MUP = Major Use Permit; RP = Reclamation Plan; ZAP = Minor Use Permit; RPL = Replacement; SPA = Specific Plan Amendment; N/A = Not Available or Not Applicable.

5.7 Summary of Project Impacts and Significance and Conclusions

The contrast caused by the Proposed Project during operation would be noticeable but not visually dominant, would not be larger in scale than the surrounding elements, would introduce new diversity, and slightly interrupt the continuity of overall views. The steeper, rockier slopes created by the proposed extraction operations would support sparser vegetation than the hills surrounding the Project site; final slopes would be steeper (up to 1:1) than the existing hills on and near the Project site and would have horizontal benches spaced evenly across them. The rock staining and native plants proposed in the Reclamation Plan, however, would provide visual continuity between the Project site post-reclamation and the surrounding area, softening contrast and ensuring that the diversity created by the Project would not be incompatible with the visual environment. Additionally, reclamation of the site would allow future development that would be compatible with future surrounding development according to the EOMSP. The Project, therefore, would not cause a significant impact to the existing visual environment or be inconsistent with applicable design guidelines (Guideline 1).

The Proposed Project elements would not interrupt views of the largest, silhouetted mountains; the San Ysidro Mountains would continue to provide the dominant background in eastward views of the area. Post-reclamation, the Project site would be characterized by manufactured slopes that would be steeper, and more uniform and geometric than the existing hillsides, with evenly spaced benches extending horizontally across the length of the new slopes. This configuration would affect continuity of the area's visual environment, and undisturbed native vegetation existing on the Project site would be impacted, although not all of the vegetation would be disturbed at the same time, and the greatest contrast between the exposed soil and the surrounding undisturbed vegetation would be temporary. The proposed Reclamation Plan includes a Revegetation Plan with similar species. The site reclamation would soften the contrast created by the exposed soil and would ensure that the Proposed Project slopes would be more compatible with the existing vegetation on the hillsides and pads abutting the Project site. The approximately 329 acres of open space preserved as part of the Project east of the mining footprint would ensure that visible native habitat is retained *in perpetuity*. Proposed project impacts to valued visual elements would be less than significant (Guideline 2).

The Proposed Project would not degrade the quality of views from public trails such as Otay Mountain Truck Trail and the proposed future trail on Calzada de la Fuente; visible elements of the Project would be below dominant slope lines when viewed from the west, and below the viewer when viewed from the east. The Project's contribution to industrial built environment related to structures on the northern parcel would be visually outweighed by the taller and larger structures of the abutting existing and planned power facilities. No other existing public parks or recreation areas, surface waters or major drainages, ridgelines, or other sensitive public viewpoints are located within the Project site or close enough to the Project site to provide sensitive viewpoints. The Project, therefore, was found to have no significant adverse visual impacts due to degradation of these resources (Guideline 3).

The San Ysidro Mountain foothills and canyons are identified in the EOMSP as areas of special scenic beauty. Johnson and O'Neal Canyons would not be impacted by the Proposed Project. Excavation into the foothill hillsides would occur in an area not distinguished by notable topographic features differentiated from the rest of the foothills (i.e., not prominent), and would

not affect skylined hilltops or ridgelines. Staining and revegetation in under a phased program would soften the greatest levels of contrast within an approximately 25-year period (including all hillside mining phases and some time for plant establishment), and ultimately, would be additionally shielded by additional development consistent with the EOMSP. Additionally, although potential scenic highways exist in the area, none is officially designated; therefore, the Project would not impact scenic highways. The lighting proposed for the Project, consisting of directed, downward-shielded lighting would meet the objectives of the Dark Sky Ordinance and would be visually similar to lighting at the closest developed facilities, including the power plant and the prisons. The Project, therefore, would meet the applicable policies and planning guidelines for the area (Guideline 4).

6.0 VISUAL MITIGATION AND DESIGN CONSIDERATIONS

While some elements of the Proposed Project operations would result in notable contrast with the surrounding areas, the limited number of sensitive viewers, the distance to the Project impact footprint from these points, the incorporation of phased reclamation activities into the Project, and the extensive, panoramic nature of the setting in which the Project would be located result in Project-related changes not being visually significant. No mitigation measures beyond Project design in the Reclamation Plan are required.

The Reclamation Plan provided as part of the Proposed Project details slope and pad revegetation and includes plant palettes and planting methods to both provide erosion control and help visually blend the manufactured slopes created by the Project with the existing slopes in the area. As described above, reclamation of Project slopes would occur following completion of mining in each area during Phases 2. The plant palettes proposed in this Reclamation Plan are drawn from existing conditions on and near the Project site. Additionally, the Reclamation Plan calls for rock outcroppings and exposed rock faces that cannot be planted to be stained to resemble aged rock rather than newly exposed stone. These measures are adequate to ensure that the level of contrast that would be created by the Proposed Project would be no more than moderate. With regard to streetscape planting, the Project would install approximately 9,705 square feet of screening canopy trees and shrubs along Project frontage on Calzada de la Fuente. No additional mitigation measures are recommended.

7.0 REFERENCES

County of San Diego

2007 Guidelines for Determining Significance and Report Content and Format Requirements; Visual Resources. Land Use and Environment Group, Department of Land Use and Planning. July 30.

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Darnell & Associates, Inc.

2017 Traffic Impact Study for the Otay Hills Project. December.

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HELIX Environmental Planning, Inc.

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