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5.13 Visual Resources

Visual resources are the natural and cultural features of the environment that can be seen and that contribute to the public's enjoyment of the environment. Visual resource or aesthetic impacts are generally defined in terms of a project's physical characteristics and potential visibility, and the extent that the project's presence will change the visual character and quality of the environment in which it will be located.

This section was prepared following CEC guidelines for preparing visual impact assessments for AFCs. Section 5.13.1 documents the visual conditions that currently exist in the MREC area. Section 5.13.2 discusses the potential environmental effects as they relate to visual resources. Section 5.13.3 discusses the potential cumulative impacts of this and other projects in the area. Section 5.13.4 summarizes the mitigation measures proposed to reduce project impacts on visual resources. Section 5.13.5 describes the LORS relevant to visual resources. Section 5.13.6 lists agencies involved and agency contacts, and Section 5.13.7 discusses permits. Section 5.13.8 lists the references used in preparation of this section.

Figures 5.13-1 and 5.13-2 show the location of the MREC site and the locations of the viewpoints referenced in this section. Five photographs that provide representative views looking toward the project site from sensitive viewing areas were selected as key observation points (KOP) that were used for preparation of simulations and analysis of project visual effects. The existing and simulated views of the MREC from the viewpoints selected as KOPs appear in Figures 5.13-3 through 5.13-7. All figures are provided at the end of this section.

5.13.1 Affected Environment

5.13.1.1 Regional Setting

The facility will be located in unincorporated Ventura County, southwest of the City of Santa Paula, at 1025 Mission Rock Road. The MREC site is located at the western end of the Santa Clara River Valley in an area that is zoned General Industrial (M-3, with minimum lot size of 10,000 square feet) and is known as the Mission Rock Area. Adjacent or nearby land uses to the north include an asphalt and concrete processing facility, automobile dismantling facility, and vehicle storage and repair yards. Agricultural and open space land uses are found to the east and south. The Ventura County Jail and agricultural uses are located to the west.

The Santa Clara River flows in a generally northeast to southwest direction and is located 0.25 mile southeast of the MREC. Portions of the river are protected by the Nature Conservancy through its Santa Clara River project, including land in the vicinity of the MREC. These lands are private property and closed to public access; however, the Nature Conservancy hosts occasional guided hikes through their Santa Clara River properties. An east to west trending mountain range, known as South Mountain, with a ridge at approximately 1,000 feet above mean sea level lies to the south and east on the opposite side of the river. Land to the west and north, beyond the parcels immediately surrounding the MREC, is mostly flat and characterized primarily by agricultural uses. The City of Santa Paula is located two miles to the northeast while the community of Saticoy is located more than two miles to the southwest.

The MREC will interconnect to SCE's Santa Clara Substation via a new 6.6-mile generator tie-line. The line runs southwest as it departs from the MREC and passes through row-crop agricultural areas for 1.6 miles. The route then turns northwest, crossing the Santa Clara River Valley in an alignment that is adjacent to the Ellsworth Barranca, a tributary of the Santa Clara River. Land near the new right-of-way through the valley is predominantly agricultural. At milepost 3.1, the line turns west and enters low hills to the north of the valley, then turns southwest to the SCE substation.

There are no officially designated or eligible state scenic highways that are nearby and within view of the MREC. SR-126 and Foothill Road are considered eligible for protection by the Ventura County Local Scenic Highway Protection Program; however, neither road has been designated.

5.13.1.2 Project Site and Linear Routes

The MREC site is a 9.79-acre parcel that is currently used for recreational vehicle and boat storage and is covered in asphalt and concrete. On this site, Mission Rock proposes to construct the following:

- Five GE Energy LM6000 PG Sprint CTGs (or equivalent) equipped with SCR air emissions control equipment and associated support equipment for NO_x and CO control. Each CTG has a nominal generating capacity of 57 MW.
- Lithium ion and redux flow batteries in approximately 20 containerized systems.
- Additional support facilities and structures.

The main access to the MREC site will be via Mission Rock Road. A portion of the power block will be paved to provide internal access to all MREC facilities and onsite buildings. The areas around equipment, where not paved, will have gravel surfacing.

The MREC will be interconnected with the regional electrical grid by a new, approximately 6.6-mile-long, three-phase, 230-kV generator tie-line, which is primarily routed across private and county-owned lands. The line will exit the MREC onsite switchyard from take-off structures and will connect to 38 new steel-monopole, single-circuit structures, before arriving at the Santa Clara Substation.

All other linear appurtenances associated with the MREC (natural gas, potable water, process and sanitary wastewater) will be underground and not visible.

5.13.1.3 Construction Laydown Area

Temporary construction facilities will include a 3.25-acre worker parking and laydown area immediately north of MREC. This site is currently a vacant lot.

5.13.1.4 Key Observation Points

To structure the analysis of the MREC's effects on visual resources, the MREC's viewshed was determined. The viewshed is the area surrounding a project from which the project is, or could be, visible to viewers based on topography, vegetation, and the built environment. The MREC viewshed analysis was conducted using geographic information system (GIS) software to generate an understanding of the proposed project's visibility in the area that extends up to 3 miles from the MREC site and aboveground linear features. The analysis took into account the maximum heights of the proposed MREC structures (60-foot exhaust stack height), the varying heights of the generator tie-line structures (analysis based on actual engineered height of each structure) and surrounding topography to identify locations where the MREC facilities and new generator tie-line will theoretically be visible via an unobstructed or partial line-of-sight. This analysis considers the extent to which topography will block views of the MREC facilities, but does not take into account the potential screening effects of existing buildings and vegetation. Results of the viewshed analysis are presented in Figure 5.13-2, which indicates the areas within 3 miles of the MREC in which MREC facilities and/or generator tie-line will have the potential to be visible, as well as areas where facilities and generator tie-line will not have the potential to be visible. Using the viewshed analysis, areas within the viewshed that will be the most

sensitive to the MREC's potential visual impacts and the sensitive receptors in those areas were identified prior to the site visit.[1]

Based on field work conducted on September 9, 2015 by CH2M staff, the existing visual conditions were photo-documented from potentially sensitive receptor locations throughout the study area. CH2M reviewed the views from the inventory of viewpoints captured within the study area and selected five views as KOPs to be used for evaluating MREC visual effects.

Figures 5.13-1 and 5.13-2 indicate the location of each KOP relative to the MREC features. Figure 5.13-1 is presented on an aerial base map at 1:31,680 (1 inch equals 0.5 mile). Figure 5.13-2 identifies the MREC viewshed on a USGS topographic map base. Figures 5.13-3 and 5.13-4 represent the existing view from KOPs 1 and 2 for MREC and a simulation of what the view will look like with the MREC in place. Figures 5.13-5 through 5.13-7 represent the existing view from KOPs 3 through 5 for the proposed generator tie-line and a simulation of what the view will look like with the MREC in place. All figures are provided at the end of this section.

Based on the observations made in the field and review of photographs, CH2M staff documented and evaluated the existing visual conditions of the views from each of the five KOPs. Assessments of existing visual conditions were made based on application of the approach to landscape evaluation that is a part of the methodology for visual impact assessment developed by the Federal Highway Administration (FHWA) (FHWA, 1988) that is described in Section 5.13.2.1. The baseline existing conditions seen in the views from each of the five KOPs are described below.

KOP 1—View Toward MREC from State Route 126

Figure 5.13-3a depicts the view from KOP 1, which is located on eastbound SR-126 approximately 0.5 mile northwest of the MREC site. SR-126 is elevated above grade in this location as it crosses a railroad alignment. The view from KOP 1 represents the clearest view that a traveler along the highway would have toward the Mission Rock Area. Most views from SR-126 toward the MREC site are partially to fully screened by intervening vegetation, such as roadside landscaping and rows of large eucalyptus trees that are commonly planted to provide wind breaks for the agricultural fields in the area. SR-126 is considered eligible for protection by the Ventura County Local Scenic Highway Protection Program; however, the road has not achieved official designation.

As seen in the existing view from KOP 1, the undeveloped hills and ridge in the distance, approximately 1.5 miles from the viewer location, are the most vivid element of the image and serve as a dramatic backdrop to the mix of industrial and agricultural uses seen in the foreground and near middle ground. The area in the immediate foreground is a large, open dirt lot currently used to store semi-trailers. Greenhouses and row-crop agriculture fill in much of the remaining landscape between the semi-trailers and the hills. Left of center, beyond the greenhouses, the tall structures of the granite asphalt recycling plant are seen; this industrial facility is adjacent to the proposed MREC.

The visual quality of the view from KOP 1 is average. The human-made features in this view, including the semi-trailers, rows of greenhouses, and the granite facility are oriented in a satisfying alignment, pointing toward the mountains in the distance. However, these features contrast with the undeveloped hillsides. The hills and ridge of the South Mountain are impressive and provide an element of visual interest, including varied textures and colors.

SR-126 is a heavily traveled local highway that passes through the length of the Santa Clara River Valley and connects the City of Ventura to the City of Santa Clarita in Los Angeles County. Visibility of the MREC

[1] Typically, residents and recreationists are considered to be sensitive receptors to changes in the landscape. This is because of the potential for effects to their long-term views or their enjoyment of a particular landscape or activity.

site is moderately high because the elevated view from eastbound SR-126 at the location of KOP 1 provides an unimpeded line of sight toward the MREC site, which will be located in the center of the view at the approximate base of the hills. However, the MREC will be outside the cone of vision for most travelers along the highway, which is to say that they will be facing forward, away from MREC site. To see this view of the MREC, a traveler would have to turn their head to look out the side window of their vehicle. This limits viewer exposure, as does the brief duration that a view of the MREC will last, assuming the traveler did turn their head to look out the window. Viewer concern is expected to be moderate as the drive along SR-126 through the Santa Clara River Valley is scenic, passing miles of agricultural fields and orchards and framed by undeveloped hills and ridges.

Overall visual sensitivity from KOP 1 is moderate based on the moderate visual quality of the view and a moderate degree of exposure, in an area where viewer concern is assumed to be moderate.

KOP 2—View Toward MREC from Todd Road

Figure 5.13-4a depicts the view from KOP 2, which is located on Todd Road at the entrance to the Ventura County Jail, approximately 0.5 mile northwest of the MREC site. The road beyond this entrance point is open to the public and provides visitors access to the jail facility. A driveway to a residence can be seen at the lower left side of the photograph. There are few homes in close proximity to the MREC site and this KOP was partly selected because it is representative of the likely views that exist from nearby residences. This view will also be seen by jail employees and visitors traveling southeast along Todd Road.

In the immediate foreground, Todd Road curves to the right side of the photo as it heads toward the Ventura County Jail and visitor center parking lot (out of view). There is a fenced row-crop agricultural field that lies beyond the roadway and the Ventura County Jail facilities are visible in the distant foreground. The undeveloped hills and ridge in the distance are approximately 1.5 miles from the viewer location and serve as a backdrop to the view.

The visual quality of the view from KOP 2 is moderately high. The hills and ridge in the distance are distinct and vivid, and there is an interesting variety of vegetation in view, from agricultural row-crops, to tall eucalyptus, to the chaparral and other shrubs on the hillsides. The jail facility, a prominent human-made element of the view, is attractively designed and is well integrated with its surroundings. However, other built features, such as the light poles and wood utility poles in the foreground, detract from the intactness and unity of the view.

Visibility of the project site from this KOP location is moderately low as the tall row of eucalyptus trees to the left of the jail complex screen much of the potential view. The right-of-way of the proposed generator tie-line is located in the area behind the jail buildings. Todd Road dead-ends at the jail parking lot, so the number of viewers at this location is not high and is limited to the employees and visitors of the jail, and residents of the home to the left of the view. Duration of view for the travelers along Todd Road will be brief, likely 10 seconds or less. Views from the nearby residence will be partially to fully screened by vegetation that currently exists on that property. Overall viewer exposure from KOP 2 will be moderately low.

Overall visual sensitivity from KOP 2 is moderate based on the moderately high visual quality of the view and a moderately low degree of exposure, in an area where viewer concern is assumed to be moderate.

KOP 3—View Toward the Proposed Generator Tie-Line Alignment from State Route 126

Figure 5.13-5a depicts the view from KOP 3, which is located on eastbound SR-126 approximately 0.15 mile southwest of the alignment of the proposed generator tie-line. This will be a new transmission corridor that connects the MREC to SCE's Santa Clara Substation. The photograph from KOP 3 represents the views travelers along the highway will experience as they approach the alignment, which crosses

SR-126 at a 90°angle. SR-126 is considered eligible for protection by the Ventura County Local Scenic Highway Protection Program; however, the road has not achieved official designation.

The SR-126 roadway and adjacent landscaping are prominent elements of the view from KOP 3. The road surface is smooth and gray. Associated metal guard railing and brightly colored signage border the road. To the right of the highway corridor, there is a slight view of the trees of a nearby orchard. A highway overpass is visible in the distance, approximately 0.6 mile ahead of the viewer. There is a glimpse of the low hills south of the valley on the right side of the photograph and the range of mountains north of the valley are barely visible in the center of the photo, far in the distance.

The visual quality of the view from KOP 3 is average. Terrain is mostly flat with a few hints of distant mountains. The view is dominated by the highway and associated right-of-way features. The SR-126 center median and roadside are planted with large, flowering oleander bushes and tall eucalyptus, which makes the roadway attractive but not distinct. Intactness and unity are moderately high as the scene lacks intrusive elements commonly found along highways, such as large billboards and light poles.

Visibility of the MREC site from this KOP location is moderately high as the new generator tie-line will cross directly over the highway; a new transmission structure will be constructed just north of the road. Tall trees in the area will likely screen portions of these new features. SR-126 is a heavily traveled local highway and these viewers will have clear views directly toward the generator tie-line for a moderate amount of time. Overall viewer exposure based on these factors is moderately high.

Travelers on highways and roads, including those in agricultural areas such as SR-126, are generally considered to have moderate viewer concerns and expectations. Given a moderate level of viewer concern in an area of moderate visual quality with a moderately high degree of exposure, overall visual sensitivity from KOP 3 is moderate.

KOP 4—View Toward the Proposed Transmission Alignment from Telegraph Road

Figure 5.13-6a depicts the view from KOP 4, which is located on westbound Telegraph Road approximately 0.1 mile northeast of the alignment of the proposed generator tie-line. The photograph from KOP 4 represents the views travelers along the road would experience as they approach the alignment, which crosses Telegraph at a 90°angle. This view was also selected for analysis because it is located in front of two historic residential properties that are adjacent to the Ellsworth Barranca; the alignment of the generator tie-line roughly follows the course of this small stream as it crosses the Santa Clara River Valley. These homes are among the residences nearest the new transmission corridor, though there are a few other homes in similar proximity.

From KOP 4, Telegraph Road travels straight ahead toward the center of the view. On each side, the road is bordered by lines of wood utility poles. An orchard of low trees occupies the space to the left of the road. Driveways to the two historic homes as well as abundant landscaping in the front yards of these homes is seen on the right-hand side of the road. The yards of the homes are secured by chain-link fences, which are partially visible through vegetation. The road is seen to cross the Ellsworth Barranca in the center of the view.

The visual quality of the view from KOP 3 is moderately high. Terrain is mostly flat, though the road gradually slopes down toward the Ellsworth Barranca and then gently gains elevation as it travels into the distance. Abundant and varied vegetation is the most vivid component of this view. There's a well-maintained orchard of attractively shaped trees left of the road and a mix of taller palm, pine, and eucalyptus in the distance. The yards of the homes right of the road are planted with low shrubs and medium-sized evergreen trees. There are a number of intrusive elements in the view, the most obvious being the utility poles and associated conductors, but there are also mailboxes and a roadside utility box

that slightly encroach on the view. These features detract from the relative unity of this view along a road through Ventura County agricultural lands.

Visibility of the MREC site from this KOP location is moderately high as the new generator tie-line crosses directly over Telegraph Road; a new transmission structure will be constructed just north of the roadway. Tall trees in the area will likely screen portions of these new features. Telegraph is an important local road through the valley with a moderate level of traffic, and viewers will have clear views directly toward the generator tie-line for a moderate amount of time. Views from the nearby historic residences will be partially to fully screened by dense and tall vegetation that currently exists between these properties and the transmission corridor, some of which is visible on the right side of the photograph. Overall viewer exposure based on these factors is moderate.

Visual sensitivity from KOP 4 is moderate based on the moderately high visual quality of the view and a moderate degree of exposure, in an area where viewer concern is assumed to be moderate.

KOP 5—View Toward the Proposed Generator tie-line Alignment from Foothill Road

Figure 5.13-7a depicts the view from KOP 5, which is located on eastbound Foothill Road approximately 0.25 mile southwest of the alignment of the proposed generator tie-line. The photograph from KOP 5 represents the views travelers along the road will experience as they approach the alignment, which crosses Foothill at a near-90° angle as the road curves to the north. Foothill Road is considered eligible for protection by the Ventura County Local Scenic Highway Protection Program; however, the road has not achieved official designation.

As seen in KOP 5, Foothill Road travels straight ahead for 0.25 mile, toward the center of the view, and then makes a sharp turn to the left. The right side of the road is lined with a row of tall, wood utility poles. Orchards of large, bushy citrus trees surround the road on both sides; these orchards are secured by chain-link fences topped with barbed wire. The middle ground is not readily visible, aside from some taller trees seen beyond the turn in the road, and the hills and mountains north of the Santa Clara River Valley are seen in the distance.

The visual quality of the view from KOP 5 is moderately high. The land in the foreground slopes gently down toward the curve in the road. The distant hills and mountains, which are of varying textures and colors, provide an attractive backdrop to the scene. There is abundant vegetation in the view, though it is not particularly vivid as it is composed mostly of orchard trees that are similar colors and shapes. The landscape is relatively intact, though the row of tall utility poles constitutes an intrusive element. This KOP offers moderately high visual unity as a view down a backcountry road through Ventura County agricultural lands, with impressive topography in the distance.

Visibility of the MREC site from this KOP location is moderately high as the new generator tie-line crosses directly over Foothill Road; a new transmission structure will be constructed just north of the roadway. Trees in the area will likely screen portions of these new features, including much of the lower half of the new structure. Foothill is an important local road through the valley with a moderate level of traffic, and viewers will have clear views directly toward the generator tie-line for a moderate amount of time. Overall viewer exposure based on these factors is moderate.

In an area where viewer concern is assumed to be moderate, with moderately high visual quality and a moderate level of exposure, overall visual sensitivity from KOP 5 is moderate.

5.13.2 Environmental Analysis

5.13.2.1 Analysis Procedure

This analysis of the visual resource issues associated with the MREC, was prepared in accordance with the visual impact assessment system developed by the FHWA in *Visual Impact Assessment for Highway Projects* (FHWA, 1988). The FHWA invested considerable resources in developing and implementing of this method. As a result, it is robust and widely used to provide systematic evaluations of visual change.

The FHWA method addresses the following primary questions:

- What are the visual qualities and characteristics of the existing landscape in the MREC area?
- What are the potential effects of the MREC's proposed alternatives on the area's visual quality and aesthetics?
- Who would see the MREC, and what is their likely level of concern about or reaction to the way the project visually fits within the existing landscape?

Applying the FHWA method entails the following six steps:

- Establish the MREC's area of visual influence
- Determine who has views of and from the MREC ("viewer")
- Describe and assess the landscape that exists before MREC construction ("affected environment")
- Assess the response of viewers looking at and from the MREC, before and after MREC construction ("viewer sensitivity or concern")
- Determine and evaluate views of the MREC for before and after MREC construction (simulations)
- Describe the potential visible changes to the MREC area and its surroundings that would result from the MREC

The initial step in the evaluation process was the review of planning documents applicable to the MREC area to gain insight into the type of land uses intended for the general area, and the guidelines given for the protection or preservation of visual resources. Consideration was then given to the existing visual setting within the MREC viewshed, which is defined as the geographical area in which the MREC can be seen. As described in Section 5.13.2.1, a GIS analysis was conducted to identify the areas within 3 miles of the MREC site in which the MREC will have the potential to be visible. Site reconnaissance was conducted to view the MREC site and surrounding area, identify potential KOPs, and take representative photographs of existing visual conditions. The photographs used as the basis for preparing the simulations were taken with a single-lens reflex digital camera set to take photographs with a focal length equivalent to that of photographs taken with a 35-millimeter (mm) camera with a 50-mm lens (view angle 40 degrees). Photographs from the site reconnaissance were selected to represent the "before" conditions from each of the potential KOPs. Within the viewshed area, five KOPs were selected to be used as the basis for analysis of the MREC's visual effects. The existing visual conditions seen in the views from each of the KOPs were evaluated using the FHWA visual quality assessment system that entails use of a numerical rating system.

The FHWA visual quality assessment asks: Is this particular view common or dramatic? Is it a pleasing composition (a mix of elements that seem to belong together) or not (a mix of elements that either do not belong together or contrast with the other elements in the surroundings)? Under the FHWA visual

quality analysis system, the visual quality of each view is evaluated in terms of its vividness, intactness, and unity:

- Vividness is defined as the degree of drama, memorability, or distinctiveness of the landscape components. Overall vividness is an aggregated assessment of landform, vegetation, water features, and human-made components in views.
- Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of unattractive features and is not broken up by features and elements that appear out of place. Low intactness means that visual elements that are unattractive and/or detract from the quality of the view can be seen.
- Unity is the degree of visual coherence and compositional harmony of the landscape considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape or refers to an undisturbed natural landscape.

Each of these dimensions of visual quality is documented using an FHWA rating sheet, and for each of these dimensions, a numerical rating score on a scale from 1 to 7 is assigned, where a score of 1 indicates very low visual quality, a score of 4 indicates moderate or average visual quality, and a score of 7 indicates very high visual quality. The scores for each of these three dimensions are added and then averaged to generate an overall visual quality score.

The views from each of the three viewpoints selected as KOPs for this analysis are described and the results of the FHWA-based evaluation of their visual quality are documented in Sections 5.13.1.5.1 through 5.13.1.5.3.

To provide a basis for evaluating the MREC's impacts on these views, visual simulations were produced to illustrate the "after" visual conditions from each of the KOPs. Computer modeling and rendering techniques were used to produce the simulated images of the views of the MREC site as they will appear after development of the project. Existing topographic and site data provided the basis for developing an initial digital model. MREC engineers provided site plans and digital data for the MREC, and site plans and elevations for the proposed generator tie-line structures. These data were used to create three-dimensional (3-D) digital models of these facilities. These models were combined with the digital site model to produce a complete computer model of the MREC and transmission system. These simulations provide the viewer with a clear image of the location, scale, and visual appearance of the MREC. The images are accurate within the constraints of the available site and project data. The "before" site photographs are included for each KOP in Figures 5.13-3 through 5.13-7 along with the "after" visual simulations.

Based on review of the simulated with-project views from each KOP, the visual quality of each view was re-evaluated using the FHWA visual quality evaluative system. The results of the evaluations of the existing and with-MREC views from each KOP are documented on the FHWA worksheets that are attached as Appendix 5.13A. The evaluations of the existing and with-MREC views were compared to determine the degree of visual change. Based on the assessment of the degree of visual change that the development of the MREC will bring about and an evaluation of the sensitivity of the view, overall determinations of visual impact were made and were expressed in terms of the impact level (very low to very high).

Once all effects were examined, a determination was made as to whether any potential impacts will reach a level that would be significant under the four CEQA Guidelines checklist questions discussed in Section 5.13.2.2.

5.13.2.2 Impact Evaluation Criteria

The following criteria from the CEQA Guidelines were considered in determining whether a visual impact would be significant.

The CEQA Guidelines define a "significant effect" on the environment to mean a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including objects of historic or aesthetic significance" (14 CCR 15382).

Appendix G of the CEQA Guidelines, under Aesthetics, lists the following four questions to be addressed regarding whether the potential impacts of a project are significant:

1. Would the project have a substantial adverse effect on a scenic vista?
2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?
3. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
4. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

5.13.2.3 Project Appearance

Project Structures and Dimensions

The MREC facilities are described in detail in Section 2.0, Project Description. Figure 2.3-1 shows the general arrangement and layout of the proposed project features on the site, and Figure 2.3-2 provides typical elevation views. Table 5.13-1 summarizes the dimensions, finishes, and materials of the generating facility's major features. The exteriors of major project equipment will be treated with a green and black finish to match the colors of the neighboring Granite Construction, Inc. asphalt recycling plant. The project site will be surrounded by an 8-foot chain-link security fence topped with barbed wire.

Table 5.13-1 Approximate Dimensions and Colors, Materials, and Finishes of the Major Project Features

Feature	Length (feet)	Width (feet)	Height (feet)	Diameter (feet)	Color	Materials	Finish
LM6000 Gas Turbine Enclosure	22	13	22	—	All MREC features to be painted Amercoat GN-3 (green) or Amercoat BK-1 (black) to match the neighboring Granite asphalt recycling plant	Metal	Flat/Untextured
LM6000 Air Inlet Filter	50	30	37	—		Metal	Flat/Untextured
SCR/CO Unit	23	20	31	—		Metal	Flat/Untextured
Exhaust Stack	—	—	60	14		Metal	Flat/Untextured
Service/Fire Water Storage Tank	—	—	48	70		Metal	Flat/Untextured
Demineralized Water Storage Tank	—	—	54	48		Metal	Flat/Untextured
Control Building	43	32	25	—		Metal	Flat/Untextured
Garage/Warehouse	97	32	25	—		Metal	Flat/Untextured
Chiller	58	37	30	—		Metal	Flat/Untextured
Batteries	40	9	16	—		Metal	Flat/Untextured
Transformer Dead End Structures	34	2	65	—		Metal	Flat/Untextured

Table 5.13-1 Approximate Dimensions and Colors, Materials, and Finishes of the Major Project Features

Feature	Length (feet)	Width (feet)	Height (feet)	Diameter (feet)	Color	Materials	Finish
Dead End Structures at Substations	—	—	77	3	Gray	Metal	Flat/Untextured
Transmission Structures	—	—	76.5 - 200	3	Gray/Brown	Metal	Flat/Untextured

Generator tie-line

The generated power will be transmitted approximately 6.6 miles to SCE's Santa Clara Substation via a new, single-circuit, three-phase, 230-kV generator tie-line. See Section 3 for additional information on the generator tie-line and supporting infrastructure.

Construction Laydown Area

Temporary construction facilities will include a 3.25-acre worker parking and laydown area immediately north of MREC. Construction access will generally be from Mission Rock Road. As detailed in Section 2.1.16, construction of the MREC will take place from the Fourth Quarter of 2018 to the Third Quarter of 2020 (approximately 18 months total). During this period, construction materials, large equipment, trucks, and parked vehicles could be visible on the MREC site, although views toward the laydown from outside areas are mostly screened by intervening vegetation and perimeter fencing. After construction is complete, all debris will be removed from the laydown area.

Landscaping

Landscaping of the MREC site will be kept to a minimum. The Ventura County ordinance code specifies that properties located in industrial zones, such as the MREC, adhere to certain landscaping requirements. Section 5.13.5.2 discusses the landscaping requirements of the law in greater detail. In the period between project licensing and the start of construction, a detailed landscaping plan will be prepared for County approval. This landscaping plan will conform to all applicable regulations.

Lighting

The MREC may be operational (although not necessarily generating power) 24 hours per day, 7 days per week and will require night lighting for safety and security. The lighting system will provide illumination for operation under normal conditions, for safety under emergency conditions, and for manual operations during a power outage. The system will also provide 120-volt convenience outlets for portable lamps and tools.

To reduce offsite lighting impacts, lighting for the MREC will be restricted to areas required for safety and operation. Exterior lights will be hooded and directed onsite to minimize light or glare. Low-pressure sodium lamps and fixtures of a non-glare type will be specified. In addition, switched lighting circuits will be provided for areas where lighting is not required for normal operation or safety to allow these areas to remain dark at most times and to minimize the amount of lighting potentially visible offsite.

Construction will typically take place between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. to 5 p.m. on Saturdays. Additional hours may be necessary to make up schedule deficiencies or to complete critical construction activities (for example, pouring concrete at night during hot weather, working around time-critical shutdowns and constraints). During some construction periods and during the startup phase of the MREC, some activities may continue 24 hours per day, 7 days per week.

At times when onsite construction occurs during hours of darkness, lighting will be used on an as-needed basis to illuminate the areas where the construction is taking place. This lighting will be the minimum required to meet operational and safety requirements and will be shielded and directed at the areas, pointing toward the center of the site, where it is required to eliminate offsite light spill and illumination of the night sky.

5.13.2.4 Assessment of Visual Effects

As previously noted, the systematic evaluation of visual effects from the proposed project was conducted using FHWA worksheets, which are attached as Appendix 5.13A and provide fuller details regarding the comparison between existing and simulated views as summarized below. Figures 5.13-3 through 5.13-7 include the existing view from the viewpoint (referred to in Section 5.13.1.5) and a simulation of the same view during the project's operational period.

KOP 1—View Toward the MREC from SR-126

Figure 5.13-3a presents the existing view toward the MREC site from SR-126 and Figure 5.13-3b depicts a simulation of the same view as it will appear during the MREC's operational period. As shown in the simulated view, the MREC is seen in the center of the simulation, approximately 0.5 mile from the viewer location. MREC facilities, including the exhaust stacks and tanks, will be painted green and black to match the existing structures of the neighboring Granite Construction asphalt recycling plant. The new generator tie-line extends from MREC to the right side of the simulation; a limited number of eucalyptus trees may be removed to allow for passage of the line. A new transmission structure is visible at the far right in the middle of a neighboring agricultural field.

The presence of the MREC facilities and new generator tie-line have a slight effect on the intactness of this view from KOP 1. However, given the distance from the viewer location to the new project features and the choice of paint color for the facility, the impact is low to moderate. The industrial appearance of the MREC is not out of place among the other industrial uses in the Mission Rock Area. Similar to the existing built features, the MREC exhaust stacks draw the eye up and toward the mountains in the distance. In this way, the MREC is consistent with the overall pattern of the landscape. The MREC is small in comparison to the mountains in the background, which continue to dominate the view. Overall visual quality will be slightly diminished from the present condition, as documented on the applicable FHWA worksheet.

As indicated in Section 5.13.1.5.1, although SR-126 is a heavily traveled highway and provides an unimpeded, elevated view toward the MREC site, exposure to this view is moderate because it is fleeting view that lies outside of the primary cone of vision of most travelers. Because of the view's moderate degree of visual exposure and the moderate degree of visual concern, the overall sensitivity of this view is moderate. Given this moderate level of sensitivity, the slight decrease in visual quality will be less than significant.

KOP 2—View Toward the MREC from Todd Road

Figure 5.13-4a presents a photograph of the existing view toward the MREC from Todd Road near the Ventura County Jail. Figure 5.13-4b depicts a simulation of the view of the MREC during operation. The simulation shows that the MREC will be barely noticeable and only partially seen through the eucalyptus trees toward the left side of the image. The MREC is approximately 0.5 mile from the viewer location at KOP 2. The MREC facilities will be painted green and black to match the existing structures of the neighboring granite asphalt plant. The new generator tie-line extends from MREC to the right side of the simulation; a limited number of eucalyptus trees may be removed to allow for passage of the line. A new transmission structure is visible toward the right side of the view, past the jail facility.

As noted on the FHWA worksheet, the MREC and the generator tie-line will be barely noticeable from this viewpoint, and no change to vividness, intactness, or unity are expected. Overall visual quality will be unchanged, resulting in a less than significant impact in this area of moderate visual sensitivity.

KOP 3—View Toward the Proposed Transmission Alignment from State Route 126

Figure 5.13-5a documents the existing view toward the alignment of the new generator tie-line from SR-126 and Figure 5.13-5b shows a simulation of the view as it will appear after construction. The simulation shows that the top half of a new transmission structure will be visible beyond the tall eucalyptus trees north of the highway corridor. The new conductors will be skylined and cross the view from left to right, perpendicular to the route of SR-126.

The presence of the new transmission structure and conductors, which are approximately 0.15 mile away from this KOP location, affects the view's overall intactness. What had been a roadway view with few intrusive elements now includes a 100-foot tall structure and skylined conductors; however, the impact is lessened because the lower half of the structure and portions of the conductors are screened by tall trees. Overall visual unity is slightly reduced with the addition of the generator tie-line to the view as the eye is now drawn away from the roadway and distant mountains and to the new structure. At this distance, the new generator tie-line features are a prominent elements but they do not dominate the image. Based on the scores assigned on the FHWA worksheet, these changes are rated as having a low to moderate effect on the visual quality of the view from KOP 3.

As indicated in Section 5.13.1.5.3, viewer exposure is moderately high as the proposed generator tie-line will cross directly over the highway and travelers will have clear views toward the alignment for moderate lengths of time. Travelers on highways and roads are generally considered to have moderate viewer concerns and expectations. Given the moderate level of sensitivity of this view, the impact of the low to moderate decrease in visual quality will be less than significant.

KOP 4—View Toward the Proposed Transmission Alignment from Telegraph Road

Figure 5.13-6a presents the existing view toward the alignment of the new transmission line from Telegraph Road and Figure 5.13-6b shows a simulation of the view as it will appear after construction. As seen in the simulated view, a new 130-foot transmission structure is located just to the right of Telegraph Road near Ellsworth Barranca. The lower portion of the structure is screened by vegetation but the top two-thirds is visible above the road and neighboring residential lots. New conductors cross the view from left to right.

The addition of the new transmission structure and conductors, which are 0.1 mile away from the viewer at this location, has a substantial impact on the overall intactness of the view. Both the pole and lines are skylined and tower over the existing human-made and natural features of the image. The metal transmission structure contrasts with the existing wood poles and rural, agricultural setting. This feature is out of scale compared to the existing environment, affecting overall unity. The impact will be moderately high at KOP 4; however, this impact will occur in an area of moderate visual sensitivity and views of the generator tie-line will be screened for the neighboring residences by vegetation and tall trees in the area. This impact will be less than significant.

KOP 5—View Toward the Proposed Transmission Alignment from Foothill Road

Figure 5.13-7a documents the existing view toward the alignment of the new generator tie-line from Foothill Road and Figure 5.13-7b depicts a simulation of the view as it will appear after construction. In the simulated view, a new 106-foot transmission structure is located just to the left of Foothill as the road curves to the north and out of sight. The lower half of the structure is screened by vegetation but the remainder is seen rising above the trees of an orchard. The new conductors are difficult to see at

this distance and with the mountains behind them, but they cross the view from left to right, over the existing row of utility poles.

The presence of the new transmission structure and conductors, which are approximately 0.25 mile away from this KOP location, affects the view's overall intactness. The MREC features are intrusive elements; however, from this distance, the structure looks small in comparison to the existing row of wood utility poles, and the conductors are difficult to see in front of the mountain backdrop. The modern metal form of the new structure is somewhat out of place, given the rural setting, resulting in a slight reduction in the coherence and unity of the view. This analysis, based on the FHWA rating sheet, estimates that the MREC will lower the visual quality of the view from KOP 5 by a moderate degree.

As indicated in Section 5.13.1.5.5, exposure to this view is moderate. Foothill Road is an important local thoroughfare in the valley, with a moderate level of traffic, and viewers will have clear views directly toward the generator tie-line for a moderate amount of time. Given the moderate level of viewer concern, overall visual sensitivity is moderate. In the context of this moderate level of sensitivity, the moderate reduction in visual quality the MREC will bring about in this view will result in an impact that is less than significant.

Light and Glare

The MREC's effects on visual conditions during hours of darkness will be limited. As indicated in Section 5.13.2.3.5, some night lighting will be required for operational safety and security. There will be additional visible lighting associated with the MREC stacks, and open site areas. High illumination areas not occupied on a regular basis will be provided with switches or motion detectors to light these areas only when occupied. At times when lights are turned on, the lighting will not be highly visible offsite and will not produce offsite glare effects. The offsite light visibility and glare will be restricted by specification of non-glare fixtures and placement of lights to direct illumination into only those areas where it is needed. With the construction of MREC, the overall change in ambient lighting conditions in the area surrounding the MREC site will not be substantial.

Lighting that may be required to facilitate night construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations. Despite these measures, there may be limited times during the construction period when the MREC site may appear as a brightly lit area as seen in views from the surrounding area.

Water Vapor Plumes

Visible plumes from power plants (and other sources) form when the mass of water in an exhaust plume exceeds the saturation point of the exhaust gases. The saturation point of air is directly related to its temperature with warm air having a higher saturation point (being able to carry more water in a vapor state) than cold air. When the saturation point is reached, water will condense out of vapor state to a liquid state, forming fine water droplets. These water droplets are visible in an exhaust plume.

Based on previous experience with the kinds of simple-cycle systems that will be installed at the MREC, formation of visible plumes from the project will be an unlikely occurrence related to an unusual combination of near freezing temperatures and damp conditions. If present, the plumes would be relatively small. Additionally, as a peaker, the facility is most likely to operate at times (e.g. late afternoon, hot days) when plumes are least likely to form.

5.13.2.5 Impact Significance

A discussion regarding whether the visual effects of the project will be significant pursuant to CEQA is provided below. The CEQA Guidelines define a "significant effect" on the environment to mean a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including objects of historic or aesthetic significance." (14 CCR 15382)

Factors used to evaluate the significance of MREC-related visual impacts are set forth in Appendix G of CEQA. Appendix G is a screening tool, not a method for setting thresholds of significance. Appendix G is typically used in the Initial Study phase of the CEQA process, asking a series of questions. The purpose of these questions is to determine whether a project requires an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration. As the Governor's OPR stated, "Appendix G of the Guidelines lists a variety of potentially significant effects, but does not provide a means of judging whether they are indeed significant in a given set of circumstances." The answers to the Appendix G questions are not determinative of whether an impact is significant or less than significant. Nevertheless, the questions presented in CEQA Appendix G are instructive.

In terms of MREC-related aesthetic impacts from construction and operations of the plant, Appendix G, asks the following questions:

- *Would the project have a substantial adverse effect on a scenic vista?*

  No. There are no designated scenic vista points in the vicinity of the MREC.

- *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

  No. Because the MREC site is not located within the boundaries of an adopted state scenic highway, and furthermore does not contain scenic resources, including trees, rock outcroppings, and historic buildings, the MREC will not substantially damage scenic resources and, therefore, impacts will be less than significant.

- *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

  No. The MREC will not substantially degrade the existing visual character of the MREC site and its surroundings. The analysis of the simulated views from KOPs 1, 2, 3, and 5, shows that MREC impacts to existing visual quality range from no impact to moderate levels of impact. Given that the level of visual sensitivity throughout this rural section of the Santa Clara River Valley is generally moderate, these changes to the visual character and quality of the site will be less than significant.

  The changes to the visual landscape at KOP 4 will be moderately high. However, this elevated impact will occur in an area of moderate visual sensitivity and views of the generator tie-line will be screened for the neighboring residences by vegetation and tall trees in the area. This impact will be less than significant.

- *Would the project create a new source of substantial light and glare that would adversely affect day or nighttime views in the area?*

  No. As described in Section 5.13.2.4.6, MREC light fixtures will be restricted to areas required for safety and operations. Lighting will be directed onsite and will be shielded from public view. Non-glare fixtures will be specified, as will switches, sensors, and timers to minimize the use of the lights. These measures will substantially reduce the offsite visibility of MREC lighting.

  Given the limited level of lighting proposed for the MREC and the measures that will be taken to minimize offsite effects, night lighting impacts from the MREC will be less than significant.

Because none of the major MREC features will have surfaces that are highly reflective, the MREC will not be a source of daytime glare.

Any lighting that will be installed to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations.

5.13.3 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (PRC Section 21083; 14 CCR Sections 15064[h], 15065[c], 15130, and 15355). The geographic scope for the analysis of cumulative visual resource impacts is the MREC viewshed (projects, activities, and landscapes visible within the same field of view as the MREC).

A variety of past, present, and reasonably foreseeable development projects contribute or have the potential to contribute to the cumulative conditions for visual resources within the project viewshed. Four pending or recently approved projects located within the project viewshed were identified for the cumulative analysis. These four projects are described in Table 5.13-2.

Table 5.13-2 Cumulative Projects

Parcel Number	Permit Number	Permit Type	Status	Permit Description
0900190295	PL15-0036	Permit Adjustment	Approved	Mission Rock requests that a Permit Adjustment of PD No. PL12-0155 be granted to authorize the construction of a concrete block wall along the northern and southern perimeter property lines of the MREC site. The walls will each be 215 feet in length and 6 feet in height. In addition, the existing steel wall along the property frontage will be removed and replaced by a 6-foot tall chain link fence with a motorized entry, measuring 240 feet in length. The chain-link fence will include solid mesh screening material along its entire length.
0990050095	PL14-0125	Permit Adjustment	Pending	Permit Adjustment of CUP No. 4735-2 be granted to authorize the construction of a 20,000-square foot evidence storage building at the Ventura County Jail.
0990060165	PL15-0106	Minor Modification	Pending	Minor Modification to Conditional Use Permit 960 which was most recently modified by LU06-0011 issued to Santa Clara Waste Water for a waste water treatment facility. The current request is to clarify the following: 1. The waste stream accepted by the facility and their treatment methods 2. The list of facility equipment 3. Facility operating hours 4. Truck traffic limits 5. Employee limits

Table 5.13-2 Cumulative Projects

Parcel Number	Permit Number	Permit Type	Status	Permit Description
0990060535	PL14-0145	Conditional Use Permit	Pending	Conditional Use Permit for a wireless communication facility located in the General Industrial (M3) Zone District and the Industrial General Plan land use designation addressed as 909 Mission Rock Road in the Santa Paula Area. The facility is located to the rear of the subject property and entails the construction of a 75' tall monopole with 12 panel antennas (3 sector arrays w/4 antennas per sector) located at the top of the pole and a 4-foot microwave located at 62 feet on the pole.

Source: Ventura County Planning Division monthly report on recently approved and pending projects; the October 2015 reports were reviewed for this cumulative analysis.

Three of the four projects are located near the MREC in the Mission Rock Area while one is at the neighboring Ventura County Jail. These projects are within the viewshed of the MREC. Given the minor nature of the visual changes associated with these projects and their locations in or near an existing heavy industrial development area, no significant cumulative visual impact to the local viewshed will occur.

5.13.4 Mitigation Measures

This analysis has documented that the MREC will not substantially change the existing visual character and quality of the visual landscape as viewed from the KOPs. Furthermore, there will be no substantial adverse effects on any scenic vistas, scenic resources within a state scenic highway, and will not create a new source of substantial light and glare that will adversely affect day or nighttime views in the area. Because there will be no significant adverse visual impacts, no mitigation measures are required.

5.13.5 Laws, Ordinances, Regulations, and Standards

This subsection describes the LORS related to visual resources that are applicable to the MREC. No visual resources-related federal or state LORS were identified. However, local LORS that describe visual resource and urban design concerns and that are applicable to the project are present within the Ventura County General Plan and the Ventura County Ordinance Code, Non-Coastal Zoning Ordinance.

Table 5.13-3 lists the plans and ordinances that are pertinent to the MREC. The specific provisions of each plan or ordinance that have potential relevance to the MREC are identified in Sections 5.13.5.1 and 5.13.5.2

Table 5.13-3 LORS for Visual Resources

LORS	Requirements/Applicability	Administering Agency	AFC Section Explaining Conformance
Ventura County General Plan	Comprehensive long-range plan to serve as the guide for the physical development of the Ventura County.	Ventura County Planning Division	Section 5.13.5.1
Ventura County Ordinance Code, Non-Coastal Zoning Ordinance (Division 8, Chapter 1)	Establishes zoning districts governing land use and the placement of buildings and district improvements.	Ventura County Planning Division	Section 5.13.5.2

5.13.5.1 Ventura County General Plan

The MREC site and the new generator tie-line are located within the limits of the Ventura County and are, therefore, subject to the provisions of the Ventura County General Plan. Policies pertaining to visual resources that are applicable to the MREC are summarized and evaluated in Table 5.13-4.

Table 5.13-4 Conformity with the Ventura County General Plan

Provision	Conformity?
Goal 1.7.1.1. Preserve and protect the significant open views and visual resources of the County.	Yes. The MREC will not result in significant visual impacts.
Goal 1.7.1.3. Enhance and maintain the visual appearance of buildings and developments.	Yes. The MREC will be painted green and black to match a neighboring industrial facility, which will help the site better integrate with its surroundings.
Policy 1.7.2.1. Notwithstanding Policy 1.7.2-2, discretionary development which would significantly degrade visual resources or significantly alter or obscure public views of visual resources shall be prohibited unless no feasible mitigation measures are available and the decision-making body determines there are overriding considerations.	Yes. The MREC will not significantly degrade visual resources or significantly alter or obscure public views.
Policy 1.7.2.4. The Planning Division shall continue to implement the landscaping requirements of the Zoning Ordinance and the "Guide to Landscape Plans" to enhance the appearance of discretionary development.	Yes. After licensing and prior to construction, a detailed landscape plan will be prepared that will satisfy any landscaping requirements listed in the Zoning Ordinance and the "Guide to Landscape Plans."
Policy 4.5.2.1 New gas, electric, cable television and telephone utility transmission lines shall use or parallel existing utility rights-of-way where feasible and avoid scenic areas when not in conflict with the rules and regulations of the CPUC. When such areas cannot be avoided, transmission lines should be designed and located in a manner to minimize their visual impact.	Yes. The new generator tie-line will be located in a new right-of-way as alternatives alignments utilizing existing rights-of-way were not feasible. The new transmission corridor does avoid scenic areas. The MREC has been designed to limit its visual impact and no significant impacts to visual resources are expected.
Policy 4.5.2.2 All transmission lines should be located and constructed in a manner which minimizes disruption of natural vegetation and agricultural activities and avoids unnecessary grading of slopes when not in conflict with the rules and regulations of the CPUC.	Yes. The MREC will be located and constructed in a manner which minimizes disruption of natural vegetation and agricultural activities and avoids unnecessary grading of slopes. No significant visual impacts are expected.
Policy 4.5.2.3 Discretionary development shall be conditioned to place utility service lines underground wherever feasible.	Yes. Pipeline elements of the MREC, including a natural gas, potable water, and process and sanitary wastewater, will be placed underground.

Source: Ventura County General Plan, "Goals, Policies, and Programs"; last amended on September 22, 2015.

5.13.5.2 Ventura County Ordinance Code, Non-Coastal Zoning Ordinance

The MREC site and the new generator tie-line are located within the limits of the Ventura County and are, therefore, subject to the provisions of the Ventura County Ordinance Code, Non-Coastal Zoning Ordinance. Policies pertaining to visual resources that are applicable to the MREC are summarized and evaluated in Table 5.13-5.

Table 5.13-5 Conformity with the Ventura Ordinance Code, Non-Coastal Zoning Ordinance

Provision	Conformity?
Sec. 8106-8.1.1.c.1. A maximum eight-foot-high fence may be located on a vacant or developed lot zoned OS, AE, or RA, or on any vacant or developed lot in a commercial or industrial zone, anywhere except within a required sight triangle or setback adjacent to a street.	Yes. The MREC site will be secured by an 8-foot security fence topped with barbed wire.
Sec. 8106-8.6. The following regulations apply to light fixtures over two feet in height: a. Maximum height of freestanding light fixture is 20 feet with a Zoning Clearance; over 20 feet up to 35 feet may be permitted with a Planning Director-approved Planned Development Permit. For commercial and industrial uses, such heights shall be specified by the principal use permit. b. Such fixtures shall not be placed in side setbacks. c. c. Lights in excess of 150 watts shall not result in direct illumination of adjacent properties.	Yes. MREC lighting will be designed to comply with County regulations.
Sec. 8109-3.1.1. Utility lines, including electric, communications, street lighting and cable television, shall be placed underground by the applicant, who shall make the necessary arrangements with the utility companies for the installation of such facilities. This requirement may be waived by the Planning Director where it would cause undue hardship or constitute an unreasonable requirement, provided that such waiver is not in conflict with CPUC rules, requirements or tariff schedules. This section shall not apply to utility lines which do not provide service to the area being subdivided. Appurtenant structures and equipment such as surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets may be placed aboveground.	Not applicable. This provision appears to apply to areas that are being subdivided. The MREC is being proposed for an existing parcel and no subdivision is required. Furthermore, local jurisdictions have jurisdiction over distribution lines only, so this provision does not apply to the MREC's generator tie-line.
Sec. 8109-3.1.3.a.3 Industrial performance standards are the permitted levels of operational characteristics resulting from processes or other uses of property. Continuous compliance with the following performance standards shall be required of all uses, except as otherwise provided for in these regulations: Objectionable Factors - The following shall be maintained at levels which are appropriate for the zone and geographic area and are not objectionable at the point of measurement when the use is in normal operation: glare or heat.	Yes. The MREC will not create a significant new source of glare.
Sec. 8109-3.4.1. Metal buildings, including accessory buildings, either shall have exterior surfaces constructed or faced with a stainless steel, aluminum, painted, baked enamel, or similarly finished surface; or shall be reasonably screened from view from any street by other buildings or by appropriate walls, fencing, earth mounds or landscaping; or shall be located not less than 100 feet from the street centerline.	Yes. MREC facilities will be painted with a green and black finish to match the colors of the neighboring Granite asphalt plant.

Table 5.13-5 Conformity with the Ventura Ordinance Code, Non-Coastal Zoning Ordinance

Provision	Conformity?
Sec. 8109-0.6.4. The following regulations shall apply to all industrial zones (M1, M2 and M3): a. Required yards adjacent to streets, not used for other purposes, shall be improved with appropriate permanently maintained evergreen plant material or ground cover. Such landscaping shall extend to the street curb line, where appropriate. b. Trees, approved as to type, number and location by the Planning Director, shall be planted along the street line of each site. Such street trees may also be located on private property and grouped or clustered as appropriate. c. At least five percent of any permit area in the M2 or M3 zone shall be landscaped.	Yes. After licensing and prior to construction, a detailed landscape plan will be prepared that will satisfy these requirements.

Source: Ventura County, "Ventura County Non-Coastal Zoning Ordinance"; last amended June 2, 2015.

5.13.5.3 Summary of Project's Conformity with Applicable LORS

The MREC complies with applicable LORS related to visual resource issues.

5.13.6 Agencies and Agency Contacts

The County of Ventura would be responsible for review of the landscaping plan for the MREC (see Table 5.13-6).

Table 5.13-6 Agency Contacts for Visual Resources

Issue	Agency	Contact
Landscaping	Ventura County Resource Management Agency Planning Division	Wilson Wright, Discretionary Permit Coordinator 800 S. Victoria Avenue Ventura, CA 93009 (805) 654-2468 Wilson.Wright@ventura.org

5.13.7 Permits and Permit Schedule

There are no permits related to visual resources that are required to construct the MREC; however, but for the exclusive jurisdiction of the CEC, which supersedes local permitting requirements, Ventura County would normally require review and approval of the MREC's landscaping plan. The CEC process supersedes this requirement for review and approval from Ventura County, and the landscaping design of the MREC will not be approved by the County. As the permitting authority for the MREC, the CEC will accomplish the landscaping design review and approval with Ventura County as a reviewing agency. The CEC may request that the County review and comment on MREC's final landscape design plans prior to construction (see Table 5.13-7).

Table 5.13-7 Permits and Permit Schedule for Visual Resources

Permit or Approval	Agency Contact	Schedule
Landscaping Design Review	Wilson Wright, Discretionary Permit Coordinator 800 S. Victoria Avenue Ventura, CA 93009 (805) 654-2468 Wilson.Wright@ventura.org	Prior to construction, at discretion of CEC.

5.13.8 References

California Department of Transportation (Caltrans). 2008. Scenic Highway Guidelines. Available on-line at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/guidelines/scenic_hwy_guidelines_04-12-2012.pdf

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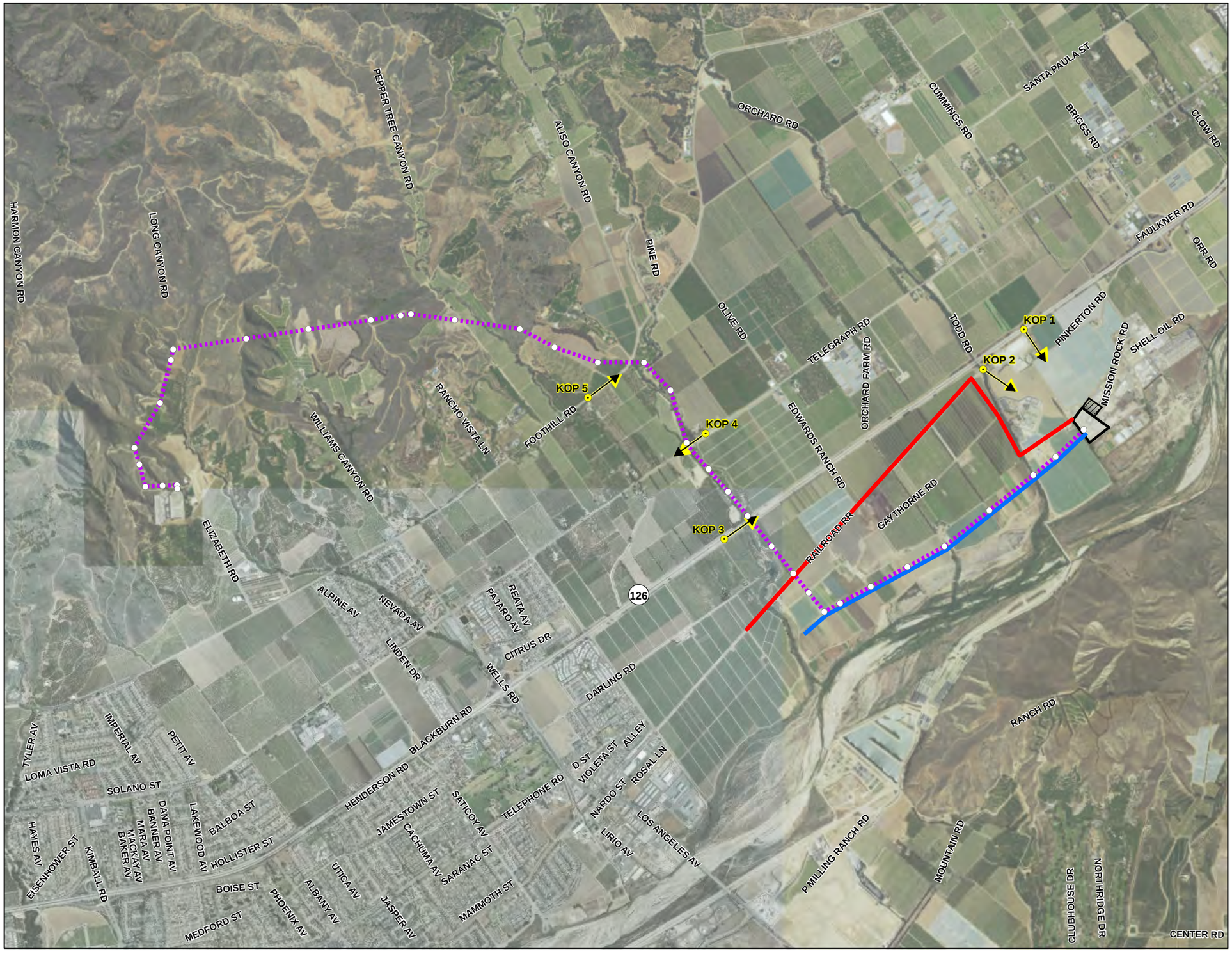
Ventura County Planning Division. October 5, 2015. Pending Projects as of October 5, 2015. Accessed online at: http://www.ventura.org/rma/planning/pdf/projects-pending-approved/pending_projects_oct2015.pdf



LEGEND

- Key Observation Point (KOP)
- Photograph Direction
- Project Site
- Laydown Area
- Tower
- Natural Gas Pipeline Route
- Generator Tie-Line
- Process Water Supply Line

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0 1,250 2,500
Feet

Figure 5.13-1
Key Observation Points
Mission Rock Energy Center
Ventura County, California

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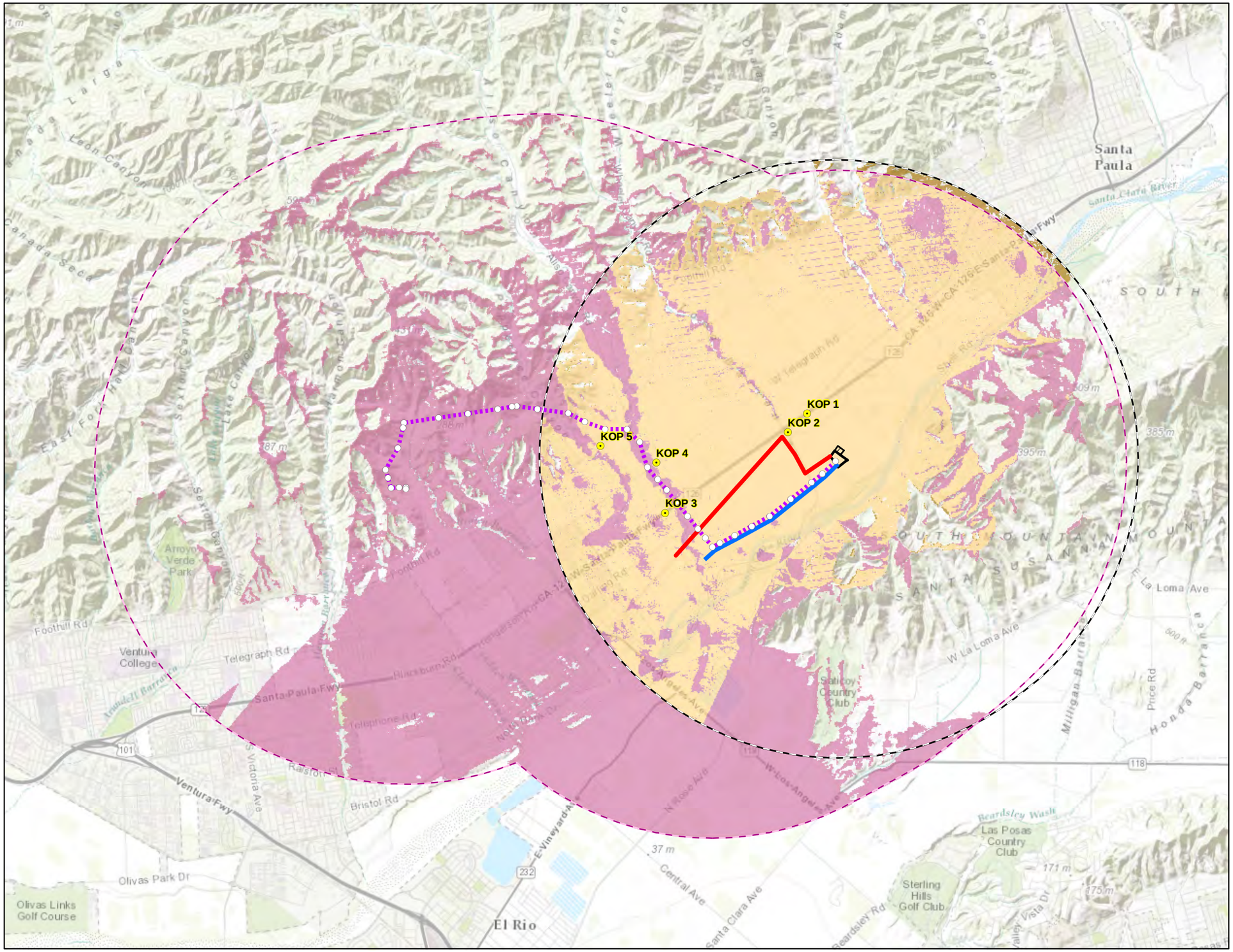

VICINITY MAP

LEGEND

- Key Observation Point (KOP)
- Project Site
- Laydown Area
- 3-Mile Buffer of Transmission Line
- 3-Mile Buffer of MREC
- Tower
- Natural Gas Pipeline Route
- Generator Tie-Line
- Process Water Supply Line

Areas of Potential Project Feature Visibility

- MREC
- Transmission Line
- MREC and Transmission Line

Figure 5.13-2
Project Viewshed and Key Observation Points
Mission Rock Energy Center
Ventura County, California

A. Existing view from State Route 126 looking southeast toward the proposed project site.

B. Simulation of the view after completion of the proposed project.

Figure 5.13-3
KOP 1 – View Toward MREC from State Route 126
Mission Rock Energy Center
Application for Certification
Ventura County, California

A. Existing view from Todd Road near the entrance to the Todd Road County Jail looking southeast toward the proposed project site.

B. Simulation of the view after completion of the proposed project.

Figure 5.13-4
KOP 2 – View Toward MREC from Todd Road
Mission Rock Energy Center
Application for Certification
Ventura County, California

A. Existing view from State Route 126 looking northeast toward the alignment of the proposed transmission line.

B. Simulation of the view after completion of the proposed project.

Figure 5.13-5
KOP 3 – View Toward the Alignment of the Proposed Transmission Line from State Route 126
Mission Rock Energy Center
Application for Certification
Ventura County, California

A. Existing view from Telegraph Road looking southwest toward the alignment of the proposed transmission line.

B. Simulation of the view after completion of the proposed project.

Figure 5.13-6
KOP 4 – View Toward the Alignment of the Proposed Transmission Line from Telegraph Road
Mission Rock Energy Center
Application for Certification
Ventura County, California

A. Existing view from Foothill Road looking northeast toward the alignment of the proposed transmission line.

B. Simulation of the view after completion of the proposed project.

Figure 5.13-7
KOP 5 – View Toward the Alignment of the Proposed Transmission Line from Foothill Road
Mission Rock Energy Center
Application for Certification
Ventura County, California