

ADDENDUM #2
FOR ENVIRONMENTAL IMPACT REPORT (EIR-9-19-52130)
SCH No. 2017111004
FOR VENTURA WATER DEPARTMENT
PROPOSED LOCAL PLAN AMENDMENT (LCPA) AND REORGANIZATION
(Certified by the Ventura City Council October 2019)

Project Number: 23-0279
Case Number(s): ANEX-03-23-0001, GPA-03-23-0001

I. SUMMARY:

The City of Ventura has reviewed an application for the following proposed projects and the environmental review considers the following requests:

1. A Comprehensive Plan Amendment, General Plan Amendment, and Local Coastal Plan Amendment (LCPA).
2. A Reorganization and pre-zoning for a 10-acre property located at the southeast corner of Harbor Boulevard and Olivas Park Drive, known as the Ventura Water Advanced Water Purification Facility (AWPF) site (APN 138-0-050-090).

The [Ventura Water Supply Projects EIR](#) analyzed the siting of the AWPF in the EIR, referred to as the “Harbor Boulevard” site, located at the southeast corner of Harbor Boulevard and Olivas Park Drive. Potential Impacts were addressed in the EIR for the site. Discussion regarding the requirements for a Comprehensive Plan Amendment, General Plan Amendment, and LCPA was considered. Additionally, the proposed Annexation of the site into the City of San Buenaventura was also considered. For reference, an [Addendum](#) was conducted in 2022.

A. Proposed Finding: The California Environmental Quality Act of 1970 (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides that an addendum shall be prepared when only minor technical changes, or changes which do not create new significant impacts, would result. This Addendum is for changes to EIR-9-19-52130, which was prepared pursuant to CEQA Guidelines 15162.

CEQA requires analysis of environmental impacts which could occur as a result of the project. For the proposed revisions to the approved project, an Addendum to the previously certified EIR (EIR-9-19-52130) for the approved development can be prepared if the following applicable provisions of CEQA Guidelines Section 15164 can be met:

- (a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. and;*
- (e) *a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

An Addendum has been prepared to reflect changes and additions of the proposed comprehensive plan and general plan amendments and LCPA, and a proposed Reorganization of the site, because none of the applicable conditions of Section 15162, calling for a subsequent EIR, have occurred, as has been documented in the City's analysis and determination provided below.

Specifically, under Section 15162(a), Subsequent EIRs, of the CEQA Guidelines states:

- (a) *When an EIR has been certified or a negative declaration adopted for the project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
 - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
 - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence*

at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effect on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Based upon the City's analysis of the project and material submitted, there are no substantial changes or changed circumstances under which the environmental review of the proposed projects would require major revisions of the previous EIR. No new significant environmental effects nor substantial increase in the severity of previously identified significant effects under the certified EIR-9-19-52130 have been found with the proposed projects. No new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-9-19-52130; nor would any impacts previously examined become substantially more severe than in the approved EIR-9-19-52130; Further, no mitigation measures or alternatives previously identified as infeasible have become feasible or available to substantially reduce one or more significant effects than in the approved EIR-9-19-52130; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-9-19-52130. As part of this Addendum, the Summary of Impacts and Mitigation Measures adopted for EIR-9-19-52130 would be adopted as part of the Addendum are referenced hereto.

The EIR identified the following potentially significant impacts for the siting of the AWPf site on the Harbor Boulevard site. Potential impacts were shown to be mitigated to less than significant levels by measures recommended in the EIR and incorporated into the Summary of Impacts and Mitigation Measures adopted for EIR-9-19-52130. These documents would be incorporated by reference and adopted as part of the Addendum and the attached Resolutions. The impact areas of concern for the siting

of the AWPf on the Harbor Boulevard site that have been mitigated to a level of less than significant, are as follows:

Aesthetics

Potential Impact:

AES 3.1-1: The proposed projects could result in a significant impact if they would have a substantial adverse effect on a scenic vista; and

AES 3.1-3: The proposed projects could result in a significant impact if they would substantially degrade the existing visual character or quality of the sites and their surroundings.

The certified EIR analyzed the potential aesthetic impacts of the AWPf structure on the Harbor Boulevard site. The analysis stated that it was likely that the tallest structure to be housed within the AWPf site would be no greater than a two-story facility (storage tank). Further, it stated that the Harbor Boulevard site currently includes disturbed open space with sparse vegetation and is adjacent to a golf course to the east, Harbor Boulevard, a strip mall, the Ventura Water Reclamation Facility (VWRF) and the harbor to the west, and disturbed open space to the north and south. Harbor Boulevard is not designated as a state or local scenic route. However, there is a policy in the General Plan (not a Coastal Policy) that calls for development along selected roadways, including Harbor Boulevard and Olivas Park Drive, “to respect and preserve views of the community and its natural context.” (General Plan Policy 4D, Action 4.36). The construction of the AWPf would change the site from undeveloped open space to a new fully enclosed industrial facility. As a result, the certified EIR concluded that the visual change of constructing the AWPf on the disturbed open space could have a potential significant impact on the surrounding views of the area. The EIR identified two mitigation measures (AES-1 and AES-2) that would ensure impacts to visual character and quality remained less than significant.

As part of the proposed LCPA, an allowed maximum height of 45 feet for the new “Southeast Harbor Area” is proposed as part of the development standards in the Comprehensive Plan. The other Harbor Areas detailed in the City’s Comprehensive Plan are located adjacent to the Harbor and Pacific Ocean/Beach areas and have a maximum height standard of 45 feet and the proposed new “Southeast Harbor Area” is consistent with the other Harbor area’s development standards. The proposed site for the AWPf is east of Ventura Harbor and across from a strip mall and the VWRF. Additional standards such as building coverage of not more than 50%, landscaping, neutral colors, and interpretive walking paths are also part of the proposed development standards.

A Viewshed Assessment dated June 29, 2023 (Exhibit A was developed by Environmental Science Associates (ESA) to analyze any potential new aesthetic impacts of the proposed development standard to allow for a maximum of 45 feet in height for the new “Southeast Harbor Area”. A viewshed is defined by the resources visible to the human eye from an observer’s viewpoint. The viewshed analysis considers locations of views likely to be affected by the visual changes resulting from implementation of the project. The limits of the project viewshed from various observer viewpoints are the foothills to the north and to the northeast, the masts in the harbor to the west, and distant vegetation to the south and southeast. Visual simulations were developed from seven Key Viewpoint Positions (KVPs) around the Project Site with a proposed structure of 45 feet. These viewpoints were chosen to provide representative depictions of the landscape that would best illustrate potential developed conditions from a variety of viewpoints. Viewpoints were selected from locations accessible to the public along public roadways as these are the locations from which the greatest number of people would view the site.

The site is currently vacant, and any type of development is going to be evident by pedestrians and drivers from Harbor Boulevard and Olivas Park Drive. However, the report concluded that views from the KVPs would not have a significant adverse visual impact due to adjacent landscaping, short duration of views by passing vehicles, very little pedestrian traffic, and distance from any significant visual resources that would be impacted by the development. Motorists and cyclists would be in motion, focused mainly on the road, and would only experience any potential impacts for a few seconds to minutes, respectively, as they travel along the roads. While pedestrians may have slightly longer view durations than motorists or cyclists due to their speed of travel, there are no seating or other viewing areas from which the public would be exposed to this view for longer periods of time. Notable visual resources include the distant hillsides, mountains, boat masts, power poles, and palm trees, some of which would still remain visible, thereby maintaining the overall visual character of the Harbor Boulevard viewshed. The EIR concludes that impacts to visual character and quality would be less than significant with mitigation. The allowance for a 45 feet maximum height would not alter this conclusion. Mitigation Measure AES-2 requires that structures on the site be designed with a color pallet and external landscaping that minimizes contrasts in character with the local area. Potential impacts to visual character and quality resulting from an increased maximum height limit of 45 feet compared with the 20 feet (two story) assumed in the EIR would remain less than significant with mitigation.

The EIR concluded that impacts to scenic views and vistas would be less than significant with no mitigation required. The allowance of a 45 feet height maximum limit would not substantially increase impacts to scenic views or vistas. Views of the distant mountains would be affected in a similar way as evaluated in the EIR. Any structure on

the site would obscure but not entirely block views of distant mountains from Harbor Boulevard. However, views of the ocean and harbor would not be blocked. As a result, impact to scenic views and vistas would remain less than significant, consistent with the conclusion in the EIR.

Therefore, as there would be no additional adverse aesthetic impacts substantially more severe than analyzed in the approved EIR-9-19-52130, and the proposed LCPA includes many other development standards that will guide the proposed development of the future AWPf and reduce potential effects to visual quality, no new mitigation is required.

Mitigation:

AES-1: Prior to the start of construction, the city of Ventura shall prepare a Construction Management Plan. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, areas for stockpiling of materials, temporary opaque fencing material, and haul route(s). Staging areas shall be sited and/or screened to minimize public views to the maximum extent practicable.

AES-2: Aboveground buildings/structures shall be designed to have color palettes and vegetation screening as necessary to blend with the surrounding character of the site and to minimize contrasting features in the visual landscape.

Potential Impact:

AES 3.1-4: The proposed projects could result in a significant impact if they would create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

No additional impacts – No new mitigation required.

Mitigation:

AES-3: Lighting used during temporary nighttime construction or for permanent security purposes shall be shielded and directed downward or pointed away from surrounding light-sensitive land uses.

Cultural Resources

Potential Impact:

CUL 3.5-1: The proposed projects could result in a significant impact if they would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

No additional impacts – No new mitigation required.

Mitigation:

CUL-1: Prior to the start of any ground disturbing activity, a Qualified Archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2008) shall be retained by the City to carry out all mitigation measures related to archaeological resources.

CUL-2: Cultural resources survey shall be conducted prior to any ground disturbing activities associated with unsurveyed portions of the project area. The portions of the area of the proposed projects not surveyed include the Harbor Boulevard, Transport Street and Portola Road AWPf sites, the parcels within which groundwater Well Sites 2 and 3 would be located, and the portions of the proposed water conveyance pipeline located on private lands. Any resources identified during the survey that would be impacted as a result of the proposed projects should be evaluated for listing in the NRHP and CRHR. Avoidance and preservation in place shall be the preferred manner of mitigating impacts to historical resources under CEQA.

CUL-3: Prior to any ground disturbing activities associated with the project, the Qualified Archaeologist should conduct cultural resources sensitivity training for all construction personnel. Construction personnel should be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City should ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-4: Prior to the start of ground disturbing activities associated with the proposed projects, an archaeological monitor working under the supervision of the Qualified Archaeologist and a Native American monitor associated with the Barbareño/Ventureño Band of Mission Indians, or other locally affiliated tribe, shall monitor all project-related ground-disturbing activities within previously undeveloped project parcels, all jack-and-bore receiving pits, and all pot-holing activities within existing road rights-of-way. Previously undeveloped parcels requiring monitoring include the Harbor Boulevard, Transport Street, and Portola Road AWPf sites, as well as the new treatment wetlands parcel, and groundwater Well Sites 1, 2, and 3. For the pipeline alignments to be installed within existing road rights-of-way, a monitoring plan shall be prepared by the Qualified Archaeologist outlining the locations and timing of monitoring based on level of disturbance identified during pot-hole monitoring, as well as any geotechnical report to be prepared as part of project implementation. Based on observations of subsurface soil stratigraphy or other factors during initial ground disturbing activities across the project area, and in consultation with the City and Native American monitor, the Qualified Archaeologist may reduce or discontinue monitoring as warranted if the Qualified Archaeologist determines that the possibility of encountering archaeological deposits is low in a given area or during a given activity. Archaeological monitors shall maintain daily logs documenting their observations.

Monitoring activities shall be documented in a Monitoring Report to be prepared by the Qualified Archaeologist at the completion of construction and shall be provided to the City and filed with the SCCIC within 6 months of construction completion.

CUL-5: In the event of the unanticipated discovery of archaeological materials during project implementation, all work shall immediately cease in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a significant resource, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with City and Barbareño/Ventureño Band of Mission Indians, or other locally affiliated tribe, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

Potential Impacts:

CUL 3.5-2: The proposed projects could result in a significant impact if they would cause a substantial adverse change in the significance of a unique archaeological resource pursuant to § 15064.5.

CUL 3.5-3: The proposed project could result in a significant impact if they would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

No additional impacts – No new mitigation required.

Mitigation:

CUL-7: Prior to the start of project-related ground-disturbing activities, the City shall retain a qualified paleontologist meeting the Society for Vertebrate Paleontology's professional standards (2010) to carry out all mitigation measures related to paleontological resources.

CUL-8: Prior to the start of project-related ground-disturbing activities, the qualified paleontologist shall conduct a paleontological resources sensitivity training for all construction personnel working on the project. This may be conducted in conjunction with the archaeological resources training required by Mitigation Measure CUL-2. The training shall include an overview of potential paleontological resources that could be

encountered during ground-disturbing activities to facilitate worker recognition, avoidance, and subsequent immediate notification to the qualified paleontologist for further evaluation and action, as appropriate; and penalties for unauthorized artifact collecting or intentional disturbance of paleontological resources. The City shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-9: The qualified paleontologist, or a paleontological monitor working under the direct supervision of the qualified professional paleontologist, shall spot check open and visible excavations and/or spoil piles originating from construction activities exceeding depths of 20 feet. The qualified paleontologist shall review engineering plans to determine where ground disturbing activities will exceed 20 feet deep, and will coordinate with construction staff to determine the scheduling of spot checks. In the event that sensitive Quaternary older alluvial deposits are observed during spot check monitoring, the qualified paleontologist may make recommendations to modify the spot check protocols. Likewise, if monitoring observations suggest no potential for paleontological materials, the paleontologist may recommend to reduce or to discontinue the spot checks. The paleontological monitor shall prepare daily logs. After construction has been completed, a report that details the results of the spot check monitoring will be prepared and submitted to the City.

CUL-10: In the event of the unanticipated discovery of paleontological resources during project implementation, all work shall immediately cease in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified paleontologist. The qualified paleontologist shall evaluate the significance of the resources and recommend appropriate treatment measures. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Any fossils encountered and recovered shall be catalogued and donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. Construction shall not resume until the qualified paleontologist has conferred with the City on the significance of the resource.

Potential Impact:

CUL 3.5-4: The proposed projects could result in a significant impact if they would disturb any human remains, including those interred outside of formal cemeteries.

No additional impacts – No new mitigation required.

Mitigation:

CUL-11: If human skeletal remains are uncovered during project construction, all work within 100 feet of the find shall be immediately halted, and the Ventura County coroner

shall be contacted to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC 5097.98 (as amended by AB 2641). The NAHC shall then identify a Most Likely Descendant (MLD) of the deceased Native American, who shall then help determine what course of action should be taken in the disposition of the remains.

Per PRC 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Geology, Soils, and Seismicity

Potential Impacts:

GEO 3.6-6: The proposed projects could result in a significant impact if they would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

No additional impacts – No new mitigation required.

Mitigation:

GEO-1: A soils report and geotechnical investigation report shall be prepared by a California licensed geotechnical engineer for all facilities with potential to encounter shallow groundwater or expansive soils. These reports shall evaluate various geotechnical characteristics including existing liquefaction risk, expansive soils, and soil stability, and whether the operation of the proposed projects would exacerbate an existing risk of liquefaction or soil instability or create a new risk. The reports shall provide recommendations for facility design per these findings; these recommendations shall be incorporated into facility design.

Noise

Potential Impacts:

NOISE 3.13-1: The proposed projects could result in a significant impact if they would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

No additional impacts – No new mitigation required.

Mitigation:

NOISE-1: Prior to construction, the City of Ventura shall ensure that the contractor specifications stipulate that:

- All construction equipment, fixed or mobile, is equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- When feasible, construction haul routes shall avoid noise-sensitive uses (e.g., residences, convalescent homes).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from the nearest noise-sensitive receptors.
- The project shall provide noise blanket/temporary noise barriers between the active areas and residential buildings

NOISE-2: Throughout project construction and operation, the City of Ventura shall document, investigate, evaluate, and attempt to resolve all project-related noise complaints as soon as possible.

- The City shall establish and disseminate a 24/7 hotline telephone number for use by the public to report any undesirable project noise conditions. If the telephone number is not staffed 24 hours per day, the City shall include an automatic answering feature with date and time stamp recording to answer calls when the phone is unattended.
- The City shall designate a Noise Disturbance Coordinator during construction and permanently once the facility is operational. The Noise Disturbance Coordinator shall assist in resolving noise complaints to minimize impacts while maintaining the objectives of the construction and operation of the facility. The Noise Disturbance Coordinator shall report all noise complaints to the City program manager.
- For construction noise complaints received outside of the construction hours and days allowed (Monday through Friday, between the hours of 7:00 a.m. and 8:00 p.m.), the Noise Disturbance Coordinator shall take immediate steps to determine whether project construction is causing the noise and, if so, to reduce the noise level of that activity or take other appropriate action to remedy the complaint as quickly as possible.
- For construction activities near local residences, the Noise Disturbance Coordinator shall have the authority to require the installation of a temporary noise barrier to reduce noise impacts to the closest sensitive receptors. The noise barriers shall be tall enough to effectively block sight-lines of the construction to the closest residences. The contractor shall install noise barriers as directed by

the Noise Disturbance Coordinator to minimize construction noise and resolve noise complaints.

- Deliveries to the site normally shall not occur before 7:00 a.m. or after 10:00 p.m. on weekdays or between 9:00 a.m. and 6:00 p.m. on Saturdays and are not allowed on Sundays. Oversized loads and other heavy-duty vehicles would primarily get to and from the site using main traffic conduits. If for reasons of critical operational needs these hours must be violated, the City shall notify adjacent residences of the unusual circumstance at least 2 days in advance.

Potential Impact:

NOISE 3.13-2: The proposed projects could result in a significant impact if they would expose persons to or generate excessive groundborne vibration or groundborne noise levels.

No additional impacts – No new mitigation required.

Mitigation:

NOISE-5: The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 45 feet of existing residential structures. Instead, small construction equipment such as small rubber-tired bulldozers, small rubber-tired excavator, etc., not exceeding 150 horsepower shall be used within this area during demolition, grading, and excavation operations.

Transportation and Traffic

Potential Impact:

TRAF 3.17-1: The proposed projects could result in a significant impact if they would conflict with an applicable plan, ordinances or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

No additional impacts – No new mitigation required.

Mitigation:

TRAF-1: Prior to the start of construction facilities that would occur within a roadway right-of-way, the City of Ventura shall require the construction contractor to prepare a Traffic Control Plan. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations, and any other devices that will be used during construction to guide motorists, bicyclists, and pedestrians safely through the

construction area and allow for adequate access and circulation to the satisfaction of the City's Public Works Director and Fire and Police Chiefs. When construction activities disrupt travel on major collectors or arterials, electronic signs shall be used to provide the public, on all transportation modes, with current construction information and the availability of alternative travel routes.

The Traffic Control Plan shall be prepared in accordance with the City of Ventura's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties and that emergency access will not be restricted. Additionally, the Traffic Control Plan shall also include a scheduling plan showing the hours of operation to minimize congestion during the peak hours and special events. The scheduling plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. Further, the Traffic Control Plan will include detours or alternative routes for bicyclists using on-street bicycle lanes as well as for pedestrians using adjacent sidewalks.

In addition, the City shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction. During construction, the City will maintain continuous vehicular and pedestrian access to any affected residential driveways from the public street to the private property line, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the City shall notify the owner or occupant of the closure of the driveway at least 5 working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction of the proposed projects do not interfere unnecessarily with the work of other agencies such as mail delivery, school buses, and municipal waste services.

The City shall also notify local emergency responders of any planned partial or full lane closures or blocked access to roadways or driveways required for construction of the proposed project facilities. Emergency responders include fire departments, police departments, and ambulances that have jurisdiction within the proposed project area. Written notification and disclosure of lane closure location must be provided at least 30 days prior to the planned closure to allow for emergency response providers adequate time to prepare for lane closures.

Exhibit A: Viewshed Analysis



memorandum

date June 29, 2023

to Linda Sumansky, Ventura Water

cc Tom Barnes, Elijah Davidian

from Christina Maxwell

subject VenturaWaterPure – Viewshed Assessment

The City of Ventura's water and wastewater department, Ventura Water, is pursuing the VenturaWaterPure Project, which will improve ecological conditions in the Santa Clara River Estuary (SCRE) by reducing tertiary treated wastewater discharges to the SCRE and diverting flow to purification facilities for augmentation of local water supply. The project is proposed for sites within the City of Ventura (City) and unincorporated Ventura County (County). The project includes an advanced water purification facility (AWPF), proposed for a 10-acre parcel located at the southeast corner of the Harbor Boulevard and Olivas Park Drive intersection, in unincorporated Ventura County (Project Site). The Project Site is within the coastal zone, in the County's local coastal program (LCP) jurisdiction. As part of the project's entitlements process, Ventura Water is seeking to annex the Project Site and amend the City's LCP. Ventura Water's proposed LCP amendment would establish a 45-foot height limit at the Project Site. The California Coastal Commission (CCC), whose certification of the LCP amendment will be required in order for the project to proceed, has requested that Ventura Water evaluate the potential viewshed effects of future development at the site. This viewshed assessment memorandum has been prepared in response to the CCC's request.

Methodology

This viewshed assessment describes the project setting, defines the viewsheds available to various viewers and evaluates the viewshed effects from seven key viewpoints (KVPs). For each viewpoint, the existing landscape and visual resources are described, along with a description of how the viewer is likely to experience the view (e.g., in motion, from a motor vehicle). Visual simulations are provided for each KVP in order to depict the visual appearance of the project. Descriptions of the visual change represented in the simulations are provided for each KVP.

A total of seven KVPs were evaluated. At each of these locations, existing conditions were photographed with a SonyA6300 camera with a 50 mm equivalent focal length lens. The camera was positioned 5.5 feet above the ground plane to represent a standing eye-level view. Photograph locations were documented with GPS data and

with reference to field located utilities. These photographs were used as a basis of comparison against simulated developed conditions at the same viewpoints.

The visual simulations were generated using a 3D SketchUp model of the project's conceptual design, prepared by Ventura Water's architectural consultant, and LumionPro light rendering software. Aligned views were created in the model to match the camera settings for rendering. The final images were compiled in Adobe Photoshop. Buildings represented in the simulations rise to a maximum height of 45 feet. Within the environment of the site model, views were created to match the KVP photographs. The simulations depict only the massing of the buildings and do not include exterior finishes or landscaping. Final design would include additional architectural treatments, setbacks, visual screening, and other measures to reduce visual impacts and ensure computability with the surrounding landscape. An artistic rendering of potential future conditions on the Project Site is provided in **Figure 1** to illustrate a potential design concept.

Visual impact assessment is based on a combination of evaluating existing visual quality, viewer sensitivities, and degree of visual change. For this analysis, levels of visual quality and viewer sensitivity are estimated based on criteria that establish ratings of "high," "medium," and "low." Visual change is qualitatively evaluated based on the visual simulations. By qualitatively combining rankings of visual quality, visual sensitivity, and the direct visual change identified in the simulations, an overall determination is then made regarding the potential impact on a given viewpoint by the project. For example, the simulated development may show a high level of visibility at a particular viewpoint, but when combined with a low visual quality and sensitivity ranking, would be considered to have little overall impact to visual quality in that area.

Visual quality was evaluated using the following criteria:

- **Low:** Landscape is common to the region and exhibits few, if any, memorable features or patterns that provide visual diversity. A prevalence of encroaching human elements or landscape modifications exist, which do not compatibly blend with the natural surroundings. Human alterations exhibit low maintenance, design quality, or siting sensitivity.
- **Medium or Moderate:** Landscape exhibits generally attractive natural and man-made features/patterns, although they are not visually distinctive or unusual within the region. The landscape integrity of the area provides some positive visual experiences such as natural open space with some existing disturbance or well-maintained development.
- **High:** Landscape exhibits distinctive and memorable visual features and patterns that are largely intact and undisturbed – usually a rural or open space setting. Development or visual disturbances, if present, are well planned to integrate with natural landscape materials or character.



Source: VenturaWaterPure AWPV VWP Vision Framework, March 2023

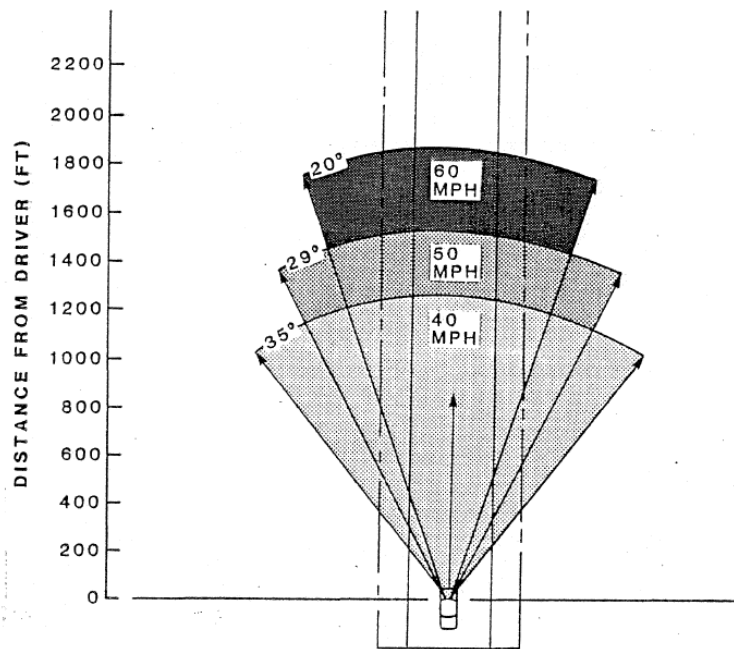
Figure 1. Artistic Rendering of Potential Future Conditions

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Viewer sensitivity is dependent on viewer types and exposure, number of viewers, view orientation and duration, and viewer expectation. Levels of viewer sensitivity were evaluated using the following criteria:

- **Low:** Viewer types represent viewers of low visual sensitivity, including agricultural and industrial workers who are involved in their work and not focused on the landscape. Viewer numbers and view duration are low. Viewers have low expectations of experiencing high-quality views, and are not typically in search of a quality visual experience. Views are often screened or limited.
- **Medium or Moderate:** Viewer types represent viewers of medium visual sensitivity, including recreationists and passing motorists. Viewer numbers and view duration are moderate in scope. Viewers have only a moderate expectation of experiencing high-quality views, and may or may not be engaged with the passing visual experience.
- **High:** Viewer types represent viewers of high visual sensitivity, including tourists and homeowners. Viewer numbers and view duration are high, with views oriented toward a specific landscape or vista. Viewers have expectation of experiencing high-quality views and are often in search of a quality visual experience. Views are often wide and sweeping, or from a superior vantage point.

As discussed further below, the viewers most likely to be affected by development of the Project Site will be travelers along adjacent roads. **Figure 2** illustrates distance and peripheral view orientations in relation to motorists' driving speeds. Viewing angles and driving speeds have a direct relationship to a driver's perception and will usually form the visitor's impression of the project site. To a lesser extent people may also approach the Project Site by bicycle or on foot. Due to the lack of sidewalks adjacent to the site and the area's low-density development pattern, there are not likely to be large numbers of pedestrians whose views would be affected.



SOURCE: Packard, Robert T. ed.m Ramsey/Sleeper, Architectural Graphic Standards, 7th Edition, John Wiley & Sons, Inc. 1981

VenturaWaterPure

Figure 2
View Orientations in Relation to Motorists'
Driving Speeds

Project Setting and Viewshed

Project Setting

The Project Site is a 10-acre parcel within which the proposed AWPf would be developed. The elevation of the site varies from approximately 16 to 21 feet above sea level (NAVD). The topography of the site is flat with slopes of 0 to 2 percent. The Project Site is bounded by Olivas Park Drive and agricultural land to the north, by an existing unpaved access road and the Olivas Links Golf Course to the east, undeveloped land to the south, and Harbor Boulevard and commercial development, the Ventura wastewater treatment plant, and Ventura Harbor to the west.

The Project Site is located in the coastal region of Ventura County, California. The regional habitat setting on the north, east, and south sides of the Project Site is undeveloped, with variable amounts of limited, localized disturbance as part of the agricultural land or golf course. The site is vacant and is characterized by disturbed ruderal grassland that is regularly mowed.. The regional landscape establishes the general visual environment of the project. The regional landscape of the site can be defined as the coastal plains of the Santa Clara River Valley, as the Santa Clara River discharges to the Pacific Ocean just south and west of the site. The headwaters of this watershed are located in the San Gabriel Mountains to the east. The regional landscape is also surrounded by the Western Transverse Ranges, which are the dominant landform of Ventura County, occupying the northern two-

thirds of the land area of the county and providing the mountain ranges and foothills visible to the north and to the east.

The 2005 Ventura General Plan, which is not a certified element of the City’s local coastal program, calls for development along selected roadways, including Harbor Boulevard and Olivas Park Drive, “to respect and preserve views of the community and its natural context.” (Policy 4D, Action 4.36)

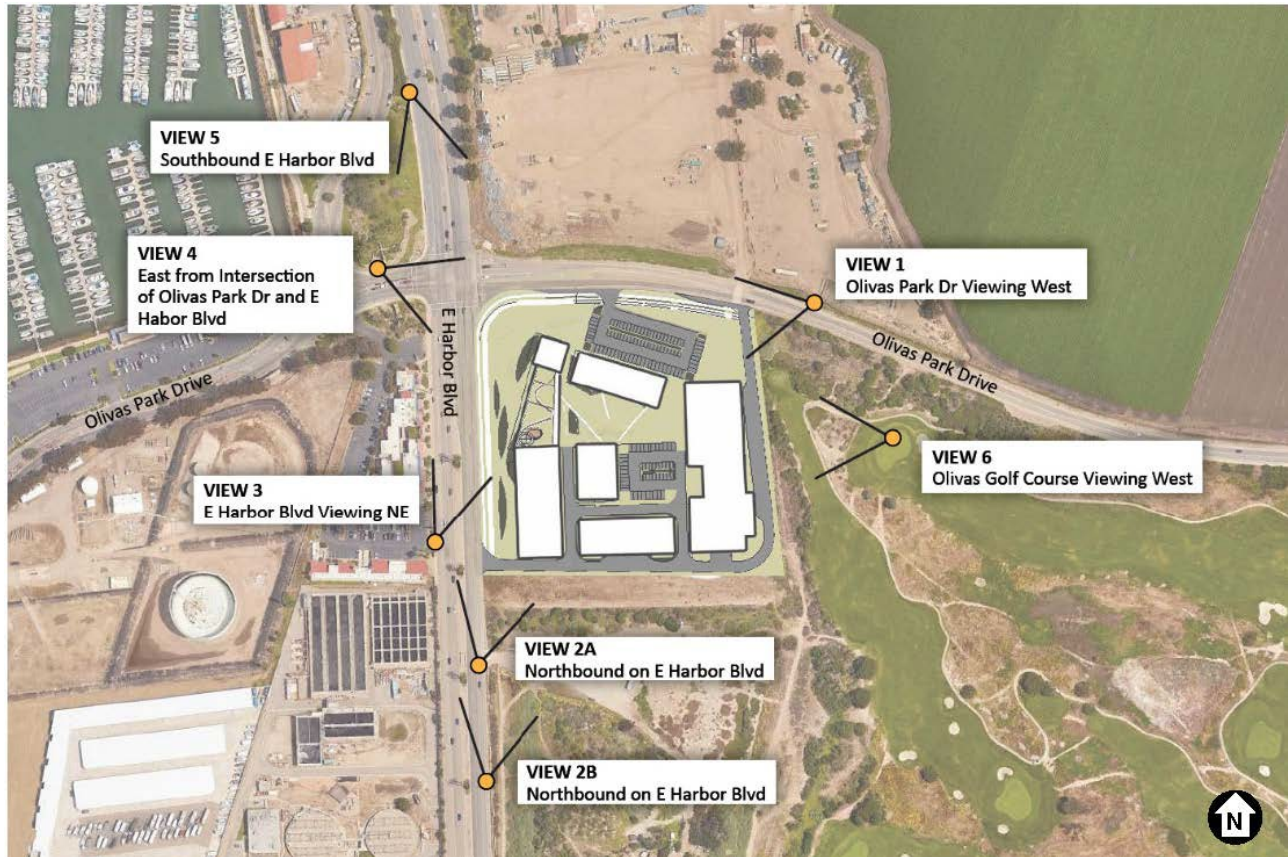
Project Viewshed

A viewshed is defined by the resources visible to the human eye from an observer’s viewpoint. The viewshed analysis considers locations of views likely to be affected by the visual changes resulting from implementation of the project. The limits of the project viewshed from various observer viewpoints are the foothills to the north and to the northeast, the masts in the harbor to the west, and distant vegetation to the south and southeast.

Key Viewpoint Selection

KVPs were selected to illustrate the greatest or worst-case visual impact to the public from the project. Viewpoints were selected after conducting a site visit to understand the visual context of the site and in consultation with City staff.

Visual simulations were developed from seven KVPs around the Project Site, as identified in **Figure 3**. A summary description and selection criteria for these seven KVPs is provided in **Table 1-1**. These viewpoints were chosen to provide representative depictions of the landscape that would best illustrate potential developed conditions from a variety of viewpoints. Viewpoints were selected from locations accessible to the public along public roadways as these are the locations from which the greatest number of people would view the site. The KVP photos capture a wider perspective than what the average human eye would typically see from a fixed position.

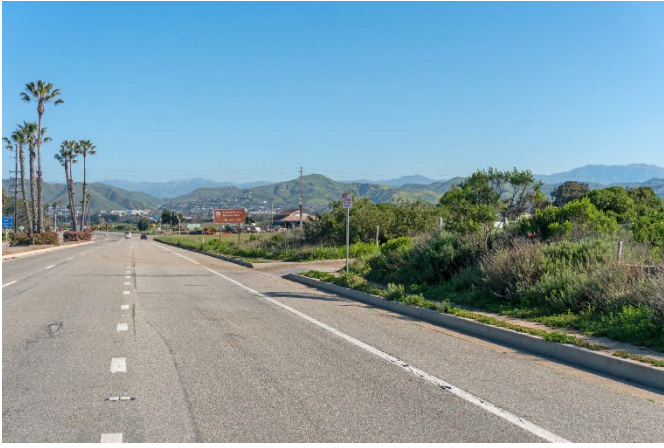


SOURCE: [insert text]

VenturaWaterPure

Figure 3
Key Viewpoints

TABLE 1
SUMMARY DESCRIPTION OF SIMULATION KEY VIEWPOINTS

Key Viewpoint – Existing	Key Viewpoint Location	Location and Viewers	Selection Rationale/Description
	1. Olivas Park Drive Viewing West. This viewpoint lies along Olivas Park Drive at the point where the road begins to curve south, approximately 160 feet east of the Project Site boundary. The camera angle is oriented in a westerly direction, toward Ventura Harbor.	Public Road: Motorists, cyclists	Selected as the most prominent public vantage point from the east for viewers traveling west. Scenic resources that contribute to the visual quality of this viewpoint include Ventura Harbor, including associated boat masts and palm trees. Olivas Park Drive is used primarily by automobiles heading west to Harbor Boulevard. There are no sidewalks along Olivas Park Drive; however, cyclists may use the shoulders of the roadway. Vegetation largely blocks views of the Project Site.
	2A. Harbor Boulevard Viewing North. This viewpoint lies along Harbor Boulevard, approximately 260 feet south of the Project Site. The camera angle is oriented in a northerly direction.	Public Road: Motorists, pedestrians, cyclists	Selected as the most prominent public vantage point from the south for viewers traveling north. Scenic resources that contribute to the visual quality of this viewpoint include the mountains, hillsides, and ridgelines. Harbor Boulevard is used primarily by automobiles heading north and south along the coast. The sidewalk along Harbor Boulevard visible from this viewpoint ends at the driveway located south of the Project Site. Cyclists may use the shoulders of the roadway. Vegetation largely blocks views of the Project Site.

Key Viewpoint – Existing	Key Viewpoint Location	Location and Viewers	Selection Rationale/Description
	2B. Harbor Boulevard Viewing North. This viewpoint lies along Harbor Boulevard approximately 480 feet south of the Project Site than KVP 2A. The camera angle is oriented in a northerly direction.	Public Road: Motorists, pedestrians, cyclists	Selected as a prominent public vantage point from the south for viewers traveling north, to show the difference in viewshed compared to KVP 2A. Scenic resources that contribute to the visual quality of this viewpoint include the mountains, hillsides, and ridgelines. Views from different points along Harbor Boulevard demonstrate how impacts to the viewshed change as viewers travel along the roadway. Vegetation largely blocks views of the Project Site.
	3. Harbor Boulevard Viewing Northeast. This viewpoint lies on the west side of Harbor Boulevard approximately 110 feet from the Project Site. The camera angle is oriented in a northeasterly direction.	Public Road/Public Sidewalk: Motorists, pedestrians	Selected as the most prominent public vantage point from the southwest for viewers directly across from the Project Site. Scenic resources that contribute to the visual quality of this viewpoint include the mountains, hillsides, and ridgelines. Harbor Boulevard is used primarily by passenger vehicles heading north and south along the coast. This view is directly across from the Project Site and pedestrians at the commercial development west of the Project Site, or traveling north on the sidewalk adjacent to the southbound travel lane, would have these views looking northeast. Motorists may also have this view turning right out of the driveway of the commercial development, to head southbound on Harbor Boulevard.

Key Viewpoint – Existing	Key Viewpoint Location	Location and Viewers	Selection Rationale/Description
	4. Olivas Park Drive and Harbor Boulevard Viewing Southeast. This viewpoint is west of the intersection of Olivas Park Drive and Harbor Boulevard approximately 230 feet from the Project Site. The camera angle is oriented in the southeast direction.	Public Road: Pedestrians	Selected as a prominent public vantage point from the northwest for viewers traveling east. Scenic resources that contribute to the visual quality of this viewpoint include a wooded barranca and tree lines. Viewers looking east at this location would be pedestrians traveling along the sidewalk adjacent to the westbound travel lane leaving harbor area. The most distant resources visible at this viewpoint are the vegetation along the eastern boundary of the Project Site and the tree line visible to the north of Olivas Park Drive.
	5. Harbor Boulevard Viewing South. This viewpoint lies on the northwest side of the intersection of Olivas Park Drive and Harbor Boulevard approximately 500 feet from the Project Site. The camera angle is oriented in a southerly direction.	Public Road: Motorists, pedestrians, cyclists	Selected as the most prominent public vantage point from the northwest for viewers traveling south. Scenic resources that contribute to the visual quality of this viewpoint include the tree line and palm trees associated with Ventura Harbor. The public traveling south along Harbor Boulevard would have direct views of the Project Site. The most distant resources visible at this viewpoint are the vegetation along the southern and eastern boundaries of the Project Site.

Key Viewpoint – Existing	Key Viewpoint Location	Location and Viewers	Selection Rationale/Description
	6. Olivas Golf Course Viewing West. This viewpoint lies near the western edge of the golf course, approximately 275 feet from the Project Site. The camera angle is oriented in a westerly direction, toward the Project Site.	Public Golf Course: Golfers	Selected as the most prominent public vantage point from the east for viewers at the public golf course. Scenic resources that contribute to the visual quality of this viewpoint include Ventura Harbor, including associated boat masts and palm trees. This viewpoint shows where the Project Site stands in relation to the golf course. Vegetation within the golf course partially blocks views of the Project Site.

Impacts of the Project

KVP 1 Olivas Park Drive Viewing West

KVP 1 is located on Olivas Park Drive, east of the intersection of Olivas Park Drive and Harbor Boulevard, looking west toward the Project Site. The visual quality of this KVP is moderate, with views of vegetation screening the Project Site in the foreground and minimal views of the undeveloped land of the Project Site in the midground. The midground of the view is also dominated by tall power poles and transmission lines. Distant palm trees and masts visible in the background are indicative of Ventura Harbor. Toward the south, existing commercial development across Harbor Boulevard from the Project Site is also slightly visible. Viewers traveling along Olivas Park Drive would have moderate viewer sensitivity as they would be composed entirely of passing motorists or cyclists. As the development would occur within a currently undeveloped area, the visual change would be evident. However, the project would not have a significant adverse impact on views from KVP 1. This is because motorists and cyclists would be in motion, focused mainly on the road, and would experience this view for a few seconds to minutes, respectively, as they travel along Olivas Park Drive. The development would interrupt views of some distant vegetation and other commercial development across Harbor Boulevard. However, views of the only notable elements of the viewshed contributing to its visual quality—the palm trees and masts indicative of Ventura Harbor—would not be impacted by the project. Furthermore, the majority of the open view from the road would continue to be screened by the existing vegetation, and site development would be considerably shorter than the existing power poles and lines.



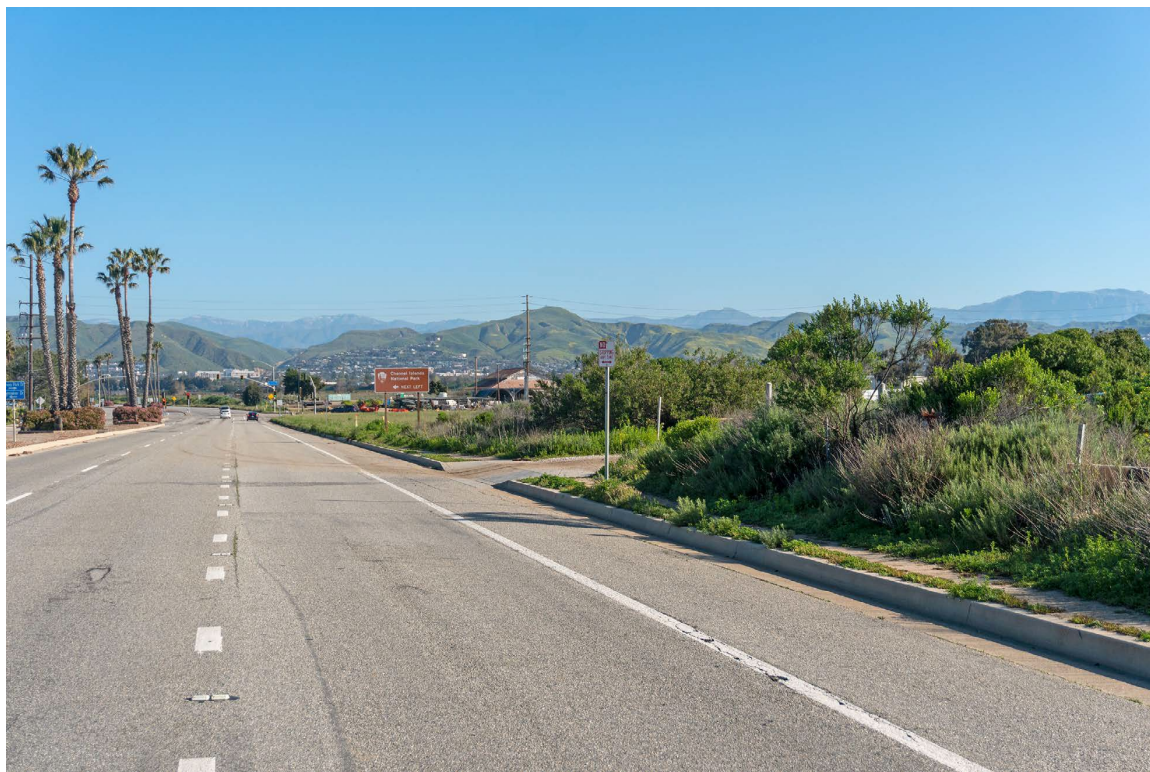
KVP 1 – Existing



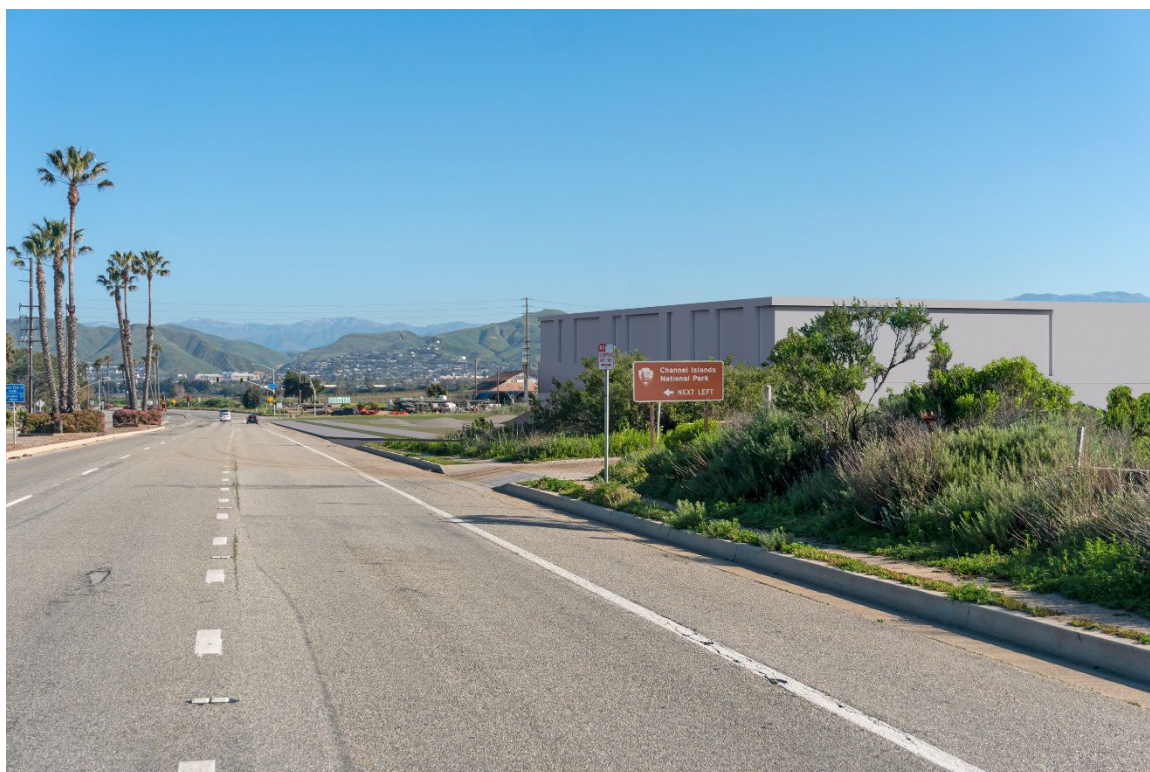
KVP 1 – 45' Building Height

KVP 2A Northbound on Harbor Boulevard

KVP 2A is located on Harbor Boulevard, south of the intersection of Olivas Park Drive and Harbor Boulevard, looking north toward the Project Site. The visual quality of this KVP is moderate, with views of vegetation screening the Project Site in the foreground and with minimal views of the undeveloped land of the Project Site in the midground. The midground of the view is also dominated by the roadway, the landscaped median with existing palm trees, and the existing sign for Channel Islands National Park. Notable scenic resources visible from this viewpoint are the distant hills, mountains, and ridgelines in the background. The background toward the center of this KVP also shows some of the existing development on the hillsides. Viewers traveling along Harbor Boulevard would have moderate viewer sensitivity as they would be composed entirely of passing motorists, cyclists, and pedestrians. However, the sidewalk adjacent to the northbound travel lane of Harbor Boulevard ends south of the Project Site. Due to this lack of sidewalk connectivity and the area's low-density development pattern, pedestrian exposure at this location would be minimal. As the development would occur within a currently undeveloped area, the visual change would be noticeable to passersby. The project would obstruct views of the distant ridgeline, hillside, and mountains for the short duration of travelers passing by this location. However, the project would not have a significant adverse visual impact at KVP 2A. This is because motorists and cyclists would be in motion, focused mainly on the road, and would experience this view for a few seconds to minutes, respectively, as they travel along Harbor Boulevard. There are no seating or other viewing areas from which the public would be exposed to this view for longer periods of time. Views of the notable scenic resources visible directly north from this vantage point, including the hillsides, mountain ranges, and portions of the ridgelines, would not be impacted by the project, thus maintaining the overall visual character looking toward the Harbor Boulevard corridor. Travelers' views from the south would continue to be screened by the existing vegetation south of the Project Site.



KVP 2A – Existing



KVP 2A – 45' Building Height

KVP 2B Northbound on Harbor Boulevard

KVP 2B is located farther south on Harbor Boulevard than KVP 2A, looking north toward the Project Site from the bicycle lane. The visual quality of this KVP is moderate, with views of vegetation screening the Project Site in the foreground and with continued views of vegetation screening the Project Site in the midground. The midground of the view is also dominated by the roadway, the landscaped median with existing palm trees, and the existing sign for Channel Islands National Park. Notable scenic resources visible from this viewpoint are the distant hills, mountains, and ridgelines. The background toward the center of this KVP also shows some of the existing development on the hillsides. Viewers traveling along Harbor Boulevard would have moderate viewer sensitivity as they would be composed entirely of passing motorists cyclists, and pedestrians. However, there is no sidewalk at this location, and the unmaintained dirt path adjacent to the northbound travel lane of Harbor Boulevard ends south of the Project Site. Due to this lack of pedestrian infrastructure and the area's low-density development pattern, pedestrian exposure at this location would be minimal. As the development would occur within a currently undeveloped area, the visual change would be noticeable to passersby. The project would partially obstruct views of the distant hillside and mountains for the short duration of travelers passing by this location. However, the project would not have a significant adverse visual impact at KVP 2B. This is because motorists and cyclists would be in motion, focused mainly on the road, and would experience this view for a few seconds to minutes, respectively, as they travel along Harbor Boulevard. Notably, the existing vegetation located along the Project Site's southern boundary is tall enough to screen up to the roofline of a 45-foot building from this perspective. Views of the notable scenic resources visible directly north from this vantage point, including the hillsides, mountain ranges, and portions of the ridgelines, would not be impacted by the project, maintaining the overall visual character looking toward the Harbor Boulevard corridor. Travelers' views from the south would continue to be screened by the existing vegetation south of the Project Site.



KVP 2B – Existing



KVP 2B – 45' Building Height

KVP 3 Harbor Boulevard Viewing Northeast

KVP 3 is located farther north on Harbor Boulevard than KVP 2A, on the sidewalk adjacent to the southbound travel lane, looking northeast toward the Project Site. The visual quality of this KVP is moderate, with the roadway median and the undeveloped Project Site in the foreground and with open space, agricultural land, and other surrounding development beyond the Project Site in the midground. The midground of the view is also dominated by tall power poles and transmission lines. Notable scenic resources visible from this viewpoint are the distant hills, mountains, and ridgelines in the background. The background to the north in this KVP also shows some of the existing development on the hillsides. Viewers traveling along Harbor Boulevard would have moderate viewer sensitivity as they would be composed largely of pedestrians traveling north on the sidewalk adjacent to the southbound travel lane of Harbor Boulevard, along with motorists or cyclists turning right out of the commercial development onto southbound Harbor Boulevard. While visual change is evident with the new developed within a currently undeveloped area, the project would not have a significant adverse visual impact at KVP 3. This is due to the short duration viewers would be present at this location while traveling. While pedestrians may have slightly longer view durations than motorists or cyclists due to their speed of travel, there are no seating or other viewing areas from which the public would be exposed to this view for longer periods of time. In addition, the sidewalk ends south of the commercial development. Therefore, due to lack of sidewalk connectivity, pedestrian exposure at this location would be low. The project would impede views of the distant hillside and mountains for the short duration of travelers passing by this location. Key visual resources, including the hillsides, mountain ranges, and ridgelines directly north, would not be impacted by the project, maintaining the overall visual character looking toward the Harbor Boulevard corridor.



KVP 3 – Existing



KVP 3 – 45' Building Height

KVP 4 Olivas Park Drive and Harbor Boulevard Viewing Southeast

KVP 4 is located on the sidewalk, adjacent to the westbound travel lane of Spinnaker Drive, looking southeast across the Harbor Boulevard/Olivas Park Drive intersection toward the Project Site. The visual quality of this KVP is low due to lack of notable scenic landscape elements, with foreground views of median landscaping, the signalized roadway intersection, and the vacant Project Site, and midground views of distant landscaping along the Project Site's eastern boundary. The foreground and midground views are also dominated by tall power poles and transmission lines. A wooded barranca is visible to the north with a densely wooded area in the background. Palm trees are also visible in the background. The landscaping vegetation between the Project Site and the Olivas Park Golf Course is not a visual resource that provides scenic value to the area or that defines the landscape from the viewpoint. The existing power poles provide developed features at a much taller scale than the project. Viewers traveling along Spinnaker Drive are composed entirely of pedestrians walking along the sidewalk adjacent to the westbound travel lane, heading toward the intersection of Olivas Park Drive and Harbor Boulevard; motorists and cyclists along the westbound travel lane of Spinnaker Drive would be heading away from the Project Site. There is no screening of the Project Site at this viewpoint and, as the development would occur within an undeveloped site, the visual change would be evident to passersby. However, the project would not have a significant adverse visual impact at KVP 4. This is due to the short duration viewers would be present at this location, the low volume of pedestrian traffic that would be present in this location due to lack of sidewalk connectivity along Spinnaker Drive and across to Olivas Park Drive, and the lack of scenic landscape elements and visual resources that would be impacted by the development. There are no seating or other viewing areas from which the public would be exposed to this view for longer periods of time. Furthermore, key visual resources, including the distant wooded barranca and palm trees, would not be impacted by the project, thereby maintaining the overall visual character of this view.



KVP 4 Existing



KVP 4 – 45' Building Height

KVP 5 Southbound on Harbor Boulevard

KVP 5 is located on the sidewalk, adjacent to the southbound travel lane of Harbor Boulevard, looking southeast across the Harbor Boulevard/Olivas Park Drive intersection toward the Project Site. Distant views south of the Project Site also reach beyond the City's boundaries. The visual quality of this KVP is low due to lack of notable scenic landscape elements, with foreground views of the median, the signalized roadway intersection, and the Project Site, and midground views of distant landscaping on the Project Site's eastern and southern boundaries. This landscaping vegetation between the Project Site and the Olivas Park Golf Course is not a visual resource that provides scenic value to the area or that defines the landscape from the viewpoint. The foreground and midground views are also dominated by light posts, traffic signals, and tall power poles and transmission lines. The existing power poles and traffic signal poles are taller than the potential future site development. Palm trees are also visible in the background. Viewers traveling along Harbor Boulevard would have moderate viewer sensitivity as they would be composed of passing motorists, cyclists, and pedestrians. There is no screening of the Project Site at this viewpoint and, as the development would occur within an undeveloped site, the visual change would be evident to passersby. However, the project would not have a significant adverse visual impact at KVP 5. This is due to the short duration viewers would be present at this location and lack of scenic landscape elements and visual resources that would be impacted by the development. Motorists and cyclists would be in motion, focused mainly on the road, and would experience this view for a few seconds to minutes, respectively, as they travel along Harbor Boulevard. While pedestrians may have slightly longer view durations than motorists or cyclists due to their speed of travel, there are no seating or other viewing areas from which the public would be exposed to this view for longer periods of time. Notable visual resources include the distant palm trees, some of which would remain visible, thereby maintaining the overall visual character of the Harbor Boulevard Scenic Drive.



KVP 5 – Existing



KVP 5 – 45' Building Height

KVP 6 Olivas Park Golf Course Viewing West

KVP 6 is located within the Olivas Park Golf Course and provides public views from the golf course looking west toward the Project Site. The visual quality of this KVP is moderate, with views of vegetation screening the Project Site in the foreground with minimal views of the commercial development and wastewater treatment plant across Harbor Boulevard in the midground. The midground of the view is also dominated by tall power poles and transmission lines. Distant palm trees and masts are visible in the background indicative of Ventura Harbor. Viewers within the golf course would have moderate viewer sensitivity as they would be composed entirely of passing recreationists moving from one hole to another. The visual change at this location is prominent due to the large portion of the new development that is visible without any screening and scale of the development compared to the existing vegetation and open space of the golf course. However, the project would not have a significant adverse visual impact at KVP 6. This is due to the short duration viewers would be present at this location and the main visual resources related to the harbor would not be affected. The development, while prominently featured at this location, would interrupt views of the commercial development across Harbor Boulevard. The key visual resources such as the palms and masts indicative of Ventura Harbor would be partially impacted by the project; however, the project would impede views of these resources in areas where existing vegetation already partially impedes these views. Views of the masts and palm trees would remain visible to the north similar to the views along Olivas Park Drive. Furthermore, the Project Site would continue to be partially screened by the existing vegetation. Since the views impeded by the development only partially contribute to the scenic character of Ventura Harbor and viewer duration would be short, no significant adverse visual impacts would occur.



KVP 6 – Existing



KVP 6 – 45' Building Height