

SECTION 2

Environmental Checklist and Discussion

2.1. Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The purpose of this section is to document the existing visual or aesthetics resources in the study area and to assess the potential aesthetics impacts that might occur as a result of construction, operation, and maintenance of the Proposed Project. A summary of public regulations and policies pertaining to visual quality in the vicinity of the Proposed Project vicinity is also provided. Where applicable, mitigation measures were identified to address potential impacts from the Proposed Project.

For purposes of this analysis, aesthetic resources are generally defined as the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represents the natural landscape features that define an area’s visual character whereas built features such as buildings, roads, and other structures reflect human or cultural modifications to the landscape. These natural and built landscape features or visual resources contribute to the public’s experience and appreciation of the environment. Depending on the extent to which a project’s presence would alter the perceived visual character and quality of the environment, visual or aesthetic impacts may occur.

This visual analysis employs assessment methods based, in part, on U.S. Department of the Transportation, Federal Highway Administration methods (FHWA, 1988) and other accepted visual analysis techniques as summarized by Smardon et al. (1986). The analysis is also designed to respond to the California Environmental Quality Act (CEQA) Guidelines for visual impact analyses.

Regional and Local Setting

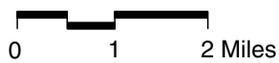
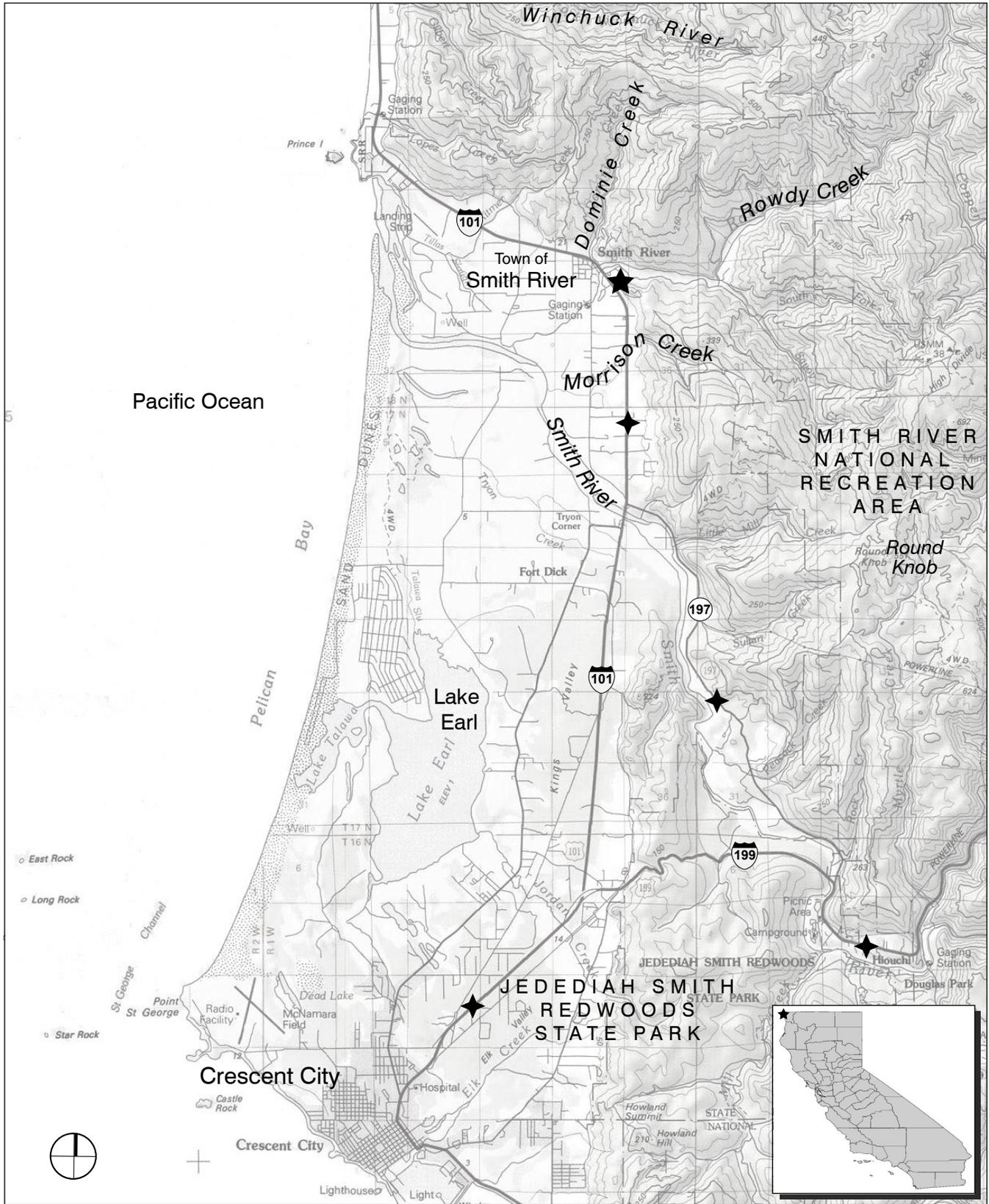
Located in northwest Del Norte County, the Morrison Creek Substation project site is situated approximately five miles south of the Oregon/California border and three miles east of the Pacific Ocean. The site lies approximately a quarter-mile southeast of the town of Smith River, a small community in the northern metropolitan area of Crescent City. Figure 2.1-1 shows the Proposed Project's location within its regional landscape context.

Landform in Del Norte County is predominantly mountainous, and at most locations along the coast, the mountains end at the shoreline. At other places, such as the level terrain west and south of the Proposed Project site, marine terraces form an intermittent coastal plain that extends as wide as five miles across. Situated near the outlet of the Smith River, the site lies at the edge of a marine terrace which is approximately four miles wide and 13 miles long. Crescent City, the largest town in the County with an estimated population of 7,860 (census.gov), is to the south and Lake Earl and Lake Talaw to the west.

North coast forest vegetation, dominated by Douglas fir, big-leaf maple, and Sitka spruce, covers much of the surrounding mountain ranges. The vegetation pattern on the flatter marine terrace to the west and south consists of low coastal scrub and grasses. Wetlands are found throughout this area particularly around the opening of Smith River to the west and around the lakes which lie south of the Proposed Project site. The regional climate can be characterized as having generally mild temperatures, with most of the rainfall occurring during the winter months. Fog and overcast conditions, typical of this coastal-marine setting, influence the region's visual character. During periods of foggy, overcast weather, the general level of visibility and discernable detail is diminished, particularly with respect to views of landscape features seen beyond the foreground, at distances greater than one-half mile.

The area's coastal and forested landscape setting fosters a variety of tourist and recreational activity. Numerous State and County parks along the coast and inland forests provide a setting for recreational activities including sport fishing, bird watching, hiking, boating, and camping. To the east of the Proposed Project site is the Smith River National Recreation Area which can be reached via Rowdy Creek Road. To the west along Pelican Bay are approximately ten miles of public beaches and dunes including Tolowa Dunes State Park and the Lake Earl Wildlife Park.

U.S. Highway 101 (U.S. 101), a major regional transportation corridor, runs northwest-southeast through the vicinity of the study area. U.S. 101 provides access to Oregon and metropolitan areas to the south in California. A network of narrower, rural roads also serves the vicinity of the Proposed Project. Land uses in the vicinity of the Proposed Project site include a mixture of agriculture, open space, and small scale rural settlements on the gently sloped plain.



- ◆ Eligible State Scenic Highway
- ★ Proposed Project Site

SOURCE: USGS

CPUC Morrison Creek . 206320

Figure 2.1-1
Regional Landscape Context

A number of gravel extraction areas are located along the lower Smith River, the nearest within two miles of the Proposed Project site. Extensive timber production also occurs on the hills to the east; however, most of the mill sites in the area are vacant (Del Norte County, 2003).

Local Visual Character

The visual character found in the vicinity of the Proposed Project site encompasses a variety of natural and built features typically found in a rural coastal landscape setting. Figure 2.1-2, an aerial photograph of the site and surrounding area, conveys a sense of the Proposed Project's local visual context. The Proposed Project site itself is located in a generally level plain enclosed by Rowdy Creek to the north, steep forested hills to the south and east, and U.S. 101 to the west. Within the vicinity of the Proposed Project site, the area is open with scattered tree groupings and large shrubs. The Proposed Projects site's visual character reflects its former use as a lumber mill as the mill foundation and areas of surrounding pavement are evident.

Figures 2.1-3a and 2.1-3b present a set of photographs taken in the vicinity of the Proposed Project site that portray the visual character of the area. Figure 2.1-2 shows the photo viewpoint locations.

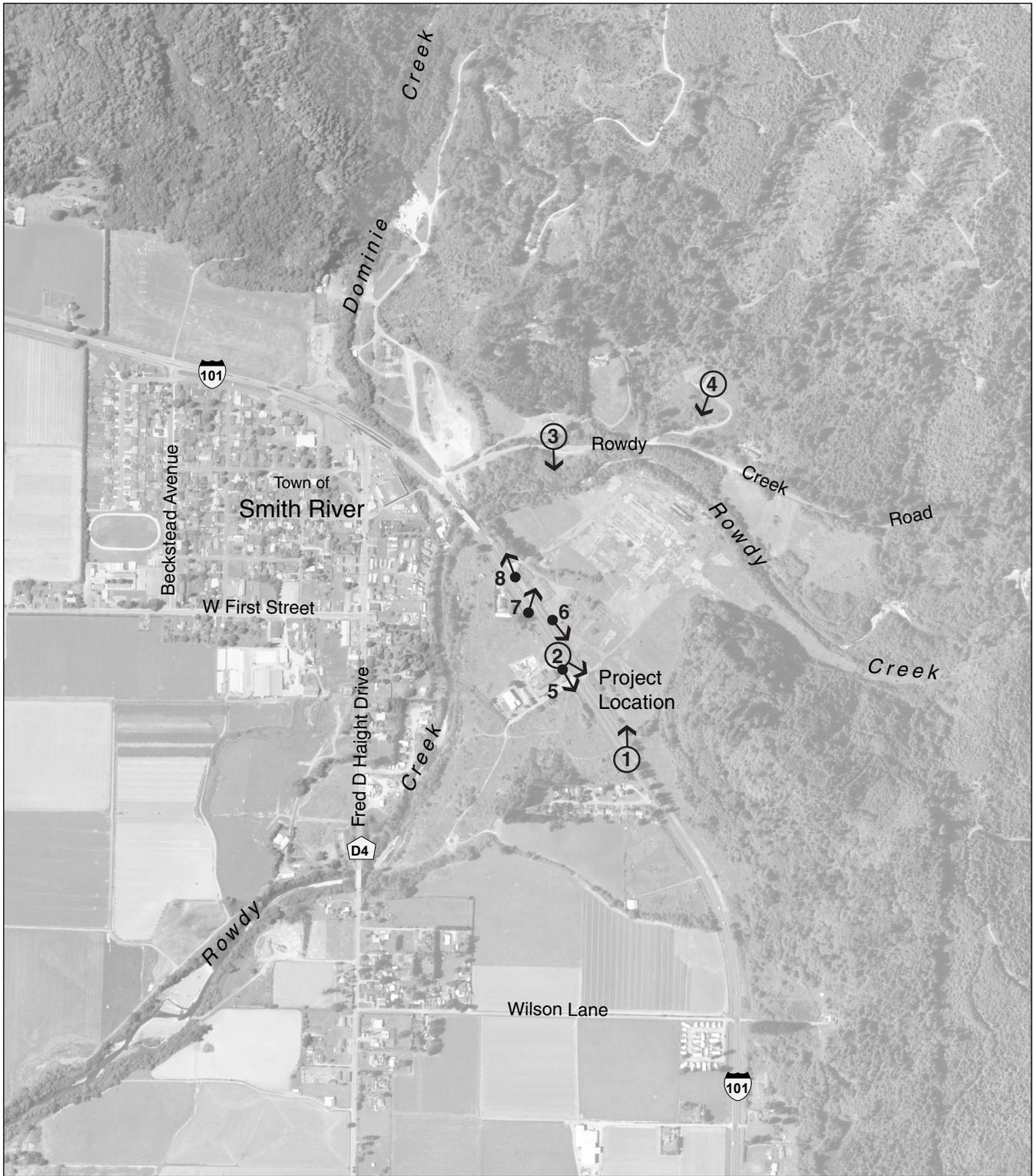
U.S. Highway 101 Corridor

The Proposed Project site lies to the east and adjacent to the U.S. 101 corridor. In the vicinity of the Proposed Project, U.S. 101 is a two lane roadway with intermittent access driveways and intersections. Photos 1, 2, and 5 through 8 (Figures 2.1-3a and 2.1-3b) are views from various points along the highway corridor in the vicinity of the Proposed Project site. These photographs convey the heavily forested character typically seen along much of this roadway.

In some locations to the north and south of the Proposed Project site, roadway travelers experience open views towards the Pacific Ocean. However, the roadway is approximately three miles from the coastline in the vicinity of the Proposed Project and the ocean generally is not visible. An existing 69 kV transmission line parallels the eastern side of the roadway. As shown in Photos 1, 2, and 5 through 8 (Figures 2.1-3a and 2.1-3b), the existing transmission line appears in foreground views from the road. Approximately 1,000 feet northwest of the Proposed Project site, adjacent to U.S. 101 and south of Rowdy Creek, is the existing Simonson Substation site. Motorists experience an unobstructed view of the existing Simonson Substation from a limited portion of U.S. 101 (Photo 7).

Rowdy Creek/Area to the North

The Proposed Project site lies south of Rowdy Creek, a tributary of the Smith River. Dense vegetation lines much of the creek corridor. Nestled on the hillside to the north across Rowdy Creek are several residences as well as the Tolowa Tribe Headquarters' office. Mature intervening trees and shrubs, including riparian vegetation, provide a measure of screening with respect to public views of the site from the north (Figure 2.1-3a, Photos 3 and 4).



- 5 ●➔ Photo Viewpoint
- ① ➔ Simulation Viewpoint

SOURCE: USGS (2005)

CPUC Morrison Creek . 206320

Figure 2.1-2
Visual Context and Photo Viewpoint Locations



1. Highway 101 looking northeast



2. Highway 101 looking southeast



3. Tolowa Tribe Headquarters (2nd. floor) on Rowdy Creek Road looking south



4. Hight's View Road looking southwest

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320



5. Highway 101 looking south



6. Highway 101 at Simonson Substation looking south



7. Highway 101 looking northeast toward Simonson Substation



8. Highway 101 near Rowdy Creek looking north

SOURCE: Environmental Vision (2007)

Area to the East and South

To the east, the landform slopes upward and is heavily forested with a mixture of mature deciduous and coniferous trees. Views from the southeast and east are generally screened by vegetation and landform.

Across U.S. 101 to the south of the Proposed Project site lie a small cluster of single family residences along East Denney Lane. Views from this area are partially screened by mature trees associated with this development as well as vegetation on the Proposed Project site.

Smith River/Area to the West

The town of Smith River lies to the west, across U.S. 101 and Rowdy Creek. This community is comprised of a mix of land uses including businesses, single-family residences and a mobile home park located adjacent to the creek. Vegetation along Rowdy Creek and existing structures generally screen views of the site from places within the town.

Regulatory Context

Federal

No federal visual resource policies are applicable to the Proposed Project; however, the Del Norte County segment of U.S. 101 is eligible for inclusion in the Tri-State Pacific Coast Scenic Byway, which extends from Olympia, Washington to Eureka, California (see Del Norte County Regional Transportation Plan, below, for a more detailed discussion).

State

California Department of Transportation

According to the California State Scenic Highways program, there are no designated State scenic highways in the vicinity of the Proposed Project site. However, U.S. 101 is an eligible State scenic highway in the vicinity of the Proposed Project site. In this location, U.S. 101 is a two lane roadway with a posted speed limit of 55 mph. The Proposed Project site is adjacent to U.S. 101 in an area where views from both northbound U.S. 101 and southbound U.S. 101 are partially screened by existing trees.

Local

Del Norte County General Plan

The Proposed Project site is located within the Smith River planning subarea of the *Del Norte County General Plan* (Del Norte County, 2003). Chapter 6, Scenic Resources, has a number of goals and objectives regarding the protection of visual resources. These policies address scenic resources as well as scenic highways.

The plan has a general goal to “[p]reserve and enhance the scenic quality of life in Del Norte County for both residents and visitors.” Part of this the plan contains lighting and signage policies to minimize annoying glare particularly towards residential areas.

The General Plan recommends maintaining coastal viewpoints in scenic corridors and designates portions of U.S. 101 north and south of the Proposed Project area as scenic corridors; U.S. 101 where it passes by the Proposed Project is not a County-designated scenic corridor. The plan has a goal to maintain and improve the scenic quality of this highway and specifically lists policies limiting signage and billboards. The General Plan also recommends that the County should develop an underground utilities priority list utilizing identified scenic highways, scenic drives, and/or scenic areas for use when funding for undergrounding is available. Smith River Public Fishing Access, three miles away from the Proposed Project site, is the nearest County designated scenic viewpoint within the U.S. 101 corridor.

Additionally, the plan directs the County to continue to work with California Department of Transportation (Caltrans) and the States of Oregon and Washington in updating the *U.S. Tri-State Pacific Coast Scenic Byway Corridor Management Plan*.

Del Norte County Regional Transportation Plan

The *Del Norte County Regional Transportation Plan*, prepared by the Del Norte Local Transportation Commission (2007), contains a number of provisions that pertain to visual resources. The plan recommends that the County apply for State scenic route designation for all of U.S. 101. Additionally, the Del Norte County segment of U.S. 101 is eligible for inclusion in the Tri-State Pacific Coast Scenic Byway, which extends from Olympia, Washington to Eureka, California. A draft corridor management plan was prepared by Caltrans staff in 1997. However, efforts to pursue National Highway System Scenic byway status stalled due to reservations about potential restrictions that might come with designation.” (DNLTC, 2007).

Applicable provisions from the Policy Element of the Plan also include supporting the designation of segments of U.S. Highways 101 and 199, and State Route 197 in the Federal Scenic Highway Program, as soon as a method for designation is available. The plan also encourages the undergrounding of new or relocated utility lines particularly where those utilities interfere with a scenic view and recommends limitations on signage within these roadways.

Del Norte County Zoning Ordinance

The Proposed Project site is zoned by Del Norte County as *Manufacturing and Industrial* (Del Norte County Zoning, Chapter 20.30). Building height limits in this zoning area are seventy-five feet. The Zoning Ordinance does not limit lot setbacks or coverage except in cases where the parcel abuts residential land uses. The Proposed Project site does not abut residential land uses.

Aesthetics Impacts and Mitigation Measures

Visual Simulations

Visual simulations, presented as part of this aesthetic analysis, illustrate representative “before” and “after” visual conditions in the Proposed Project area. In the text below, the evaluation of potential visual impacts associated with the Proposed Project is based, in part, on comparing the “before” and “after” visual conditions as portrayed in the set of simulations and assessing the degree of visual change that the Proposed Project would bring about. The significance determination is based on several evaluation criteria including the extent of project visibility from sensitive viewing areas such as designated scenic routes or residential areas; the degree to which project elements would contrast with or be integrated into the existing landscape; the extent of change in the landscape’s composition and character; and the number and sensitivity of viewers. Project conformance with public policies regarding visual quality was also taken into account.

The simulations presented in this section illustrate the location, scale, and conceptual appearance of the Proposed Project as seen from four key viewing locations. Visual simulations are presented in color, one image per page with the existing visual condition photo on a page opposite from a visual simulation depicting the Proposed Project. The images were photographed in September 2007 with a 50 millimeter (mm) equivalent lens which represents a horizontal view angle of 40 degrees. With the exception of the photo taken from the second story of the Tolowa Tribal Headquarters (Figure 2.1-6), the simulations portray representative public views. The four simulation vantage points include:

1. Northbound U.S. 101 (Figures 2.1-4a, b, and c),
2. Southbound U.S. 101 (Figures 2.1-5a, b, and c),
3. The Tolowa Tribal Headquarters on Rowdy Creek Road (Figures 2.1-6a, b, and c), and
4. Hight’s View Road (Figures 2.1-7a, b, and c).

For each vantage a set of three images is presented including an existing or “before” view and two “after” or visual simulation images. The first simulation image (b) shows the Proposed Project without landscaping, as it would appear immediately following construction. The second simulation image (c) shows the Proposed Project with proposed landscaping at 10 years after installation. For each of the simulations, proposed vegetation was simulated using landscape design data provided by the Proposed Project engineers. Tree heights at 10 years of growth are based on data from SelecTree (Reimer and Mark, 2007) and the U.S. Department of Agriculture Plants Profile data (USDA, 2007).

Project Characteristics

Section 1 includes a detailed description of the Proposed Project and Figures 1-4 and 1-5a through 1-5d present plan and elevation drawings of the proposed Morrison Creek Substation. As shown in the drawings, the height of the tallest portions of the substation would be approximately 30 feet tall, while the majority of the equipment would be less than 16 feet in height. The 69 kV circuit tap would extend from a new 70 foot-tall self-supporting steel pole that would be installed adjacent to the southwest side of the proposed site and within the existing transmission line right-

of-way (ROW). An 8-foot-high chain-link fence would enclose the 275-foot by 275-foot footprint of the proposed Morrison Creek Substation.

As indicated in the project description, the proposed Morrison Creek Substation would be constructed and operated at 69 kV. However, the proposed Morrison Creek Substation would be sized to accommodate a possible future conversion to 115 kV. Timing for construction and operation of the proposed Morrison Creek Substation at 115 kV is unknown and speculative, and so is not analyzed as part of the Proposed Project.

Project Landscaping and Vegetation Removal

New landscaping designed to screen the new facilities from public view is proposed as part of the project (Figure 1-6). Vegetation, including Himalayan blackberry bushes, a big-leaf maple tree, and several small alder trees, would be required to be removed in the eastern corner of the proposed site. The trunk of the big-leaf maple to be removed is approximately 18 inches diameter at breast height (dbh) while the smaller alder tree trunks range from 0.5 to 2.0 inches dbh.

Existing Facility Removal

The Proposed Project also includes removal of existing structures, including the existing Simonson Substation located approximately 1,000 feet to the northwest and two existing wood tap poles associated with the existing substation.

a) Substantial adverse effect on a scenic vista: *Less than significant.*

A scenic vista is considered an open and expansive public view encompassing valued landscape features including ridgelines and mountains.

According to the *Del Norte County General Plan*, the Smith River Public Fishing Access that is located about three miles from the Proposed Project site is a designated scenic viewpoint. The Proposed Project would not be visible from this location. The Pacific coast lies approximately three miles away, and, on clear days, the ocean is visible from hillside locations to the east of the site. Figure 2.1-7a and Figure 2.1-7b present “before” and “after” views of the Proposed Project as seen from Hight’s View Road looking southwest across the Proposed Project site. The photo conveys the low fog and overcast conditions which frequently obscure views of the coastline. As indicated by the visual simulation (Figure 2.1-7b), the elements of the Proposed Project would be relatively low profile and would appear against a backdrop of topography and vegetation. Furthermore, over time the Proposed Project landscaping would provide additional screening from this viewpoint (Figure 2.1-7c). The visual simulation demonstrates that the Proposed Project would not obstruct distant views of the coast that may be available from this location.

Figures 2.1-4a and 2.1-4b, as well as Figures 2.1-5a and 2.1-5b, present “before” and “after” views of the Proposed Project site that include views of adjacent forested ridgelines that are available from U.S. 101 in both north and south directions. The figures indicate that the Proposed Project elements would not obscure views of the ridgelines. Additionally, as shown in Figures 2.1-4c and 2.1-5c, over time the proposed landscaping

would provide effective screening of the proposed Morrison Creek Substation from U.S. 101.

As described above, it is expected that the Proposed Project would not obstruct views of scenic vistas, including the distant coast or nearby ridgelines, which currently are available to the public. Therefore, the impact would be less than significant and no mitigation would be required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway: *Less than significant with mitigation.*

As indicated in the visual setting, there are no federally or State designated scenic highways found within the vicinity of the Proposed Project site; therefore, the Proposed Project would not affect scenic resources within a federal or State scenic highway. However, U.S. 101 is an eligible State scenic highway.

Figures 2.1-4a and 2.1-4b, as well as Figures 2.1-5a and 2.1-5b, present “before” and “after” views of the Proposed Project site from northbound and southbound U.S. 101, respectively. The visual simulations indicate that portions of the Proposed Project (i.e., parts of the substation and perimeter fence) would be visible from U.S. 101 although effects to motorist views would be brief in duration. The proposed structures would appear briefly in the foreground and would be seen against a landscape backdrop. As shown in the Figure 2.1-4c and 2.1-5c simulations, over time the project landscaping would provide effective screening from the highway. Because the roadway is an eligible State scenic highway, the aesthetic effect associated with the Proposed Project could be significant.

With respect to U.S. 101 motorist views, the Proposed Project would also result in changes associated with removing the existing Simonson Substation structure located approximately 1,000 feet northwest of the proposed substation site. In addition, two existing wood tap poles associated with the Simonson Substation would be removed. Since U.S. 101 motorists in the study area currently have unobstructed foreground views of these utility structures, the aesthetic effect associated with their removal would be beneficial.

Impact 2.1-1: The Proposed Project would affect views from U.S. 101, an eligible State scenic highway. This impact would be reduced to less than significant with implementation of Mitigation Measure 2.1-1.

Mitigation Measure 2.1-1: Landscaping shall be installed outside the perimeter fence at the Morrison Creek Substation to partially screen views from Highway 101 and to integrate the Morrison Creek Substation’s appearance with the surrounding landscape.

Plant material shall be appropriate to the local/natural landscape setting and shall be consistent with Public Resources Code Section 4292 for vegetation located in proximity to transmission facilities. A landscape plan prepared by a licensed landscape architect or certified arborist shall be submitted to the CPUC. The landscape plan shall show the location, suggested species and size at planting for all proposed plant material. The plan shall also show proposed landscaping in relation to the final placement of the tap pole and substation perimeter fence. The plan shall be submitted to, reviewed and approved by the CPUC prior to commencement of construction.

Significance after Mitigation: Less than significant.

c) **Substantially degrades the existing visual character or quality of the site and its surroundings: *Less than significant.***

Figures 2.1-4a through 2.1-7c present “before”, “after,” and “mature landscaping” views of the Proposed Project site as seen from four vantage points, including three that represent public views and one that is a view from the Tolowa Tribal Headquarters building located on Rowdy Creek Road. As presented in the visual simulations, it is anticipated that the Proposed Project would affect views from limited areas in the immediate vicinity of the study area.

Due to existing screening provided by intervening vegetation and topography, the Proposed Project would not be seen from the town of Smith River or from more distant locations. Additionally, the Proposed Project would be located on a disturbed site with large areas of existing pavement and remnants of old lumber mill foundations. The Proposed Project would include new landscaping designed to screen public views of the substation, and Mitigation Measure 2.1-1 would ensure that the landscaping is appropriate and effective. Over time as the landscaping matures, views of the substation structures would be screened and the site would appear more similar to the surrounding wooded landscape seen on the nearby forested hillside. Therefore, impacts to the existing visual character or quality of the site and its surroundings would be less than significant. In addition, as discussed above, the Proposed Project would involve removing existing structures associated with the Simonson Substation. The visual effect associated with removing these structures would be beneficial.



Existing View from Northbound Highway 101 (VP 1)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-4a
Existing View from Northbound Highway 101 (VP 1)



Visual Simulation of Proposed Project from Northbound Highway 101 (VP 1)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-4b

Visual Simulation of Proposed Project from Northbound Highway 101 (VP 1)



Visual Simulation of Proposed Project and Landscaping at 10 years maturity from Northbound Highway 101 (VP 1)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-4c

This page left intentionally blank



Existing View from Southbound Highway 101 (VP 2)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek, 206320

Figure 2.1-5a

Existing View from Southbound Highway 101 (VP 2)



Visual Simulation of Proposed Project from Southbound Highway 101 (VP 2)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-5b

Visual Simulation of Proposed Project from Southbound Highway 101 (VP 2)



Visual Simulation of Proposed Project and Landscaping at 10 years maturity from Southbound Highway 101 (VP 2)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-5c

Visual Simulation of Proposed Project and Landscaping at 10 years Maturity from Southbound Highway 101 (VP 2)

This page left intentionally blank



Existing View from Tolowa Tribe Headquarters (VP 3)*

*View from second floor of building at 140 Rowdy Creek Road.

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-6a

Existing View from Tolowa Tribe Headquarters (VP 3)



Visual Simulation of Proposed Project from Tolowa Tribe Headquarters (VP 3)

*View from second floor of building at 140 Rowdy Creek Road.

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-6b

Visual Simulation of Proposed Project from Tolowa Tribe Headquarters (VP 3)



Visual Simulation of Proposed Project and Landscaping at 10 years maturity from Tolowa Tribe Headquarters (VP 3)

*View from second floor of building at 140 Rowdy Creek Road.

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-6c

Visual Simulation of Proposed Project and Landscaping at 10 years Maturity from Tolowa Tribe Headquarters (VP 3)

This page left intentionally blank



Existing View from Hight's View Road (VP 4)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-7a
Existing View from Hight's View Road (VP 4)



Visual Simulation of Proposed Project from Hight's View Road (VP 4)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-7b

Visual Simulation of Proposed Project from Hight's View Road (VP 4)



Visual Simulation of Proposed Project and Landscaping at 10 years maturity from Hight's View Road (VP 4)

SOURCE: Environmental Vision (2007)

CPUC Morrison Creek. 206320

Figure 2.1-7c

d) Creation of a new source of substantial light or glare, which would adversely affect day or nighttime views in the area: *Less than significant with mitigation.*

Lighting at the facility would be restricted to areas required for safety, security, and operation. Exterior lights would be hooded, and lights would be directed downward onsite so that significant light or glare would be minimized. Fixtures of a non-glare type would be specified. The proposed Morrison Creek Substation would be continually operational, but would not be staffed on site. Switched lighting circuits would be provided so that the site would not be lit at most times, thus minimizing the amount of lighting that could be potentially visible to the public. Therefore, impacts associated with creation of a new source of substantial light are less than significant.

Additionally, the Proposed Project would involve removing the existing substation approximately 1,000 feet northwest of the proposed substation site. Lighting associated with this existing substation would also be removed.

In regards to creation of a new source of substantial glare, the substation equipment proposed to be installed (e.g., transformer, regulator, recloser, fence, etc.) could cause a glare from reflected sunlight.

Impact 2.1-2: The Proposed Project could create a new source of substantial glare. This impact would be reduced to less than significant with implementation of Mitigation Measure 2.1-2.

Mitigation Measure 2.1-2: A non-reflective or weathered finish shall be applied to all new structures and equipment installed at the Morrison Creek Substation to reduce potential glare effects.

Significance after Mitigation: Less than significant.

References - Aesthetics

- Del Norte County. 2003. *Del Norte County General Plan*. Adopted on January 28, 2003.
- Del Norte Local Transportation Commission (DNLTC). 2007. *Del Norte County Regional Transportation Plan*. June 2007.
- Reimer, Jeffrey L. and W. Mark. 2007. "SelecTree: A Tree Selection Guide." Online at: <http://selectree.calpoly.edu/>. Site visited September 2007.
- Smardon, Richard C., Palmer, James F., Felleman, John P., editors. 1986. *Foundations for Visual Project Analysis*. New York: Wiley.
- U.S. Department of Agriculture, USDA Plants Profile Website. "plants.usda.gov/" Site visited September 17 and October 11, 2007.
- U.S. Department of Transportation, Federal Highway Administration. 1988. *Visual Impact Assessment for Highway Projects*. Washington, D.C.: Publication No: FHWA-HI-88-054.