

## Whistling Ridge FEIS Summary

Element of the Environment	Impact Summary
Earth	<ul style="list-style-type: none"> <li>• Impacts would be minor and similar to existing logging operations. Analysis considered impacts to soils, topography, potential for erosion and impacts from earthquakes and landslides.</li> <li>• Potential impacts from landslides and erosion can be mitigated through appropriate design and the application of BMP mitigation measures.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• Only temporary impacts (emissions and dust) from equipment operations during construction.</li> <li>• Impacts would be minor and similar to existing logging operations.</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Analysis considered impacts to ground water, surface water, public water supplies, floodplains and wetlands. No on-site impacts expected. Off-site improvements to West Pit Road could cause minor temporary impacts to one small stream.</li> <li>• Potential stormwater impacts would be mitigated through appropriate design and the application of BMP's during construction and operation.</li> </ul>
Biological Resources	<ul style="list-style-type: none"> <li>• Analysis considered impacts to vegetation, habitat, wetlands, special status species, fish and other wildlife (including birds and bats).</li> <li>• Seven special-status wildlife species known to occur within the project vicinity were considered, including bald and golden eagles.</li> <li>• Northern spotted owl has been surveyed extensively within the Project Area but is not considered to be present.</li> <li>• Two species of special status species bats (Keens's Myotis and Townsend's Big Eared) may occur in the area but have not been observed.</li> <li>• Construction of new Project roads, turbines and pads, substation and Operations and Maintenance facility would result in temporary habitat loss to approximately 53.6 acres and permanent habitat loss to approximately 60.7 acres.</li> <li>• While unavoidable, these impacts would take place in a landscape of managed timber lands which has for many years and will continue to be a fragmented environment with ongoing disturbance.</li> <li>• During construction, direct mortality to birds could occur through nest disturbance.</li> <li>• The Project would result in mortality to some birds and bats due to turbine collision and displacement, though not in sufficient quantities to affect population viability.</li> <li>• The Project is unlikely to cause mortality to any threatened or endangered species.</li> </ul>
Energy and Natural Resources	<ul style="list-style-type: none"> <li>• Fuel and natural resources would be used during onsite construction and offsite manufacture and transportation of turbine components.</li> <li>• Impacts would be more than offset by power generated on the site over the life of the project.</li> </ul>
Public Health and Safety	<ul style="list-style-type: none"> <li>• Only a small increased risk of fire and release of fuel and lubricants during construction.</li> <li>• Small increased risk of traffic accidents due to construction traffic and equipment deliveries.</li> <li>• Risk from blade throw, ice throw, shadow flicker, and EMF extremely low.</li> <li>• Various safety plans will be prepared to address potential safety concerns.</li> </ul>

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<b>Noise</b>	<ul style="list-style-type: none"> <li>• Construction noise would be limited to daytime hours and would be below allowable standards.</li> <li>• Noise levels at three nearest homes would not exceed allowable thresholds during operations (nearest is at 0.38 mi).</li> <li>• Low-frequency noise and infrasound (i.e. sound below the threshold of human hearing) during operations were also analyzed and determined to be well below applicable thresholds.</li> </ul>
<b>Land Use and Recreation</b>	<ul style="list-style-type: none"> <li>• No substantial impacts to surrounding land use are anticipated.</li> <li>• Approximately 56 acres of forestry land (under 5 percent of the Project Area) would be converted to energy facility use for the life of the Project.</li> <li>• The only potential impact to recreation users from operation would be the minor to moderate impact to visual resources from some viewpoints.</li> </ul>
<b>Visual Resources</b>	<ul style="list-style-type: none"> <li>• Analysis considered impacts to 13 key viewpoints (10 of which were in the National Scenic Area) using photo simulations and commonly used methods of analysis (FHWA &amp; USFS).</li> <li>• The visual impact analysis showed that the anticipated level of visual impact would not be higher than low to moderate at any of the viewpoints.</li> <li>• During construction large earth-moving equipment, trucks, cranes, and other heavy equipment would be visible from some nearby areas.</li> </ul>
<b>Historic and Cultural Resources</b>	<ul style="list-style-type: none"> <li>• BPA is lead agency for Section 106 compliance.</li> <li>• There have been no cultural resources identified within the BPA APE (i.e. the new BPA substation).</li> <li>• One TCP was identified by the Yakama Nation in relation to Chemawa Hill within the Applicant's APE.</li> <li>• The Applicant will continue to work with the Yakama Nation throughout the proposed Project and will explore the option of siting fewer turbines on top of Chemawa Hill.</li> <li>• With the use of appropriate mitigation measures, the proposed Project is not expected to produce any unavoidable impacts to historic or cultural resources.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Improvements to County and private roads would be necessary between SR 14 and the Project Area to support the long and heavy loads that would be required for the delivery of the wind energy components.</li> <li>• During construction there would be a small increase in traffic in and around the Project Area due to the construction workforce, equipment deliveries, and empty trucks returning to SR 14.</li> <li>• Traffic delays could occur on Project Area roads due to the maneuvering of large vehicles carrying heavy and/or long loads.</li> <li>• A Transportation Management Plan would be prepared in consultation with both WSDOT and Skamania County and submitted to EFSEC for approval.</li> </ul>
<b>Public Services and Utilities</b>	<ul style="list-style-type: none"> <li>• A small increase in the demand for public services and utilities would occur during construction.</li> <li>• The small increased demand for public services and utilities would be offset by the increased sales tax revenue from construction expenditures.</li> </ul>
<b>Socioeconomics</b>	<ul style="list-style-type: none"> <li>• During the one-year construction period approximately 330 full-time and part-time workers would be employed at some point during construction.</li> <li>• Construction expenditures of \$150M in construction expenditures of which approximately \$13.2M would be spent in the local area.</li> <li>• Based on a project assessed value of \$87.5M annual property tax revenue to Skamania County would be \$731,500.</li> <li>• The project is not expected to have a notable negative effect on property values within the viewshed, consistent recent literature on this topic.</li> </ul>