ATTACHMENT P: VISUAL IMPACT ASSESSMENT

Visual Impact Assessment

Goldeneye Energy Storage Project – Skagit County, Washington

JUNE 2024

Prepared for:

GOLDFINCH ENERGY STORAGE, LLC
412 West 15th Street, 15th Floor
New York, New York 10011
Contact: Tommy Nelson

Prepared by:

Joshua Saunders, AICP

DUDEK

605 NE 21st Avenue
Portland, Oregon 97232

Table of Contents

FIGURES

APPENDIX

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
Applicant	Goldfinch Energy Storage, LLC
BESS	battery energy storage system
BLM	U.S. Bureau of Land Management
EFSEC	Washington Energy Facility Site Evaluation Council
gen-tie	generation transmission
PID	Parcel Identification Number
PSE	Puget Sound Energy
SCADA	supervisory control and data acquisition
SEPA	Washington State Environmental Policy Act
VRM	Visual Resource Management
VIA	Visual Impact Assessment

1 Introduction

Dudek was contracted by Goldfinch Energy Storage, LLC (the applicant), to conduct a visual impact assessment for the Goldeneye Energy Storage Project (the proposed project) in unincorporated Skagit County, Washington. The applicant is proposing to develop 14 acres on the parcel designated as Parcel Identification Number (PID) 40030, located southeast of Minkler Road near the city of Sedro-Woolley. The project is subject review under the Washington State Environmental Policy Act (SEPA) and the Washington Energy Facility Site Evaluation Council (EFSEC) which requires the project applicant to describe aesthetic impact of the proposed energy facility and associated facilities and any alteration of the surrounding terrain. Further, the description is required to show the location and design of the facilities relative to the physical features of the site in a way that will demonstrate how the installation will appear relative to its surroundings. Lastly, the applicant is required to describe the procedures to be utilized to restore or enhance the landscape disturbed during construction (including temporary roads).

This technical report includes an inventory of existing visual conditions and focuses on the potential visual impacts associated with the construction, operation, maintenance, and decommissioning of the proposed project. The project is proposed to be constructed on unincorporated rural lands in Skagit County, Washington.

The organization of this technical report consists of an introduction, a project description, methods of analysis, a discussion of the existing visual setting, a description of the regulatory setting, a characterization of potential visual impacts, and a list of sources for information referred to in this report.

2 Project Description

2.1 Project Location

The project site consists of approximately 14.14 acres on the parcel designated as PID P40030 in unincorporated Skagit County, Washington (see Figure 1, Regional Location). The project site is located at 25084 Minkler Road, 0.4 miles northeast of the intersection with Fruitdale Road. The project will interconnect into the Puget Sound Energy (PSE) Sedro-Woolley Substation (i.e., point of interconnection), which lies adjacent and to the southwest. See Figure 2, Project Location, for an aerial image of the local area including the project site, surrounding properties, and the Sedro-Woolley Substation.

The location of the project has been selected because of its proximity to the PSE Sedro-Woolley Substation. In addition, the project site has nearby access to existing roads, reducing the need for new roads, and is adjacent to existing transmission lines and within 1 mile of existing electrical infrastructure. The site is surrounded by rural residential uses.

The project site lies directly adjacent to Minkler Road, which will provide primary access. Existing utility access roads near the PSE Sedro-Woolley Substation will provide access to the generation transmission (gen-tie) line and the Sedro-Woolley Substation. Access to the gen-tie line corridor will be provided via construction of an access road along the approximately 0.1-mile-long corridor.

2.2 Project Components and Construction

The proposed project will include the development of energy storage facilities and associated infrastructure. The proposed BESS will be housed in enclosures that may consist of modular battery units. Power released or captured by the proposed project will be transferred to/from the grid via a gen-tie line to the PSE Sedro-Woolley Substation.

2.2.1 Project Components

The project will consist of lithium-ion energy batteries (which will be installed in racks), inverters, switchgear, and other associated equipment. The project will include the following components, which are described in more detail following the bulleted list:

- **Battery Energy Storage System Enclosures**: Energy storage enclosures and appurtenances will be constructed that will provide energy storage capacity for the electric grid.
- **Power Inverters and Transformers**: Power inverters to convert between AC and DC will be located outside the energy storage enclosures, along with transformers that will step up the voltage.
- **Collector Electrical Yard:** A collector electrical yard will be installed that will include the open rack, air insulated switch gear, and the main power transformer to step up from 34.5 kilovolts to 230 kilovolts.
- **Communication Equipment**: Communication equipment, including a remote terminal unit, fiber-optic cabling, and supervisory control and data acquisition (SCADA), will be installed.
- **Stormwater Management Pond:** A stormwater management pond will be constructed to collect and treat stormwater in accordance with Skagit County (County) requirements.
- **Site Access and Security**: On-site access driveways, internal paved access roads, perimeter security fencing, and nighttime directional lighting will be provided for the project.
- **Gen-Tie Line:** An underground 230 kV gen-tie line will be constructed to transfer power between the PSE Sedro-Woolley Substation and the proposed project.

The facilities are intended to operate year-round and will be available to receive or deliver energy 24 hours a day, 365 days a year. A project site plan is presented in Figure 3, Site Plan.

Battery Energy Storage System Enclosures

The energy storage batteries will be housed in containers or purpose-built enclosures. The BESS will be designed and installed in conformance with the nationally recognized National Fire Protection Association 855 Standard for the Installation of Stationary Energy Storage Systems, along with all applicable State and County fire protection requirements. The BESS will not be staffed but will be managed through remote operational control, with periodic inspections and maintenance performed as necessary.

Batteries and Racks

The lithium-ion batteries will be housed in racks similar to common computer server racks. The racks are typically made of aluminum, but sometimes may be composed of steel. The lithium-ion technology is considered one of the safest, most easily understood, and most efficient methods of energy storage on the market. The proposed facility will use a lithium-ion technology that has a long lifespan and boasts superior safety and stability characteristics.

Fire Protection and Fire Suppression Features

The applicant will use batteries that are UL certified and include built-in fail-safes and multilayered fire protection features designed to prevent thermal runaway and the spread of fire. A project fire protection plan and fire suppression plan will be established to ensure fire safety on the project site.

Key features of the project's fire protection plan will include the following:

- Battery supplier selection and resulting detailed design will comply with Washington Fire Code Section 1206 and National Fire Protection Association 855, as applicable.
- Inverters will have the necessary UL certification.
- Battery design, AC power, and collection system will meet all applicable National Electrical Code and Institute of Electrical and Electronics Engineers codes and standards.
- Battery cells/modules/racks will be cooled with a circulating water/glycol mixture.
- The BESS will continuously monitor cell voltage and temperature and will shut the system down for any abnormalities.
- Fire hydrants have been provided throughout the BESS for First Responders to provide water streams to surrounding equipment or structures. Hose stations are to be located per direction of Skagit County. Water supply is to be sized for two hydrants simultaneous operation and hydrants located to maximize water coverage from two locations simultaneously. The applicant is currently working with the Skagit County Public Utilities District regarding connection to the adjacent water line and potential improvements that may be necessary to provide adequate water supply for the project.
- Lithium-ion batteries will be UL 9540 A tested to demonstrate prevention of fire propagation.
- Battery enclosure or facility will include off-gas detectors/infrared monitors to provide early warning for thermal runaway scenarios.
- Battery enclosure designs will include deflagration vents and/or pressure panels to relieve buildup of gases and prevent explosions.
- Access road, turning radii, and site layout, including row spacing to account for hose-pull lengths, will be designed to comply with Washington Fire Code 2018, Appendix D, as applicable.
- The project will include the required number of access gates.
- Project access points will include a Knox-type access mechanism as required.

Key features of the project's fire suppression plan will include the following:

- First Responder training will be developed in conjunction with the battery original equipment manufacturer and the engineering, procurement, and construction contractor.
- A QR code will be posted at the facility entrance to enable the First Responders to access critical, essential information via their mobile devices to safely and accurately focus their efforts on the initiating event. Information accessed will represent Skagit County recommendations to best support First Responder needs.

Sedro-Woolley Substation Generation Transmission Line

The BESS will store energy and will be interconnected to the Sedro-Woolley Substation to the southwest of the project site. The gen-tie line will be an underground connection to the Sedro-Woolley Substation. The project will tie

into the Sedro-Woolley Substation at an open bay position at the substation. PSE is currently evaluating potential interconnection facility improvements at Sedro-Woolley Substation, but these have not been determined to date.

Outdoor Electrical Equipment

Switchgear and additionally required electrical equipment will be installed. Depending on the battery manufacturer, inverters could be located either inside or outside the BESS enclosures. Underground wires and cabling will run from the battery cable collection box (inside the enclosure) to a concrete pad housing the transformers and inverters. All outside electrical equipment will be housed in the appropriate National Electrical Manufacturers Association-rated enclosures. All outside electrical cabling on the site will be run underground.

Inverters

The applicant uses only industry standard, nationally (and internationally) recognized electrical equipment. These inverters are unattended, stand-alone units that operate in all conditions. They operate in both a charge mode and a discharge mode. They are UL listed for bi-directional use and are monitored and controlled remotely. There will be on-site disconnects in the case of an emergency or unscheduled maintenance. In the case of any grid disturbance on the PSE side, the inverters will not operate until they are remotely turned back on or the grid instability is stabilized for a set length of time. In the discharge mode, they are turned on remotely and controlled by internal circuitry SCADA equipment at the facility. They are robust in their design and are designed to last more than 30 years.

Communication Equipment

The proposed project will also require communication equipment to meet the communication requirements for interconnecting with the PSE facilities and to support remote project operations monitoring. To provide for communication with PSE facilities, a fiber-optic cable will be placed along the overhead protective ground wire connecting the project site generation step-up transformer with the PSE point of interconnection. Utility interconnection regulations require the installation of a second, separate, redundant fiber-optic cable. The redundant fiber-optic cable will also be installed within the project footprint.

The project will use local exchange carrier services for communication to support remote monitoring requirements. The project will connect to communication fiber-optic lines owned and managed by local telecommunication providers. The enclosure holding the connection equipment will have a base of approximately 4 feet by 2 feet and will be approximately 5 feet in height. From the point of interconnection to existing communication fiber-optic lines, a fiber-optic cable will be installed within the project footprint to connect the enclosure to the SCADA equipment.

The SCADA system is critical to the PSE utility interconnection and for the proper operation and maintenance of the project. The SCADA system will use proprietary software and a fiber-optic transmission system to connect the project to the Sedro-Woolley Substation. The SCADA system functions as a remote start, stop, reset, and tag out for the facility, thus minimizing the labor and site diagnostic information generated from the panels. The SCADA system will also control the collector electrical yard, allowing for fully centralized operation of the project to meet all utility interconnection requirements.

Site Access and Security

The project site can be accessed from Minkler Road. Existing utility access roads near the PSE Sedro-Woolley Substation would provide access to the gen-tie line and the Sedro-Woolley Substation, which is accessible from Minkler Road and Hoehn Road. Washington State Route 20 runs southwest to northeast in the project vicinity and is located approximately 0.65 miles to the north of the project site, providing regional access to the project. No new roads will be required to provide access to the project site.

All fence installation requirements will be evaluated, and the best-fit scenario will be incorporated on the project site based on the County's final determination. The fences will be installed around the perimeter of the project site for safety and security purposes. The fencing will remain for the life of the project. Walls may be constructed along a portion of the project perimeter for aesthetic purposes and to meet County requirements.

Permanent motion-sensitive, directional security lights will be installed to provide adequate illumination around the collector electrical yard areas and points of ingress/egress. All lighting will be shielded and directed downward to minimize the potential for glare or spillover onto adjacent properties. Security cameras will be placed on site and monitored 7 days a week and 24 hours a day.

Landscaping

The project includes the implementation of a robust landscape plan that includes the planting of low shrubs and trees alongside the project frontage of Minkler Road, in the northeast and northwest corners of the site, and along the eastern and western site boundaries. Proposed landscaping is intended to aid in the screening of the site from Minkler Road and other vantage points and would soften the introduction of the perimeter wall (approximately 12-feet high, and up to 16 feet high in certain areas) to the landscape.

The project landscape plan is presented in Figure 4.

2.2.2 Project Construction

The construction of the proposed project will last between 8 and 10 months. Construction activities for the proposed project generally fall into three main categories: site preparation; system installation; and testing, commissioning, and cleanup.

The on-site construction workforce is expected to peak at up to 75 individuals; however, the average daily workforce on site during construction is expected to be approximately 50 individuals, comprising construction, supervisory, support, and construction management personnel. It is anticipated that the construction workforce will commute to the site each day from local communities and report to the designated construction staging yards prior to the beginning of each workday. Construction staff not drawn from the local labor pool will stay in local hotels. Deliveries of equipment and materials will generate an estimated five round trips per day during peak construction periods.

The proposed project will be constructed by several specialized construction contractors. Construction will primarily occur during daylight hours, Monday through Friday, between 7:00 a.m. and 6:00 p.m., as required to meet the construction schedule. Any construction work performed outside the normal work schedule will be coordinated with the appropriate agencies and will conform to County regulations.

3 Methods of Analysis

3.1 Visual Impact Assessment Criteria

The purpose of preparing this report for the project is to provide information to meet the EFSEC Application for Site Certification and SEPA Environmental Checklist requirements for aesthetics (visual) (WAC 197-11-960).

Visual Change Criteria

Although the project site is not located on public lands managed by the Bureau of Land Management (BLM), the analysis presented in this visual impact assessment is based on BLM's Visual Contrast Rating system (BLM 1986). The BLM's Visual Resource Management (VRM) system is considered an industry standard and is often applied to non-BLM visual assessments to provide project proponents and authorizing agencies a consistent and translatable methodology for understanding visual impacts from proposed projects.

The basic philosophy underlying the BLM's VRM system is that the degree to which a management activity (i.e., development project) affects the visual quality of a landscape depends on the visual contrast created between a project and the existing landscape. To determine the severity of visual change, BLM notes that the contrast can be measured by comparing a project's features with the major features (i.e., landform, vegetation, development) in the existing landscape. The basic design elements of form, line, color, and texture are used to make this comparison and to describe the visual contrast created by a project. A visual contrast rating system provides a means for determining visual impacts and identifying measures to mitigate these impacts.

In addition to the major landscape features and character elements, conditions that are considered in visual contrast evaluations include screening of a project's components by intervening vegetation, landforms, and development; placement of structures relative to existing vegetation, landforms, and other structures; viewing angle and orientation relative to a project; distance between a viewer and a project; view exposure/duration; atmospheric conditions; frequency of use/number of viewers at a key observation point; and the relative or apparent scale of a project. Once the degree of anticipated contrast is determined (contrast is described as either strong, moderate, weak, or none), a conclusion on the overall level of visual change and effect is presented (ranging from very low to high).

Under the BLM's VRM system, an adverse visual effect occurs within a public view when (1) an action/project perceptibly changes existing features of the landscape such that they (landscapes) no longer appear to be characteristic of the subject locality or region, (2) an action introduces new features to the landscape that are perceptibly uncharacteristic of the region or area, and/or (3) aesthetic features of the landscape are blocked or obscured by project components/features/activities. Uncharacteristic changes are those that are perceived as out of place, discordant, or distracting, and the severity of a visual impact depends on how noticeable the change or contrasts may be.

In accordance with BLM guidelines (BLM 1986), visual contrast is defined as follows:

- None. The element contrast is not visible or perceived.
- Weak. The element contrast can be seen but does not attract attention.

- **Moderate.** The element contrast begins to attract attention and begins to dominate the characteristic landscape.
- **Strong.** The element contrast demands attention, will not be overlooked, and is dominant in the landscape.

3.2 Viewpoint/Viewshed

3.2.1 Viewpoints Criteria

Viewpoints were identified based on locations from which the project would potentially be visible and noticed by casual public viewers in the surrounding area. The "casual public viewer" is considered a viewer who is not actively looking for the project but who is engaged in activities at locations with potential views of the project, such as along a public road. Generally, if components of the project or visual changes associated with the project are not visible or apparent to a casual public viewer, visual impacts are typically considered minor to negligible. If project infrastructure introduces contrast to the landscape but does not attract the attention of the casual observer, the contrast is considered weak and the visual impacts could be considered minor to negligible. If the visual contrast introduced by the project begins to attract attention and dominate the view, the contrast and impact are considered moderate. If the project introduces contrast that demands attention, cannot be overlooked, and is dominant in the view, the contrast is considered strong.

3.2.2 Project Viewshed

The visual environment can be vast; therefore, for purposes of analyzing impacts, boundaries must be placed on it. The area within those boundaries is commonly referred to as the viewshed. A viewshed is composed of all the surface areas visible from an observer's viewpoint. The limits of the viewshed for this project are defined as the visual limits of the views from the project site. The viewshed also includes the locations where viewers are likely to be affected by visual changes brought about by project features.

A project viewshed analysis was performed and the results are depicted in Figure 5, Viewshed Analysis. It is important to note that the viewshed analysis results as presented in Figure 5 do not consider or reflect the screening effect of views to the project site associated with existing vegetation/trees and development in the surrounding area. Despite the results presented in Figure 5, the primary project component (energy storage enclosures) would have a relatively small available viewshed due to the presence of tall and mature vegetation/trees located to the north and northwest of the site and trees located along the site's east, south, and west boundary. The presence of trees in the immediate surrounding area would effectively block views to the energy storage enclosures (approximately 11 feet 3 inches high) and appurtenant facilities, including control enclosures (approximately 14 feet high), transformers (approximately 10 feet high), terminators, circuit breakers and transformers (12 feet 6 inches high and 18 inches high, respectively), and switchgear (approximately 11 feet 6 inches high) from locations outside the immediate area, including State Route 20. The state route is located approximately 0.7 miles north of the project site. The viewshed for the energy storage enclosures would generally extend along Minkler Road from the site's western boundary to the site's eastern boundary. Views to the site are also available from vacant and developed properties to the north and northeast of this particular segment of Minkler Road, which is approximately 0.2 miles long. Existing views to the project site from Minkler Road are routinely screened (partially to fully) by tall trees located along the site's frontage on Minkler Road.

Compared to the energy storage enclosures, the lighting protection mast (35 feet high) and gen-tie line riser pole (to be located in the southeast corner of the facility) would have a greater potential viewshed due to greater total

height. Still, the extent of available views to these facilities would be mostly localized (views may extend to discontinuous segments of Hoehn Road to the south) due to the screening effects of intervening trees and structures. These facilities/components would also be viewed alongside existing transmission infrastructure, which would have a reducing effect on overall visual contrast.

3.2.3 Field Survey

Potential viewpoints were identified and further evaluated during the photographic field survey conducted in August 2023. The survey documented views from viewpoints to the project site.

3.2.4 Viewpoints

Candidate viewpoints were selected by Power Engineers as representative public vantage points in the surrounding area and shared these locations with the applicant, who refined the list to focus on locations where visual change associated with project implementation would be noticeable to casual public observers. The representative viewpoints selected for full analysis are presented in Figure 6. These six viewpoints provide views to the proposed project from Minkler Road. The selected viewpoints also approximate views to the project site from nearby residential driveways. Factors considered in the selection of viewpoints included site visibility, vantage point accessibility, and locations with sensitive viewers (e.g., motorists on Minkler Road). Photographs were taken from the selected viewpoints to support the description of the existing visual setting and the evaluation of potential view and visual impacts associated with introduction of the proposed project. As described in Section 2.2.3, photographs of existing conditions were taken on Wednesday August 30, 2023, using a Canon 5D Mark IV camera.

3.2.5 Visual Simulations

Visual simulations are included and used in this analysis for representing the relative scale and extent of change to the existing visual environment anticipated to occur resulting from implementation of the proposed project. For purposes of this visual impact assessment, visual simulations were prepared from selected viewpoints in the surrounding area, and more specifically from Minkler Road, as described in Section 3.2.4. The simulations depict the operational project and mature site landscaping. The photo simulations use existing site photographs as background image and include true-scale 3D models of the project rendered onto the existing photographs.

Background photographs were taken during the August 2023 field survey from selected viewpoints. All photos carried forward for photo simulation development are registered into a professional 3D modeling program. Virtual cameras are accurately aligned with the field camera through the use of GPS, compass heading, and horizontal angle information. Accuracy is further refined by importing and aligning existing 3D model information into the 3D program and ensuring engineered content and surrounding lidar aligns exactly to the photographic background. From there, an existing conditions 3D model of the study area including terrain, vegetation, and structures was prepared and geo-referenced (and compiled with aerial imagery and lidar) to ensure spatial accuracy. Structures, vegetation clusters and skylines are cross referenced with lidar data and reference imagery to ensure accurate representation of scale and placement. A 3D model of the project is then created and imported into the 3D existing conditions model and validated for accuracy. Lastly, photo editing software is used to achieve realistic representation of referenced atmospherics, materials, and vegetation depicted in a photo simulation.

The visual simulations present an estimated real view that would be experienced by the public from a publicly accessible viewpoint.

4 Existing Visual Setting

4.1 Local Setting

The project site consists of approximately 14.14 acres on the parcel designated as PID P40030 in Skagit County, Washington (see Figure 1). The project site is located at 25084 Minkler Road, 0.4 miles northeast of the intersection with Fruitdale Road. The project will interconnect into the PSE Sedro-Woolley Substation (i.e., point of interconnection), which lies adjacent and to the southwest.

The project site lies directly adjacent to Minkler Road, which will provide primary access. Existing utility access roads near the PSE Sedro-Woolley Substation would provide access to the gen-tie line and the Sedro-Woolley Substation, which is accessible from Minkler Road and Hoehn Road. State Route 20 runs southwest to northeast in the project vicinity and is located approximately 0.65 miles to the north of the project site, providing regional access to the project. No new roads will be required to provide access to the project site.

The project area is designated as "Agricultural – Natural Resource Lands (Ag-NRL)" in the Skagit County Comprehensive Plan and is considered outside urban growth areas (Skagit County 2016). "Agricultural [Natural] Resource Lands are those lands with soils, climate, topography, parcel size, and location characteristics that have long-term commercial significance for farming" (Skagit County 2016).

4.2 Visual Resources

The Skagit County Comprehensive Plan 2016–2036 identifies (among other things) the historical patterns of land use (including logging and farming activities) as local scenic resources (Skagit County 2016).

The State of Washington contains two All-American Roads and six National Scenic Byways (FHWA 2024a). The closest of these scenic drives to the project site is the Stevens Pass Greenway National Scenic Byway. This scenic byway is the portion of State Route 2 from approximately State Route 522 near Monroe east through the Cascades Range to Wenatchee River Valley and the State Route 2 crossing of the Columbia River. The western terminus of the Stevens Pass Greenway National Scenic Byway is approximately 47 miles to the south of Sedro-Woolley. Due to distance and intervening terrain, the project site is not visible from this scenic byway.

The State of Washington also contains State Scenic Byways (WSDOT 2024). The closest of these scenic drives to the project site is State Route 20. From approximately Whidbey Island on the west through Sedro-Woolley and the Skagit Valley to State Route 153 in the Methow Valley on the east, State Route 20 is a State Scenic Byway (Scenic Route). In addition to the being a State Scenic Route, State Route 20 is part of the "Cascade Loop" Scenic and Recreational Highway that includes the Whidbey Island Scenic Byway, North Cascade Scenic Highway, and the Stevens Pass Greenway National Scenic Byway (Skagit County 2016). The nearest segment of State Route 20 is located approximately 0.7 miles north of the project site. Due to the distance and the intervening terrain, the project site is not visible from this scenic byway.

4.3 Existing Visual Character

Six viewpoints were selected to assess the anticipated visual change associated with the introduction of the project into the local landscape. The locations of the selected viewpoints are shown in Figure 6. The viewpoints were selected to capture representative views from Minkler Road on the eastbound and westbound approach to the project site. Photographs from each selected viewpoint are presented in Appendix A, Photo Simulations and Elevations.

4.3.1 Viewpoint 1

Viewpoint 1 is located just off the westbound lane of Minkler Road at the southern terminus of a residential driveway. The western portion of the project site is located approximately 160 feet to the east. Except for the drainage located in the northwest corner, the project site and Viewpoint 1 are located at similar elevations.

As shown in Appendix A, the existing visual setting of Viewpoint 1 is characterized by the paved and striped surface of Minkler Road, which is flanked by mature trees on the north and south. In addition, the Minkler Road corridor is marked by limited and low signage, a metallic guard rail in the foreground, and electrical distribution line supported by thin wooden poles. At Viewpoint 1, an aged, two-story wooden residential structure is located on a foreground property to the south that also features several operable vehicles and some vehicles that appear inoperable. In the distance to the east, the silhouette of a large, mounded landform is visible but partially screened by foreground vegetation.

Dominant colors in the landscape at Viewpoint 1 are the various green shades of vegetation and the tan shades of grasses and the foreground residential structure. The mostly greyish Minkler Road surface and short gravel driveway to the south are also noticeable, as is the yellow presented by State Route 20 striping and signage. The distant vegetation to the east along the State Route 20 corridor is green, and the background terrain is grey-blue. Foreground grasses and vegetation have varying textures, from fine to coarse, and distribution is dense to clumped. Development (i.e., Minkler Road residential structure and distribution line) present horizontal and vertical lines that tend to attract attention.

This viewpoint provides a typical view for drivers traveling east on Minkler Road, likely traveling at a high rate of speed based on the posted 50 mile per hour speed limit. Considering the short duration of viewing, viewers would have a low viewer sensitivity to the visual changes in the area. This viewpoint also provides a typical view for the occupants of the residences located off Minkler Road and to the west of the project site. Considering the frequent viewing by local residents, viewers would have a moderate sensitivity to the visual changes in the area.

4.3.2 Viewpoint 2

Viewpoint 2 is located just off the westbound Minkler Road, just north of the driveway of the residence located in the northwest corner of the project site. The northern boundary of the project site is located approximately 50 feet to the south of the viewpoint, and the viewpoint and the site are situated at a similar elevation. Viewpoint 2 is approximately 330 feet to the east of Viewpoint 1.

The existing visual setting of Viewpoint 2 is characterized by the Minkler Road corridor, adjacent vegetation (mostly trees), electrical infrastructure, and residential properties. The broad, cloudy sky also characterizes the setting captured in the Viewpoint 2 existing conditions photo. Regarding landscape elements, tall trees line the paved

extents of Minkler Road, which is mostly flat as it extends east through the landscape. Variation in tree height and spread is visible and distribution is dense to clumped, which allows for narrow view windows to properties neighboring the Minkler Road corridor. Limited residences are visible from Viewpoint 2, and the modest single-story structures tend to be located to the east of the viewpoint and north of Minkler Road. East of Viewpoint 2 and to the north of Minkler Road, visible residences abut an approximately 5-foot-high wooden fence that parallels a simple, yet coarse, gravel driveway in the immediate foreground. Multiple electrical lines supported by thin wooden structures and complex steel lattice structures are noticeable at Viewpoint 2 and are viewed against the broad background sky. As at Viewpoint 1, at Viewpoint 2 the silhouette of a large and broad landform, which is partially obscured by low clouds in the photo, is visible to the east.

Dominant colors in the landscape at Viewpoint 2 are the relatively light tones exhibited by visible trees and grasses, the greys of Minkler Road and the foreground gravel driveway, and the dark blue of the partially obscured landform to the east. The color of trees alongside the Minkler Road corridors appears to darken with distance from Viewpoint 2, and visible grasses to the south range in color from tan to light green. Residential structures present light blue and tan exteriors with tan roofs. The dark-brown wooden pole in the foreground stands out against the lighter shades of green and the cloudy sky. Lastly, although thin, the electrical lines are viewed against the broad cloudy sky and the black lines are difficult to overlook.

As with Viewpoint 1, this viewpoint provides a typical view for drivers traveling east on Minkler Road and for nearby residents. Considering the short duration of viewing, motorists would have a low viewer sensitivity to the visual changes in the area, while residents would have a moderate sensitivity to the visual changes in the area.

4.3.3 Viewpoint 3

Viewpoint 3 is representative of the view to the project site from the westbound travel lane of Minkler Road, approximately 50 feet to the north of the project site and 580 feet to the east of Viewpoint 2. The available view at Viewpoint 3 is typical of the view presented to westbound motorists on Minkler Road approximately near the midpoint of the site frontage of Minkler Road.

The existing visual setting of Viewpoint 3 is dominated by multiple electrical transmission lines and support structures that are central and off-center to the view. As shown in Appendix A, several parallel transmission lines traverse the local landscape from north to south (passing over the project site) and span an electrical distribution line and communication lines that parallel Minkler Road, which is in the immediate foreground of the view. In addition to electrical infrastructure, trees and vines lining Minkler Road characterize the local landscape setting (and block the ground-plane of the project site from view). The paved extent of Minkler Road extends to the west and several signs, including a posted speed limit, are visible along the corridor. Residences are not captured in the view, but a gravel driveway and a residential trash bin are detectable in the foreground along westbound Minkler Road. Lastly, a dense stand of mature trees is visible to the south and, combined with low clouds, partially obscures the rugged ridgeline of a distant yet prominent landform.

Other than the white to grey shades of the broad cloudy sky, dominant colors in the Viewpoint 3 landscape include a palette of greens presented by vines, shrubs, and trees in the view. Minkler Road is visible but given the mostly south-southwest orientation of the view, the paved grey surface of the road is not a focal point and is not particularly dominant. The dark horizontal line of multiple transmission and distribution lines viewed against a backdrop of white clouds is visually prominent and the crossing lines contribute an element of disorder to the scene.

Viewpoint 3 provides a typical view for drivers traveling east on Minkler Road and for nearby residents. Considering the short duration of viewing, motorists would have a low viewer sensitivity to the visual changes in the area. Due to their long-term view duration, residents would have a moderate sensitivity to the visual changes in the area.

4.3.4 Viewpoint 4

Viewpoint 4 is approximately 100 feet to the east of Viewpoint 3 and is oriented to the south-southeast, looking toward the northeast corner of the project site. As with other viewpoints, Viewpoint 4 is representative of the view to the project site from eastbound Minkler Road along the site frontage on the road. While located in the right-of-way situated off the eastbound lane of Minkler Road, Viewpoint 4 is oriented to the south-southeast and is intended to present a view to the project site available to the eastbound motorists.

The visual setting of Viewpoint 4 is heavily characterized by the dense line of shrubs and tall trees that parallel the westbound lane of Minkler Road. The paved, striped surface of two-lane Minkler Road and a local distribution line supported by wooden poles are also evident in the view but are not focal features. Other than foreground elements to the south-southeast, a dense line of tall tree crowns rises above foreground shrubs to the south and partially blocks the dark, mounded silhouette of a low mountain located nearly 6 miles away.

Dominant colors in the landscape are the mostly dark-green shades of vines, shrubs, and trees that flank the Minkler Road corridor. Some low, wispy, tan grasses are visible to the south near the surface of Minkler Road but this minor element is easily overlooked by casual observers at Viewpoint 4. Trees and shrubs tend to present relatively smooth textures. As with other viewpoints, the contrasting white and dark-grey/blue colors of clouds and distant mountain terrain presents an interesting pattern. Lastly, the grey surface with regular, short dashed yellow center-line striping and thin white border of Minkler Road and the tan/grey of wooden support poles are noticeable but secondary elements in the view.

Viewpoint 4 provides a typical view for drivers traveling east on Minkler Road. Although it is located in the westbound travel lane right-of-way and the increased distance (compared to the eastbound trave lane right-of-way) provides for a slightly wider available view, Viewpoint 4 is considered representative of views toward the project site available to eastbound motorists. Considering the short duration of viewing, motorists would have a low viewer sensitivity to the visual changes in the area.

4.3.5 Viewpoint 5

Viewpoint 5 is representative of views to the project site available to westbound Minkler Road near the northeastern corner of the project site. Viewpoint 5 is approximately 350 feet east of Viewpoint 4 and approximately 50 feet north of the project site. The view orientation at Viewpoint 5 is to the south, with the focus of the view on the thin wooden poles supporting a local electrical distribution line located in the center of the view.

As shown in Appendix A, a dense line of tall vines/shrubs, clumped mature trees (distribution of corridor trees is denser to the west of the viewpoint), electrical transmission and distribution infrastructure, Minkler Road, and two boxy structures with light-grey metallic siding roofs are visible at Viewpoint 5. The existing residential structure in the northwestern corner of the project site is visible but the project site is mostly obscured from view.

Dominant colors in the landscape are mostly greens and tans/browns, while existing development (e.g., Minkler Road, electrical infrastructure, residential structures) lends shades of grey (with yellow and white striping), tan and

dark grey, and light grey and green to the landscape. The texture of electrical infrastructure is smooth, while vegetation presents textures ranging from slightly coarse (low grasses) to mostly smooth (shrubs and trees).

Viewpoint 5 provides a typical view for drivers traveling west on Minkler Road. Considering the short duration of the available view, motorists would have a low viewer sensitivity to the visual changes in the area.

4.3.6 Viewpoint 6

Viewpoint 6 is approximately 170 feet to the east of Viewpoint 5 and therefore presents a visual setting generally similar to Viewpoint 5. Viewpoint 6 is oriented to the southwest-south and is focused on the northeastern corner of the project site, which is approximately 80 feet to the southwest. Viewpoint 6 is representative of views to the project site available to westbound Minkler Road motorists as they approach the project site and more generally, the city of Sedro-Woolley (which lies to the west of the project site).

As shown in Appendix A, the visual resources present at Viewpoint 5 are also visible at Viewpoint 6. However, the increased distance from the prior viewpoint does reveal an additional steel lattice electrical transmission structure along the Minkler Road corridor and to the north of the road. Additional structures on the residential property to the west (north of Minkler Road and just beyond the visible steel lattice structure) are also evident. It should be noted that of all the viewpoints, only Viewpoint 6 includes a gap in road-adjacent vegetation and as a result, relatively flat agricultural lands and scattered structures are visible, as is low, simple fencing and electrical transmission lines supported by wooden poles. Also, as evident in the Viewpoint 6 existing conditions photograph, the relatively flat agricultural lands transition to a densely vegetated hill and then to a broad, rising, mountainous landform.

Dominant colors in the landscape are mostly greens and tans/browns, while existing development (e.g., Minkler Road, electrical infrastructure, and residential structures) lend shades of grey (with yellow and white striping), tan and dark grey, and light grey, green, and white to the landscape. Vegetation textures are mostly smooth, with some instances of rough low grasses.

Viewpoint 6 provides a typical view for drivers traveling west on Minkler Road. Motorists would have a low viewer sensitivity to the visual changes in the area.

5 Regulatory Setting

5.1 Federal

National Scenic Byways Program

Managed by the Federal Highway Administration, the National Scenic Byways Program is intended to recognize, preserve, and enhance selected roads across the United States. To be designated as a National Scenic Byway, a byway must meet the criteria for at least one of six intrinsic qualities: archeological, cultural, historic, natural, recreational, and scenic. The features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region and are considered regionally significant (FHWA 2024b). As stated in Section 3.2, Visual Resources, the closest National Scenic Byway (Stevens Pass Greenway National Scenic Byway) is 47 miles to the south of Sedro-Woolley.

5.2 State

Washington State Scenic Byways Program

Washington State maintains a Scenic and Recreational Highway System that is composed of State Scenic Byways. The closest State Scenic Byway, State Route 20 from Whidbey Island on the west to Methow Valley on the east, is approximately 0.7 miles north of the project site. In addition to being a State Scenic Route, State Route 20 is part of the Cascade Loop Scenic and Recreational Highway, which includes the Whidbey Island Scenic Byway, North Cascade Scenic Highway, and Stevens Pass Greenway National Scenic Byway (Skagit County 2021).

5.3 Local

Skagit County

The Skagit County Comprehensive Plan 2016–2036 identifies the historical patterns of land use (including logging and farming activities) as local scenic resources (Skagit County 2016).

The following goals of the Skagit County Comprehensive Plan are relevant to visual resources and the project site:

Goal 4A-3: Promote preservation of agricultural land for agricultural uses, minimize non-farming uses on agricultural lands; and develop incentive programs to promote farming.

Goal 4A-4: Land uses allowed on designated agricultural land shall promote agriculture, agricultural support services, and promote diverse agricultural industries.

6 Impact Analysis

6.1 Potential Visual Effects

During construction and operation, where visible and noticeable, the project may introduce visual contrast and have the potential to create visual effects within the surrounding areas. The potential visual effects anticipated as a result of construction and operation of the proposed project are discussed below.

Construction activities will include site preparation; site grading and earthwork; trenching; construction of pads for enclosures, equipment enclosures, and equipment vaults; and installation of facility components. Temporary construction staging areas will be provided for storage of major equipment and materials. The construction of the proposed project will last between 8 and 10 months, and during this time Minkler Road will receive additional construction vehicles and delivery use and activity on the project site will be heightened. Specifically, movement of vehicles on the site will be visible to passing Minkler Road motorists and to residents at the two stationary residences in the immediate area. Site preparation, and more specifically, the removal of perimeter trees along Minkler Road, will temporarily provide views to the interior of the project site, whose surfaces will be slightly raised above existing on-site elevational contours for site drainage. Although views to site activities will be available and site visibility will increase due to removal of site perimeter trees and other vegetation (the project does include a landscape plan, but trees and shrubs would require years to reach mature heights and spreads), construction-

related visual change would in general be transient and short term in nature. Furthermore, the majority of viewers provided views to construction activities would be Minkler Road motorists and as stated in Section 3.3, Existing Visual Character, motorists generally have a low sensitivity to visual change in landscape.

As shown in Appendix A, the project will introduce new visual elements into the local landscape. These will include landscaping; perimeter walls, fencing, and gates; paved driveways/roads; energy storage enclosures; power inverters and transformers; switchgear; terminators and circuit breakers; and lighting protection masts. Nighttime directional lighting is also proposed for the project. As proposed, the collector electrical yard will be in the southwest corner of the eastern BESS development area and most electrical yard components would be blocked from the view of Minkler Road motorists and nearby residents by intervening project elements (mostly energy storage enclosures, but also perimeter walls and landscaping).

6.1.1 Viewpoint 1

As viewed from Viewpoint 1, the western site entrance/facility driveway is located approximately 310 feet to the east. Although the facility driveway is mostly obscured from view at Viewpoint 1 due to distance and unintentional screening due to the eastbound vehicle located on Minkler Road (as captured in the existing conditions photo), the removal of taller trees running parallel to the project site and parallel to Minkler Road is noticeable but does not attract attention. The visual change associated with tree/vegetation removal could be overlooked by casual public viewers. Project components, including energy storage enclosures and perimeter fencing and walls, would not be visible from Viewpoint 1 due to screening associated with intervening existing and proposed landscaping/ vegetation. The removal of tall trees of various heights along the project site frontage on Minkler Road would produce a more homogeneous and less variable line of tree forms (and would reveal slightly more of the background mountainous terrain).

The green shades presented by project landscaping to be planted parallel to Minkler Road would be similar to the current green shades exhibited by existing vegetation/trees in the landscape. Contrasts and visual impacts are anticipated to be low. Contrasts associated with removal of mature trees and replacement with low shrubs and trees would be short term for motorists because the western approach to the project would be a short-term experience and focus would be on the road (Minkler Road) and to the east along the corridor and toward prominent mountainous terrain in the distance. In addition, the project site and new landscaping that would parallel Minkler Road would be obscured by distance and the captured angled perspective at Viewpoint 1.

6.1.2 Viewpoint 2

At Viewpoint 2, which is in the right-of-way adjacent to the westbound travel lane of Minkler Road, viewers would be situated approximately 60 feet from the driveway to the western BESS area on the project site. The nearest energy storage enclosures (which would be located behind a perimeter 12- to 16-foot-high perimeter wall) would be nearly 140 feet from viewers but would be mostly blocked from view by relatively dense perimeter landscaping located near the project site driveway. As at Viewpoint 1, the proposed removal of deciduous trees and shrubs and installation of new site landscaping would constitute the most prominent and noticeable visual change introduced by the project at Viewpoint 2. In addition, and as shown in Appendix A, existing structures located on the project site, including the single-story residence captured in the Viewpoint 2 existing conditions photograph, would be demolished/removed. A slope stabilization seed mix would be applied to the area currently occupied by the on-site residential structure visible from Viewpoint 2 and would also be planted with a variety of mostly 15-gallon size trees to aid in screening of the project.

The project, and more specifically, proposed tree removal and implementation of the landscape plan, would remove tall deciduous trees and a towering vine from the project site (and foreground) and replace these features with an assortment of trees presenting varying forms and textures. Similar to existing on-site vegetation, new trees visible from Viewpoint 2 would be characterized by various shades of green (and once established, their tall, upright form). The inclusion of conifers in the conceptual landscape plan would introduce fairly atypical tapering pyramid forms and rough textures to the view; however, these characteristics of are anticipated to result in weak contrasts and impacts. New landscaping (and associated form, line, and texture contrasts with existing on-site trees and trees along the Minkler Road corridor) would be visible at Viewpoint 2 but would not generally attract the attention of casual passing motorists. Further, new landscaping would not result in blockage of existing visible scenic resources, including mountainous terrain, and once landscaping reaches maturity, new trees would aid in the visual screening of electrical infrastructure (steel lattice towers) located to the southeast of Viewpoint 2.

6.1.3 Viewpoint 3

Viewpoint 3 presents a mostly south-southwestern view from westbound Minkler Road toward the project site. At this location, noticeable visual change would consist of perimeter and interior site tree and shrub removal (in particular, removal of the dense line of blackberry shrubs and scattered trees lining the Minkler Road corridor) and installation of new landscaping consisting of low shrubs running parallel to the road and clustered groupings of trees. In addition, the western perimeter wall around the eastern BESS area would be partially visible behind site landscaping. As shown in Appendix A, proposed removal of existing site vegetation would reveal pockets of the on-site ground surface and reveal more of the distant dark mountainous terrain to the south to viewers. Lastly, a small section of the site perimeter wall associated with the western BESS area will be detectable through a small gap in site landscaping. Limited visibility to the western BESS area wall is depicted in the Viewpoint 3 visual simulation, and contrast is mostly associated with the light grey of the wall viewed against the backdrop of dark green vegetation. Based on the change depicted in the visual simulation and the direct, mostly southern orientation of the view, the project would co-dominate the view and landscape with Minkler Road and visually prominent electrical infrastructure.

Low shrubs included in the conceptual landscape plan would introduce vibrant and bright shades of white, pink, and red to a landscape dominated by the various shades of green presented by shrubs and trees. The visibility of individual trees identified in the conceptual landscape plan would introduce spacing and deliberate distribution that is someone atypical for existing trees/vegetation in the area. Although sections of the perimeter walls surrounding the eastern and western BESS areas would introduce mostly straight, horizontal lines and light greys to the landscape, the grey would be comparable to that presented by the cloudy sky and secondary to the darker grey associated with paved Minkler Road in the immediate foreground. Also, although not detectable in the Viewpoint 3 visual simulation, residential property fencing and residential structures contribute straight, horizontal lines to the setting.

Contrasts and visual impacts associated with existing tree/shrub removal and installation of new landscaping (i.e., the primary visible project elements at Viewpoint 3) are anticipated to be moderate. Although the height and spread of new landscape trees would be less than that depicted in the Viewpoint 3 visual simulation, the impacts at Viewpoint 3 (i.e., Minkler Road) would be short term and experienced from a mobile vantage point, which would tend to reduce the impact severity. Further, although Viewpoint 3 is focused on the project site, the fixated, south-oriented view would be somewhat unnatural for passing motorists, whose focus would be on the road. Project visual change would tend to attract the attention of casual passing motorists, mostly due to the alteration of vegetation density along the Minkler Road and enhanced visibility to the site resulting from proposed tree and shrub removal.

6.1.4 Viewpoint 4

Of all the locations assessed in this report, Viewpoint 4 represents the clearest view to the site perimeter wall. Although subtle, the boxy, rectangular form of the energy system enclosures are slightly visible through site landscaping and the gate at the driveway of the eastern BESS area (see Appendix A). As with other viewpoints, at Viewpoint 4, interior project components would be mostly blocked from view by the proposed perimeter wall and by site landscaping. Regarding new landscaping, foreground shrubs would drape a low earthen berm in the foreground and an assortment of tree species would be scattered outside the eastern BESS area and along the project site frontage on Minkler Road. Although the project would not substantially block the distant mountainous terrain from view, site landscaping and the perimeter wall would block a lower portion of the mountain from view.

Although the project would attract the attention of casual passing motorists, components would generally present colors that are currently found in the surrounding landscape. In addition, the mostly low, horizontal form of the perimeter wall and driveway would result in minimal view blockage. New landscaping would introduce vibrant colors and new pyramidal, spreading forms to the foreground; however, the new colors and forms would neither dominate the view nor substantially contrast with existing colors and forms. Rather, contrasts and visual impacts are anticipated to be moderate and short term because the site has a relatively short frontage along Minkler Road.

6.1.5 Viewpoint 5

Viewpoint 5 is representative of available views to the project from the westbound travel lane of Minkler Road near the eastern BESS area. As depicted in the Viewpoint 5 visual simulation, new landscaping surrounding the eastern BESS area would be visible in the foreground, as would the new driveway to the eastern BESS area. The perimeter wall surrounding the eastern BESS area would be mostly blocked from view by intervening site landscaping but segments of the wall would be visible through three narrow view corridors created by gaps in site landscaping. Proposed tree removal would allow for limited open views to the interior of the site, and more specifically, to the proposed stormwater management area that would be situated between the eastern and western BESS areas. Further as shown in the particular angle captured in the Viewpoint 5 baseline photograph, the installation of new trees to the west of the viewpoint and continuing alongside the Minkler Road corridor would be apparent (multiple trees would be visible). Lastly, as depicted in the Viewpoint 5 simulation, proposed tree removal would allow for views through the site and to vegetation (trees) to the west of the project site boundary.

At this particular location and given the proximity of motorists to the project site, the project would attract the attention of the casual passing motorist. Viewpoint 5 is also directly focused on the project site, which is located in the immediate foreground; therefore, the project would tend to dominate the view at Viewpoint 5.

As experienced from Viewpoint 5, some project landscaping (low shrubs) would introduce shades of white, red, and purple and some landscaping (trees) would contribute dark to light greens and rounded to upright and narrow pyramidal forms to the view and the local landscape. Although landscape tree forms would contrast with the typical tall and spreading form of existing deciduous trees in the landscape, contrasts and visual impacts are anticipated to be moderate. The varied forms of new landscape trees would attract the attention of casual passing motorists (the somewhat orderly distribution of new trees would also attract attention when viewed along a corridor more typified by dense lines/stands of mature deciduous trees), but anticipated contrasts in vegetation forms would not result in adverse effects to existing views and visual character.

6.1.6 Viewpoint 6

At Viewpoint 6, westbound motorists would experience their first views of the project. Specifically, the removal of the existing clumped grouping of mature trees in the northeastern corner of the project site and replacement of these features with more formalized shrub and trees plantings consistent with the project landscape plan would be evident from Viewpoint 6. As shown in Appendix A, the new landscaping would still present as relatively dense (but comparatively less than existing conditions), which would be attributed to the layering of shrubs and trees from north to south along the project frontage. At this location, new landscaping would be located 115 feet away and the new driveway to the eastern portion of the project site (viewed as a low, horizontal, and straight grey line that bifurcates areas of new plantings) would be subtle in the view. The removal of existing trees and installation of new landscaping (and in particular, the rounded form of trees and the pink, purple, and white of low flowering shrubs) would attract some attention due to their form and color contrast with existing upright/vertical and the dominant green shades of vegetation in the landscape.

The project would introduce pink, purple, white, and blue-green colors and rounded and triangular forms into the project area. While these elements would present some contrast with existing colors and forms in the landscape, the Minkler Road corridor, tall trees to the southwest adjacent to the northeast corner of the project site, tall and geometric steel lattice towers, and the dense, north–south line of vegetation to the west that abuts Minkler Road tend to dominant the view and will continue to do so upon implementation of the project. Energy system enclosures, substation components, and other interior features of the project would not be visible at Viewpoint 6 (these components would be blocked from view by existing trees and new landscaping) and visual impacts to motorists associated with tree removal/installation of new landscaping would be short term. However, the introduction of formalized plantings envisioned in the landscape and the installation of new rounded forms (tree crowns) and vibrant colors of low shrubs would attract the attention of passing motorists; as such, contrasts and visual impacts are anticipated to be low to moderate.

7 References

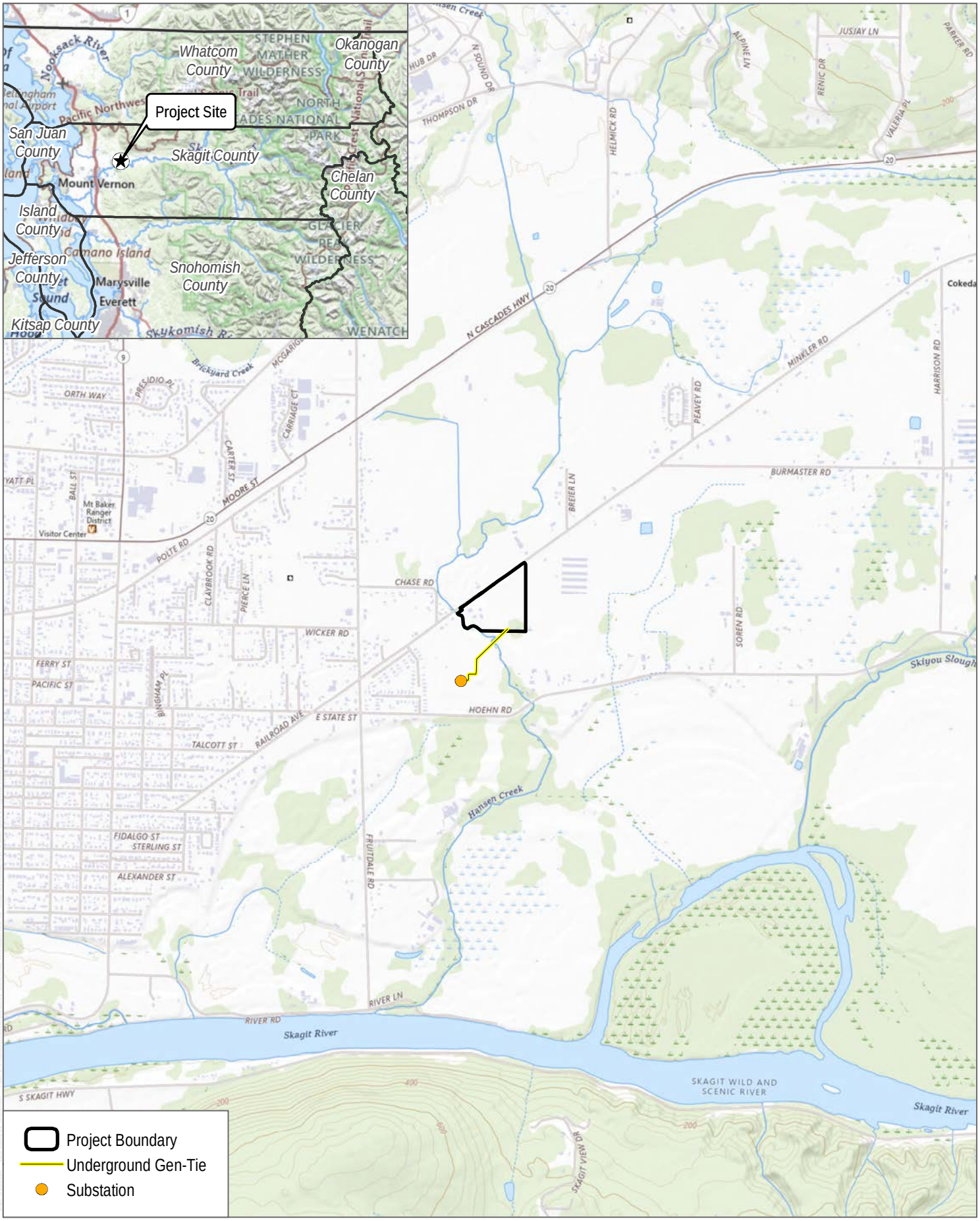
BLM (U.S. Bureau of Land Management). 1986. *Manual 8431 – Visual Resource Contrast Rating*. January 17, 1986.

FHWA (U.S. Department of Transportation Federal Highway Administration). 2024a. National Scenic Byways & All-American Roads: Washington (WA). Accessed May 9, 2024. https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/WA.

FHWA. 2024b. National Scenic Byways & All-American Roads. Accessed May 9, 2024. https://fhwaapps.fhwa.dot.gov/bywaysp.

Skagit County. 2016. Skagit County Comprehensive Plan 2016–2036. Adopted June 30, 2016.

WSDOT (Washington State Department of Transportation). 2024. ArcGIS Scenic Byways Map View. https://wsdot.maps.arcgis.com/home/item.html?id=30ff128d5ad140dba6abdb9142277ddc#!.



SOURCE: USGS 7.5 Minute Quadrangle Sedro-Woolley North Series
Township 35N; Range 5E; Section 20

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Regional Location

Goldeneye Energy Storage Project

SOURCE: Esri World Imagery Basemap; WA DOT 2024; Skagit County 2024

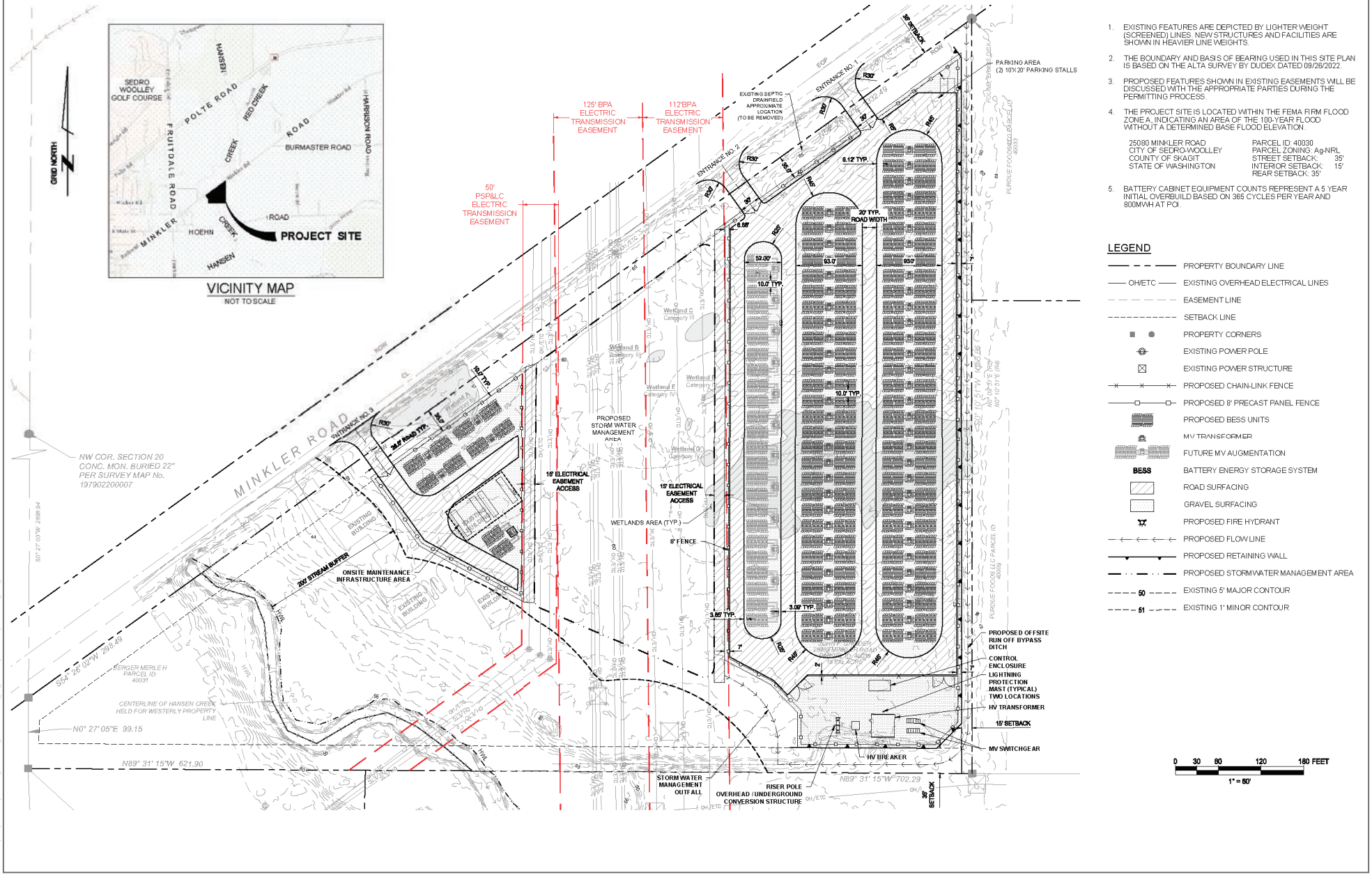
DUDEK

0 185 370 Feet

FIGURE 2

Project Location

Goldeneye Energy Storage Project



1. EXISTING FEATURES ARE DEPICTED BY LIGHTER WEIGHT (SCREENED) LINES. NEW STRUCTURES AND FACILITIES ARE SHOWN IN HEAVIER LINE WEIGHTS.
2. THE BOUNDARY AND BASIS OF BEARING USED IN THIS SITE PLAN IS BASED ON THE ALTA SURVEY BY DUDEK DATED 09/26/2022.
3. PROPOSED FEATURES SHOWN IN EXISTING EASEMENTS WILL BE DISCUSSED WITH THE APPROPRIATE PARTIES DURING THE PERMITTING PROCESS.
4. THE PROJECT SITE IS LOCATED WITHIN THE FEMA FIRM FLOOD ZONE A, INDICATING AN AREA OF THE 100-YEAR FLOOD WITHOUT A DETERMINED BASE FLOOD ELEVATION.

25080 MINKLER ROAD	PARCEL ID: 40030
CITY OF SEDRO-WOOLLEY	PARCEL ZONING: Ag-NRL
COUNTY OF SKAGIT	STREET SETBACK: 35'
STATE OF WASHINGTON	INTERIOR SETBACK: 15'
	REAR SETBACK: 35'

5. BATTERY CABINET EQUIPMENT COUNTS REPRESENT A 5 YEAR INITIAL OVERBUILD BASED ON 365 CYCLES PER YEAR AND 800MWH AT POI.

LEGEND

- PROPERTY BOUNDARY LINE
- OH/ETC — EXISTING OVERHEAD ELECTRICAL LINES
- EASEMENT LINE
- SETBACK LINE
- PROPERTY CORNERS
- EXISTING POWER POLE
- EXISTING POWER STRUCTURE
- PROPOSED CHAIN-LINK FENCE
- PROPOSED 8' PRECAST PANEL FENCE
- PROPOSED BESS UNITS
- MV TRANSFORMER
- FUTURE MV AUGMENTATION
- BESS — BATTERY ENERGY STORAGE SYSTEM
- ROAD SURFACING
- GRAVEL SURFACING
- PROPOSED FIRE HYDRANT
- PROPOSED FLOW LINE
- PROPOSED RETAINING WALL
- PROPOSED STORMWATER MANAGEMENT AREA
- 50 — EXISTING 5' MAJOR CONTOUR
- 51 — EXISTING 1' MINOR CONTOUR

SOURCE: Power Engineers 2024

DUDEK

FIGURE 3

Site Plan

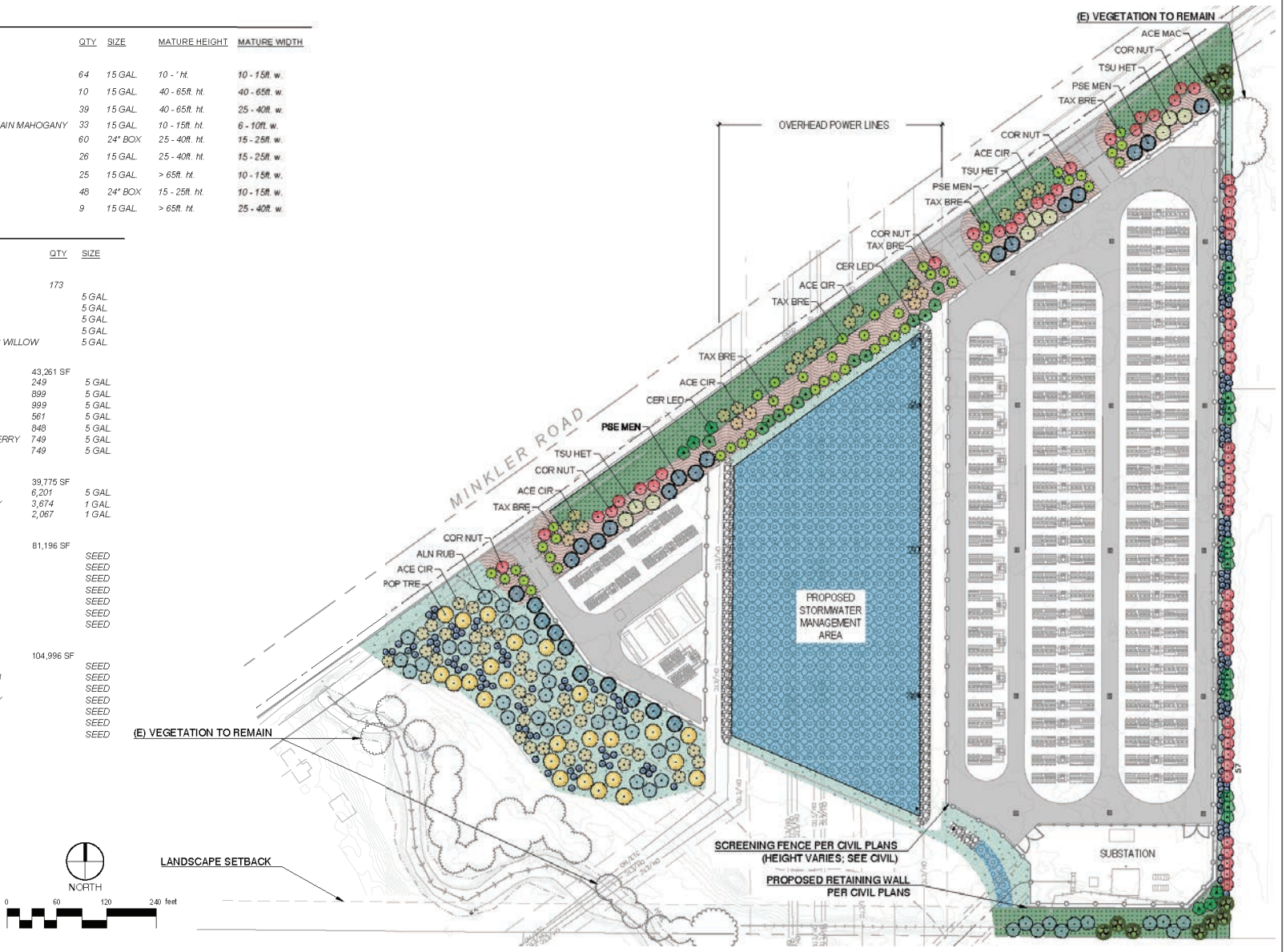
Goldeneye Energy Storage Project

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY	SIZE	MATURE HEIGHT	MATURE WIDTH
TREES					
	ACER CIRCINATUM / VINE MAPLE	64	15 GAL.	10 - ' ht.	10 - 15ft. w.
	ACER MACROPHYLLUM / BIG LEAF MAPLE	10	15 GAL.	40 - 65ft. ht.	40 - 65ft. w.
	ALNUS RUBRA / RED ALDER	39	15 GAL.	40 - 65ft. ht.	25 - 40ft. w.
	CERCOCARPUS LEDIFOLIUS / CURL-LEAF MOUNTAIN MAHOGANY	33	15 GAL.	10 - 15ft. ht.	6 - 10ft. w.
	CORNUS NUTTALLII / PACIFIC DOGWOOD	60	24" BOX	25 - 40ft. ht.	15 - 25ft. w.
	POPULUS TREMULOIDES / QUAKING ASPEN	26	15 GAL.	25 - 40ft. ht.	15 - 25ft. w.
	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	25	15 GAL.	> 65ft. ht.	10 - 15ft. w.
	TAXUS BREVIFOLIA / PACIFIC YEW	48	24" BOX	15 - 25ft. ht.	10 - 15ft. w.
	TSUGA HETEROPHYLLA / WESTERN HEMLOCK	9	15 GAL.	> 65ft. ht.	25 - 40ft. w.

SHRUBS & GROUNDCOVER SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY	SIZE
SHRUBS			
	SLOPE STABILIZATION SHRUBS	173	
	GAULTHERIA SHALLON / SALAL		5 GAL.
	MAHONIA NERVOSA / OREGON GRAPE		5 GAL.
	ROSA NUTKANA / NOOTKA ROSE		5 GAL.
	RUBUS SPECTABILIS / SALMONBERRY		5 GAL.
	SALIX PURPUREA 'NANA' / DWARF PURPLE OSIER WILLOW		5 GAL.
	POWERLINE-FRIENDLY / SCREENING SHRUBS	43,261 SF	
	CORNUS SERICEA / RED TWIG DOGWOOD	249	5 GAL.
	MAHONIA AQUIFOLIUM / OREGON GRAPE	899	5 GAL.
	PHILADELPHUS LEWISII / WILD MOCKORANGE	999	5 GAL.
	PHYSOCARPUS OPULIFOLIUS / NINEBARK	561	5 GAL.
	RIBES SANGUINEUM / RED FLOWERING CURRANT	848	5 GAL.
	SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY	749	5 GAL.
	VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY	749	5 GAL.
	FIRE-RESISTANT GROUNDCOVER	39,775 SF	
	ARCTOSTAPHYLOS UVA-URSI / KINNIKINNICK	6,201	5 GAL.
	CORNUS UNALASCHKENSIS / WESTERN BUNCHBERRY	3,674	1 GAL.
	MAHONIA REPENS / CREEPING OREGON GRAPE	2,067	1 GAL.
	SLOPE STABILIZATION SEED MIX	81,196 SF	
	AGROSTIS CAPILLARIS / COLONIAL BENTGRASS		SEED
	ASTER SUBSPICATUS / DOUGLAS ASTER		SEED
	CLARKIA AMOENA / FAREWELL TO SPRING		SEED
	DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS		SEED
	ELYMUS GLAUCUS / BLUE WILDRYE		SEED
	ERIOPHYLLUM LANATUM / WOOLLY SUNFLOWER		SEED
	FESTUCA IDAHOENSIS / IDAHO FESCUE		SEED
	STORM WATER BASIN SEED MIX	104,996 SF	
	ACHLYS TRIPHYLLA / VANILLA LEAF		SEED
	ADIANTUM ALEUTICUM / WESTERN MAIDENHAIR FERN		SEED
	CAMASSIA QUAMASH / SMALL CAMAS		SEED
	CORNUS UNALASCHKENSIS / WESTERN BUNCHBERRY		SEED
	FRAGARIA CHILOENSIS / BEACH STRAWBERRY		SEED
	JUNCUS EFFUSUS / SOFT RUSH		SEED
	TRILLIUM OVATUM / COAST TRILLIUM		SEED



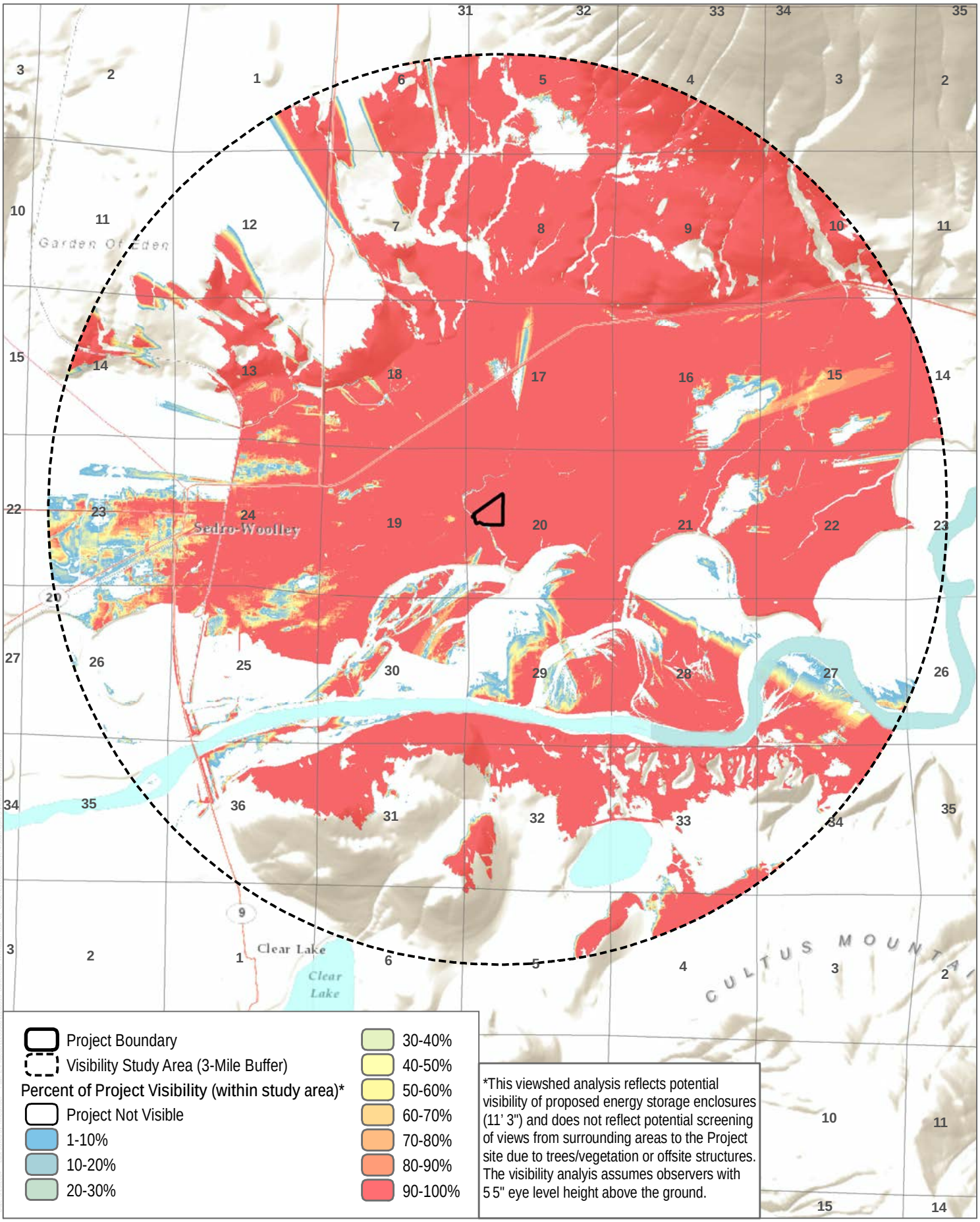
SOURCE: Dudek 2024

DUDEK

FIGURE 4

Landscape Plan

Goldeneye Energy Storage Project



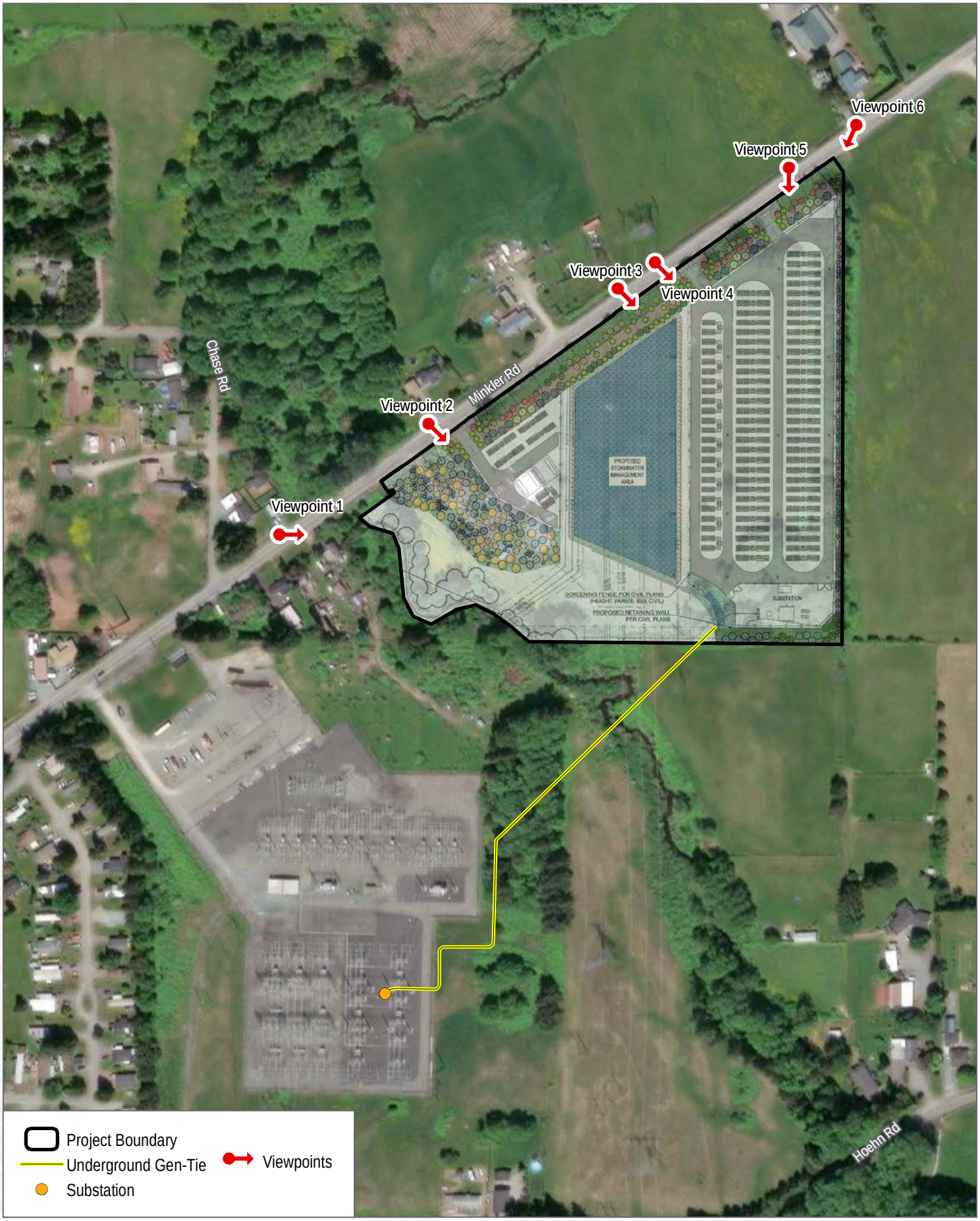
SOURCE: Esri World Terrain Basemap; WA DNR 2017

DUDEK

FIGURE 5

Viewshed Analysis

Goldeneye Energy Storage Project



SOURCE: Esri World Imagery Basemap; WA DOT 2024; Skagit County 2024; Dudek 2023

DUDEK

0 140 280 Feet

FIGURE 6

Viewpoints

Goldeneye Energy Storage Project

Appendix A

Photo Simulations and Elevations

GOLDENEYE
ENERGY STORAGE PROJECT

VIEWPOINT 1

GOLDENEYE
ENERGY STORAGE PROJECT

VIEWPOINT 2

GOLDENEYE
ENERGY STORAGE PROJECT

VIEWPOINT 3

GOLDENEYE
ENERGY STORAGE PROJECT

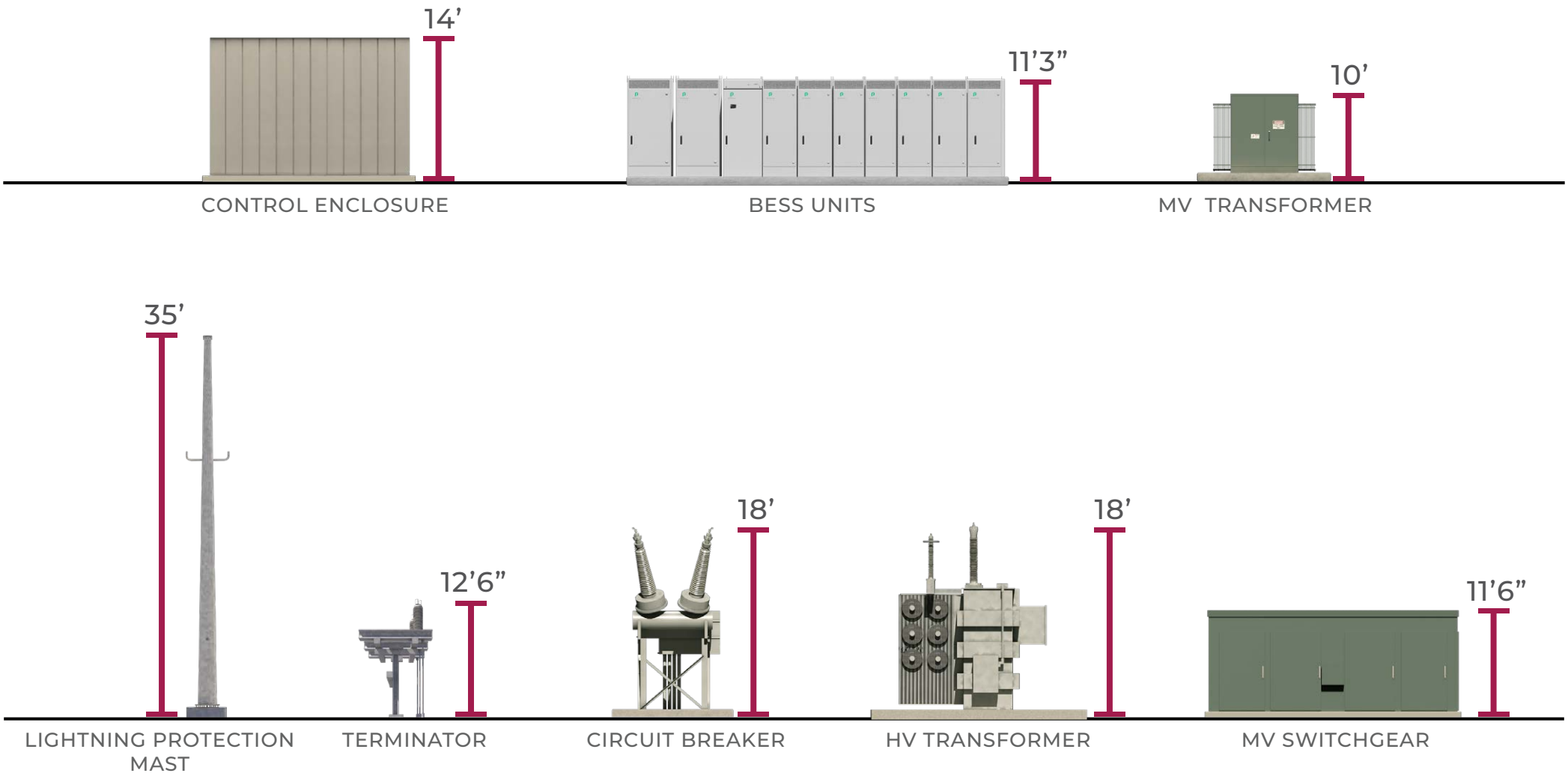
VIEWPOINT 4

GOLDENEYE
ENERGY STORAGE PROJECT

VIEWPOINT 5

GOLDENEYE
ENERGY STORAGE PROJECT

VIEWPOINT 6



GOLDENEYE
ENERGY STORAGE PROJECT

ELEVATION VIEW