

8.13 Visual Resources

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that can be seen and that contribute to the public's experience and appreciation of the environment. Natural landscape features include landform, water, and vegetation patterns, whereas built features such as buildings, roads, and other structures are the visual resources component that reflects human or cultural modifications. Visual resource or aesthetic impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which its presence will alter the perceived visual character and quality of the environment.

In accordance with the California Energy Commission (CEC) Guidelines for preparing the Application for Certification (AFC) visual impact assessments, this section documents existing visual conditions in the project area and evaluates the proposed Pacific Gas and Electric Company (PG&E) Humboldt Bay Repowering Project's (HBRP's) potential to cause significant adverse impacts with respect to existing visual or aesthetic resources. In addition, this section includes a discussion of the proposed project's relationship to federal, state, and local regulations and policies pertaining to the protection of visual quality in the project vicinity.

Section 8.13.1 documents the visual conditions that currently exist in the project area. Section 8.13.2 discusses the potential environmental effects as they relate to visual resources. Section 8.13.3 discusses the potential cumulative impacts of this and other projects in the area. Section 8.13.4 summarizes the mitigation measures proposed to reduce project impacts on visual resources. Section 8.13.5 describes the applicable laws, ordinances, regulations, and standards (LORS). Section 8.13.6 lists permits required. Section 8.13.7 presents agencies involved and agency contacts. Section 8.13.8 cites the references used to prepare this section.

8.13.1 Affected Environment

8.13.1.1 Regional Context and Landscape Setting

Located along the north coast of California in Central Humboldt County, the HBRP is situated on the site of the existing Humboldt Bay Power Plant. The site lies just west of Highway 101, on Buhne Point, a peninsula of land on Humboldt Bay. Figure 8.13-1 is a map showing the project's regional landscape context. (Please note that Figure 8.13-1 as well as all of the other photographs and illustrations for this section are found at the end of this section, for ease of reference).

The project is located immediately south of the City of Eureka. The unincorporated community of King Salmon lies within a half mile to the southwest. With a population of approximately 26,000, Eureka is the largest urban center within Humboldt County. Highway 101 is the major north-south travel route through the area. This heavily traveled roadway connects the region to San Francisco, 250 miles south, and to points north in Oregon. The site lies within a half mile of the Highway 101 corridor. Intermittent coastal views are available from some segments of the highway within the general project area.

Landform in Humboldt County is predominantly mountainous, and at some points along the Coast, the mountains end at the shoreline. At others, as in the level area surrounding

Humboldt Bay, marine terraces form an intermittent coastal plain varying in width to five miles. Humboldt Bay is a long, narrow water body, approximately 20 miles in length and cut off from the ocean by a large sand bar, with an entry channel to Humboldt Bay that cuts through it. The two sand bar segments are known as the North Spit and the South Spit. North Spit is also known as the Samoa Peninsula. The bay is formed by the partial drowning of streams. The Eel River drains into its own estuary at the southern end of the bay eight miles from the project site.

The surrounding mountain ranges are dominated by the North Coast Forest vegetation type, which is dominated by Douglas fir, bigleaf maple, and Sitka spruce (see Section 8.2, Biological Resources). Pockets of redwood forest in valleys near the project site are home to some of the world's largest trees. The vegetation pattern on flatter marine terraces around the bay is dominated by low coastal scrub and grasses. Wetlands are found throughout the bay margins, particularly around the openings of creeks to the east and south of the 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 distant landscape features.

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, camping, and off-road vehicle use. Recreational trails are located along the western side of Humboldt Bay, west of the project on the South Spit and also to the north on the Samoa Peninsula at the Samoa Dunes Recreation Area. Views from these areas generally encompass a mixture of natural and developed coastal landscape features. Approximately 2,200 acres of land at both ends of the bay lies within the boundaries of the Humboldt Bay National Wildlife Refuge. Immediately southwest of the project site, the village of King Salmon is a somewhat dilapidated waterfront community with public and private recreation facilities including a public beach, picnic area, RV camping, and a boat marina. Views of the site from King Salmon are largely screened by intervening vegetation and landform.

Land uses around surrounding Humboldt Bay include a mixture of open space, housing, commercial uses and industry. Industrial and shipping facilities are established features of this coastal landscape. An active Northern California port for the past 100 years, Humboldt Bay is the largest harbor between Coos Bay, Oregon, 156 miles to the north, and San Francisco. Today, a sea wall system at the bay's opening provides access for ocean-bound shipping traffic. Lumber and paper manufacturing represent the county's primary industry. A lumber-loading shipyard is located on Humboldt Bay about a mile south of the HBRP. The Evergreen Pulp Mill, which processes wood waste material, lies to the north on the Samoa peninsula. Built more than 50 years ago, the PG&E Humboldt Bay Power Plant (at the project site), is also a recognizable element within the local coastal landscape setting.

8.13.1.2 Project Site

Situated along Humboldt Bay between the Elk River to the north and Salmon Creek to the south, the project site occupies a small portion (5.4 acres) of the existing 143-acre PG&E

Humboldt Bay Power plant site. The site is relatively flat, with an elevation of approximately 15 feet above sea level. The site lies about one third of a mile west of Highway 101. Figure 8.13-2 presents three oblique “birds-eye” aerial photographs of the existing site, which convey an impression of the site and surrounding area’s visual character. The existing Humboldt Bay Power Plant’s cooling water intake canal, an inlet of Humboldt Bay, forms the site’s southern edge, and the continuation of this canal as a discharge channel lies to the northeast. Existing power generating facilities occupy the site’s central area, and various large cylindrical storage tanks are found to the southwest.

The existing PG&E facilities located at the site include two natural gas-fired steam boiler electrical generating units (Units 1 and 2) and the currently inoperable Unit 3 nuclear power plant. The Unit 1 and 2 facilities include turbines, boilers, fuel tanks, steel lattice transmission towers, administration and service buildings, and paved parking areas. The two existing 120-foot-tall Unit 1 and 2 stacks are visible from two miles away and beyond. The nuclear generating unit was shut down in 1976 and is currently slated to be decommissioned and demolished. In 1998, the 250-foot tall nuclear facility stack was removed. The entire existing facility is surrounded by a chain link fence topped with razor wire. An entry road and guard house are located off of King Salmon Avenue just west of the Buhne Slough.

At present, nighttime lighting operates at the site from dusk to dawn for personnel safety and security purposes. Lighting includes pole-mounted lighting structures and lighting at building entrances. In addition all levels of the 100-foot-tall boiler structure are lighted.

At the bay edge of the site, riprap stabilizes the shoreline. On the west and south side, groupings of mature trees screen views toward the site. Access to the project and the adjacent King Salmon community is from Highway 101 via King Salmon Avenue. The North Coast Railroad tracks run approximately north-south to the east of the property. The railroad has been out of service since 1997. North of the HBRP, the tracks lie adjacent to the shoreline trail. This public trail runs along the shoreline on the perimeter of the site to the northwest. Opposite Highway 101 to the northeast of the site, Humboldt Hill rises steeply to elevations of more than 500 feet. Dense tree cover and hillside residences occupy portions of Humboldt Hill.

8.13.1.3 Project Site Visibility

The general area from which the project site or the proposed project is visible, known as the project viewshed, includes close range and more distant viewing locations in the vicinity. The landscape context map and the three oblique aerial photos (Figures 8.13-1 and 8.13-2), indicate that intervening topography and mature vegetation screen views of the project site from many locations in the area. The viewshed for the HBRP includes locations along public roadways and recreation trails as well as viewpoints within residential areas, and public open space on the bay. Figure 8.13-3 depicts the generalized project viewshed within one mile of the site. The map is based on evaluation of topographic maps, review of aerial and ground level photographs, and field observations conducted in June 2006.

The project viewshed includes portions of the Highway 101 corridor and a limited segment of King Salmon Avenue. The project viewshed also includes a segment of the shoreline trail, although views from the trailhead area are screened. Also within the viewshed are portions

of the Humboldt Hill residential area which are not screened by dense vegetation. In addition, the site is visible from places across the bay within the South Spit Wildlife Area and the Samoa Dunes Recreation Area. Due to intervening terrain and vegetation, the King Salmon community generally lies beyond the project viewshed.

The following discussion provides a description of the project viewshed and landscape context. A set of 25 photographs document the project site's visibility and the existing visual character found in the project area, as seen from close range and distances of up to two miles away (Figures 8.13-4 through 8.13-10, found at the end of this section). Figure 8.13-3 depicts the photo viewpoint locations. As shown in many of the photos, the existing 120-foot-tall stacks located at the site are visually recognizable landscape elements that help orient views to the project.

8.13.1.4 Sensitive Viewing Areas and Key Public Viewpoints

In order to establish a framework for evaluating the project's potential visual effects, viewing areas that are considered sensitive to visual change have been identified. For purposes of this analysis, and consistent with accepted visual assessment methods, sensitive viewing areas include scenic routes, public recreation trails and recreational open space, and residential areas. This section provides a general description of the visual character found within these viewing areas, including reference to a set of representative photographs that document existing visual conditions. In addition, the relative number of potentially affected viewers and expected duration of potentially affected views are identified.

The AFC visual resource analysis considers representative visual conditions as seen from locations that are generally accessible to the public. Six key observation points (KOPs) have been selected in cooperation with the CEC during a field visit held on June 13, 2006. Two KOP views are included from the heavily traveled Highway 101, an eligible state scenic highway. KOP-1 portrays a relatively unobstructed view from northbound Highway 101 and KOP-5 shows the slightly elevated perspective seen from the Spruce Vista Point at Humboldt Hill Road. KOP-2 shows a view from King Salmon Avenue, near the entrance to the project site and to the King Salmon community (as described below, the project will generally not be visible from the community itself). Two shoreline views, KOPs -3 and -6, respectively, portray a close-range view from the adjacent trail and a distant view from the South Spit Wildlife Area, looking across the bay toward the project. KOP-6 is also representative of views seen from the water. Finally, KOP-4 is a view from Humboldt Hill, the closest residential area with views of the project. Figure 8.13-3 depicts the KOP locations.

8.13.1.4.1 Highway 101 Corridor (KOP-1)

The project site is located along the Highway 101 corridor between the City of Eureka to the north and the town of Fields Landing to the south. This portion of Highway 101, also known as the Redwood Highway, is a major north-south route between San Francisco and Oregon. An estimated 27,000 vehicles per day traverse this segment of Highway 101. Highway motorists including local and regional travelers, represent by far the greatest number of viewers who see the Humboldt Bay Power Plant site on a daily basis (Caltrans, 2005). KOP-1 (Figure 8.13-6) as well as Photos I, J and P (Figure 8.13-4) present views of the site taken from various points along the highway. In the project area, the roadway is a divided highway with two travel lanes in each direction. The speed limit is posted at 65 miles per hour (mph). Cyclists also use this highway corridor. Typical roadway travel speeds may

range from about 65 mph for motorists to 10 or 20 mph for cyclists. The project site is visible from places along a limited segment of Highway 101. Much of the area adjacent to the Highway 101 corridor along this portion of Humboldt Bay consists of low wetlands with occasional groupings of mature trees. When visible from the highway, portions of the existing facility, including the stacks, typically appear silhouetted against the sky. As shown in KOP-1 and photo J (Figure 8.13-4c), the existing generating plants are partially obscured by intervening landscape elements in foreground views of the project from this corridor. To the south, existing trees situated along the roadway generally screen views of the site (photo I). From the north, more distant views toward the project site are relatively unobstructed. Photo P shows an open view toward the site looking across the wetland landscape toward the site from southbound Highway 101 approximately 1.5 miles away. The duration of affected Highway 101 motorists' views is relatively brief and is expected to be several minutes or less given typical travel speeds.

8.13.1.4.2 Spruce Vista Point (KOP-5)

Photo H on Figure 8.13-4b and KOP-5, Figure 8.13-9, are views looking northwest and southwest, respectively, from the Highway 101 vista point at Humboldt Hill Road. The view looking southwest shows the historic vista point marker and the highway in the foreground with open bay, forested and developed shoreline landscape in the distance (photo H). From this location, distant built features include the Evergreen Pulp Mill, located on the Samoa peninsula, as well as existing buildings located along the Eureka waterfront (seen respectively toward the center and right side of photo H). KOP-5, looking southwest toward the project site, encompasses open coastal views and portions of Buhne Point, with the existing Humboldt Bay Power Plant seen to the left with the highway and open grassland in the foreground.

8.13.1.4.3 King Salmon Avenue (KOP-2)

King Salmon Avenue provides access to the project and to the adjacent King Salmon waterfront community from Highway 101. As such, this two-lane public road can be considered a community entryway. The site is visible from a limited portion of the roadway, particularly for motorists traveling westbound near the highway. KOP-2 is a view from King Salmon Avenue near Highway 101. From this vantage point, existing PG&E facilities and portions of the site appear along the horizon, beyond the open Buhne Slough area. As shown in photo A, when seen at closer range, mature trees situated along the road and along King Salmon Slough screen views of the existing facilities. Photo B shows the view down the King Salmon Slough from the bridge on King Salmon Avenue. The slough provides an open view corridor toward the project site. The existing generating facility including stacks, buildings, switch yards, and parking lots, are all visible from this point. Chain-link fencing lines both sides of the slough and surround the project site. The number of King Salmon Avenue viewers is low and the relatively short duration of affected views is estimated at about a minute or less.

8.13.1.4.4 King Salmon Residential Community

King Salmon, a low-lying waterfront community, lies within a half-mile of the project site, to the southwest. The closest King Salmon residences are approximately a third of a mile west of the project site. Photos C and D are views taken from King Salmon (Figure 8.13-4b). Despite its proximity to the site, intervening development and scattered mature trees screen views of the existing power plant facilities. As shown in photos C, and D, the existing

generating facilities are generally screened by intervening vegetation and development, with trees, transmission poles and distribution lines as well as residences and other buildings, dominating the foregrounds of the views. However, portions of the stacks are visible from limited locations between homes and above rooflines. As shown in photo C, even from an elevated position on an embankment at the King Salmon marina, the stacks of the existing power plant are barely visible above the trees and rooflines.

It is generally expected that the proposed project will not affect views from the King Salmon community, due to the considerable screening provided by intervening vegetation, topography and existing development.

8.13.1.4.5 Shoreline Trail (KOP-3)

A public shoreline trail maintained by PG&E and the Humboldt Bay Harbor Recreation and Conservation District runs along the shoreline on the perimeter of the Humboldt Bay Power Plant property to the northwest. This portion of the trail extends from the King Salmon community south to the wetlands along the bay. Figures 8.13-4b (photos E, F and G) and 8.13-7 present photos taken from points along the shoreline trail. This trail represents part of a planned coastal trail system that would eventually extend from Oregon to Mexico (California Coastal Conservancy, 2003).

The shoreline trailhead lies just off of King Salmon Avenue, where it bends, becoming Buhne Drive. At the trailhead immediately to the west of the project and along the shoreline, a landform known as Red Bluff rises to approximately 50 feet above the trail. The combination of landform and dense vegetation screen views toward the site from this part of the trail for a distance of about one quarter mile (photo E). Directly adjacent to the project at the discharge channel, however, views of the existing facility are largely unobstructed. As shown in KOP-3, existing power plant facilities appear prominently from this location. The existing view inland encompasses the tall stacks of Unit 1 and 2 as well as tanks and a variety of smaller scale structures. Chain-link security fencing topped with razor wire appears in the foreground. From the north, the trail parallels the railroad right-of-way across a landscape of grasses and coastal scrub, and views of the project site are only partially screened by intervening vegetation (photos F and G). Trail users experience views toward the site and the existing generating facilities from this area; however, trail views tend to focus away from the site towards open Bay waters and distant landscape features.

The number of affected shoreline trail viewers is very low and the duration of affected views is expected to be relatively brief.

8.13.1.4.6 Humboldt Hill and Areas East of Highway 101 (KOP-4)

Landform situated across the highway corridor to the east rises from the bay plain, up toward the east/southeast. Humboldt Hill is an unincorporated hillside residential community located across Highway 101 to the southeast. Residential views are depicted on Figures 8.13-4d and 8.13-8. The project site is visible from some portions of the Humboldt Hill residential area; however, dense vegetation screens views toward the site from many locations within the hillside area. KOP-4, taken from Loma Avenue and photo L, taken from Purdue Drive, show the relatively unobstructed views of the site. As shown in KOP-4, from places on Humboldt Hill the Evergreen Pulp Mill, located on the Samoa peninsula, appears along the horizon in the distance, beyond the facilities at the project site. As depicted in photo N, a view from Hilltop Drive, and photo O from Norman Court, the site is partially

visible from some residential areas further from the project site. However, in many cases intervening topography, structures, and vegetation obstruct views toward the project site. The project site can be seen from limited portion of the South Bay Elementary School campus, located, directly across Highway 101 less than one half-mile away. Photo K depicts a filtered view between mature trees and shrubs toward the site from the elementary school. Dense intervening vegetation generally screens views from the elementary school toward the project site.

The number of affected Humboldt Hill viewers is very low and the duration of affected views from residences is moderate to long term. Affected views from roadways located within this hillside residential area will be brief, however.

8.13.1.4.7 Fields Landing

Fields Landing is a low-lying community located west of the Highway 101 corridor, approximately one mile to the south. Although topography is relatively level between this area and the project site, intervening development and vegetation generally obscure views toward the project. As shown in photo M, existing industrial facilities appear in foreground views from shoreline areas in Fields Landing (Figure 8.13-4d).

8.13.1.4.8 South Spit and Samoa Dunes (KOP-6)

Recreation areas on both South Spit and Samoa Island have views across Humboldt Bay that include the project site. Figures 8.13-4e and 8.13-10 present views from the North and South Spit.

When viewed from locations across bay, the existing facilities are set against the dark backdrop of the mountains. KOP-6 shows a trail view from the western edge of the South Spit Wildlife Recreation Area. The project site is approximately a mile away. Views from this area include elements far beyond a mile to encompass distant landscape features. The South Spit is a relatively undeveloped and remote recreation area managed by the Department of Fish and Game and the Bureau of Land Management (BLM). Uses include hiking, bird watching, and, in November, hunting Pacific Brandt, a waterfowl species. Existing views across the bay include the dark silhouette of Buhne Hill and the existing power plant as well as lower structures in King Salmon and Fields Landing. As shown in KOP-6, some of the King Salmon structures (seen to the right of the existing Humboldt Bay Power Plant) consist of reflective materials that cause them to appear visually prominent in relation to the surrounding landscape backdrop, seen on the far shore.

The North Spit includes recreational uses such as hiking, particularly on the ocean side, and fishing off the constructed jetties and sea walls. Large-scale developed facilities such as the U.S. Coast Guard Station, the Fairhaven Biomass Power Plant, Evergreen Pulp Mill, and the Eureka City Airport also lie on the North Spit. Photos R and S show views from North Spit across the bay to the north of the site. Photo S, approximately 1.5 miles from the site, shows the view from the Samoa Dunes Recreation Area, and photo R, approximately 1.75 miles from the site, shows the view from the Samoa Boat Ramp County Park. The Samoa Dunes offers hiking and beach access with some trails for off-road vehicles. Samoa Boat Ramp offers camping and a public boat ramp.

As demonstrated by the photos, the site appears against a landscape backdrop which includes a variety of development, and, due to the distance, the existing facilities are not

highly visible. The number of affected shoreline recreation viewers is relatively low; duration of affected views is moderate.

8.13.2 Environmental Consequences

8.13.2.1 Analysis Procedure

This analysis of the visual effects associated with the changes that could occur from the proposed Humboldt Bay Repowering Project is based on the following:

- Field observations of the project site and surrounding area conducted in May and June 2006
- Review of topographic maps
- Review of aerial and ground-level photographs of the project area
- Review of project drawings and technical data supplied by project engineers
- Review of public planning documents
- Computer-generated visual simulations which portray the project's appearance from six key observation points (KOPs)

Photographic images are presented to show the "before" and "after" conditions from six representative viewpoints or KOPs. Visual simulations illustrating the "after" visual conditions from each of the KOP locations provide a clear depiction of the location, scale, and visual appearance of the proposed project. The visual simulations show new buildings, structures and equipment associated with the HBRP. In addition, the simulations portray the removal of existing vegetation and existing structures that would be required for project construction. Table 8.13-1 summarizes the KOP viewpoint locations and their respective distance from the HBRP site.

TABLE 8.13-1
HBRP Visual Simulations

KOP	Approx. Distance from Project	Viewing Location (Viewpoint on Figure 8.13-4)	Figure Number
1	1/3 mile	Northbound Highway 101 (1)	8.13-5
2	1/4 mile	King Salmon Avenue near Highway (2)	8.13-6
3	500 feet	Shoreline Trail near Discharge Channel (10)	8.13-7
4	3/4 mile	Loma Avenue on Humboldt Hill (15)	8.13-8
5	1/2 mile	Vista Point (Highway 101) (23)	8.13-9
6	1 mile	South Spit Wildlife Area (28)	8.13-10

Computer modeling and rendering techniques were employed to produce the visual simulation images. The computer-generated visual simulations are the results of an objective analytical and computer modeling process described briefly below.

Site reconnaissance was conducted to view the site and surrounding area, to identify potential KOPs and to take representative photographs of existing conditions. A single lens reflex digital camera was used to shoot site photographs from representative public viewpoints. A "normal" 50mm lens (40-degree view angle) was used to shoot site

photographs from all of the simulation vantage points, with the exception of the shoreline trail view (Figure 8.13-7). Because it was taken from close range, the shoreline trail simulation photo was shot using a wide angle, 28mm lens (view angle of 64 degrees) in order to include the site in its landscape context. Site location data for each photograph was collected using global positioning system (GPS) equipment. Accurate digital location data was later incorporated into a 3D digital model.

Computer modeling and rendering techniques were used to produce the simulation images to depict the appearance of the HBRP from the six KOPs. Existing topographic and site data provided the basis for developing an initial digital model. Project engineers provided site plans and digital data for the proposed facility and existing structure removal. These were used to create three-dimensional digital models of the proposed facility. These models were combined with the digital site model to produce a complete computer model of the generating facility.

For each of the simulation viewpoints, viewer location was digitized from topographic maps and scaled aerial photos, using 5 feet as the assumed eye level. Computer “wire frame” perspective plots were overlaid on photographs to verify scale and viewpoint location. Digital visual simulation images were then produced based on computer renderings of the 3-D model combined with digital versions of the selected site photographs. The final “hardcopy” visual simulation images contained in this AFC document were printed from the digital image files and produced in color on 11 by 17 inch sheets as Figures 8.13-5 through 8.13-10.

With the exception of the shoreline trail view (Figure 8.13-7), the simulation images presented in the AFC include 50mm lens photos printed at a size which is about 8.5 inches in width. These images should be viewed at a distance of approximately 12 inches in order to gain an optimal impression of the project’s scale in relationship to the surrounding landscape. The Figure 8.13-7 images include 28mm lens photos and should be viewed at a distance of approximately 7 inches.

The visual impact assessment was based on evaluation of the changes to the existing visual resources that would result from construction and operation of the Humboldt Bay Repowering Project. These changes were assessed, in part, by evaluating the computer-generated visual simulation images and comparing them to the existing visual conditions photos. In developing an assessment of the visual changes, consideration was given to several factors:

- The specific changes in the affected visual environment’s composition and character
- The extent to which the affected environment includes features that have been designated in plans and policies for protection/special consideration
- The numbers and types of affected viewers
- The duration of the affected view

With respect to determining the significance of the anticipated changes under the California Environmental Quality Act (CEQA), these changes were evaluated in terms of the criteria

provided by the CEQA guidelines. Appendixes G and I of the guidelines indicate that a project will have a significant effect on the environment if it will:

- Have a substantial, adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area

8.13.2.2 Project Appearance

8.13.2.2.1 Power Plant Facility

Section 2.0, the Project Description, contains a detailed description of the proposed Humboldt Bay Repowering Project, including a layout diagram and section drawings (Figures 2.1-2 through 2.1-4). The project includes the installation of new structures and equipment, on 5.4 acres located within the existing 143-acre PG&E Humboldt Bay Power Plant site. The project components will be arranged on an area situated southeast of the existing cooling water intake canal. As shown on Figures 2.1-2 and 2.1-3, two groups of five stacks each will be clustered between the engine hall building and the radiators. The new diesel storage tank will be located east of the stacks. All of the new project components will lie well within the existing fence line. Project construction will require removing some existing elements at the site.

The project design includes the use of low-profile structures. The height of the tallest structures (the stacks) will be 75 feet above the ground surface. An existing 80-foot-tall lattice transmission tower will be removed and three 78-foot-tall tubular steel poles (TSPs) will be installed nearby. The new structures will be painted a neutral, non-reflective gray color, and the stacks will be cor-ten (rust-colored) steel. Table 8.13-2 provides a summary of the major proposed structures of the project facility that are likely to affect visual resources. The table includes the approximate dimensions and heights of the project components.

TABLE 8.13-2
Summary of Major Proposed Structures

Project Component (number)	Dimensions (length x width)	Height
Stacks (ten)	Approx 7 feet diameter	75 feet tall
Engine Hall (one)	Approx. 90 feet by 230 feet	44.8 feet to top of vents 39 feet to roof peak 33 feet to top of side wall
New transmission poles (three)	31 foot diameter	Approximately 78 feet tall
Circuit breaker (one)	36 feet by 1 foot	Approximately 50 feet tall
Circuit breaker (two)	26 feet by 1 foot	Approximately 36 feet tall
Diesel tank	62-foot diameter	Approximately 46 feet tall
Radiators	186 feet by 87 feet	Approximately 25 feet tall

To the northeast of the project and east of Buhne Slough, project construction will require the removal of some existing trees, including species not native to the region such as Eucalyptus and Monterey Pine.

Project construction will also require the removal of the existing paint and sandblasting building, diesel fuel tanks, a 115 kV transmission tower, and a storage building. These structures are not currently prominently visible features of the existing Humboldt Bay Power Plant as seen from outside of the plant site itself. The painting and sandblasting building is 30 feet in elevation and measures 100 x 50 feet. The storage building is about 15 feet high, measures approximately 60 by 40 feet, and contains two parts, and older concrete component and a more recent metal component. The 115 kV transmission tower is approximately 80 feet high and is a steel lattice structure.

8.13.2.2.2 Project Landscape Plan

A landscape plan will be developed during the final project design phase. The new project landscaping will call for the installation of ecologically appropriate species including native, evergreen trees and shrubs such as *Pseudotsuga menziesii* var. *menziesii* (Douglas fir), *Sequoia sempervirens* (Coast redwood), *Thuja plicata* (western red cedar) and *Rhamnus californica* (California coffeeberry). New trees will be installed in the area south of the intake canal as well as in an area north of the project, east of discharge canal. The primary purpose of the new landscaping will be to screen views of the project and the existing facilities. The landscape plan will be designed not only to replace but also to expand the amount of screening with respect to public views of site facilities. Project landscaping will also be designed to enhance site appearance and integrate the project with its surrounding visual setting.

8.13.2.2.3 Lighting

Operation of the HBRP will require onsite nighttime lighting for safety and security. To reduce offsite lighting impacts, new lighting at the facility will be restricted to areas required for safety, security, and operation. For areas where continual lighting is not normally required, switched lighting circuits will be provided, so that these areas will not be lighted at most times, minimizing the amount of lighting potentially visible offsite. The exterior light fixtures will be hooded with lights directed downward.

8.13.2.2.4 Water Vapor Plumes

The reciprocating engines will not produce visible water vapor plumes. As described in Section 8.1, Air Quality, the reciprocating engines operate at temperatures that are sufficiently high to preclude the formation of visible water vapor plumes. Another source of visible water vapor plumes typically associated with power plants is the cooling tower. The reciprocating engine units will be cooled with radiators, however, that do not emit water vapor to the air. Thus, no visible water vapor plumes are associated with the plant cooling systems.

8.13.2.2.5 Construction Parking and Laydown Areas

Construction activities include use of heavy equipment typically required for power plant facility construction. A temporary access road, approximately 24 feet in width, and a temporary parking area for construction vehicles and equipment will be installed during the construction phase of the project. The temporary road and parking area will be located south of the intake canal.

Two temporary remote construction parking areas are required for construction personnel and equipment. A 0.34-acre linear remote parking area along the south side of King Salmon Avenue will be used periodically for short-term delivery parking area.

The temporary remote construction parking lot will be approximately 0.96-acre in size and will be located on the east side of King Salmon Avenue, where the road curves at the west base of Buhne Point, near the community of King Salmon. This area was previously used by PG&E for construction of other projects at the Humboldt Bay Power Plant. It will be used by the HBRP for construction worker parking and possible staging of equipment.

8.13.2.3 Assessment of Visual Effects

Portions of the proposed HBRP will be visible from several viewing locations, including places along Highway 101, King Salmon Avenue, and the shoreline trail. As described in the following text and demonstrated in the KOP visual simulations, when visible, the project would appear within the context of an existing power plant facility that is an established element of the landscape setting. The new facilities will generally be considerably lower in height and smaller scale than the existing facilities.

8.13.2.3.1 KOP-1 Northbound Highway 101 Corridor

Along the Highway 101 corridor, motorists traveling north would perceive passing glimpses of the project, then a brief open, foreground view as represented by KOP-1 would occur along a very short segment of roadway near the site. Traveling south from Eureka, motorists would have a brief, relatively unobstructed view of the project from a limited roadway segment. A relatively small number of cyclists using the highway in these areas would have slightly more sustained views of the project as they move at a slower speed.

Figure 8.13-5 depicts a relatively unobstructed foreground view of the HBRP as seen from KOP-1, along northbound Highway 101. Portions of the project including the stacks, the upper part of the engine hall building, and the new tank will be visible from a distance of approximately one-quarter mile. Both the new building and stacks will be lower in height than the existing power plant and stacks currently seen from the highway corridor. The new tank (seen on the right) will be similar in scale and appearance to the existing tank that appears on the left side of the view. The general appearance of the new facilities is not dissimilar to appearance of the existing power plant facilities. In this respect the project represents an incremental change in the site's overall visual character. A comparison of the existing view and the visual simulation demonstrates that the project will not obstruct views of the bay that are currently available from this portion of the Highway 101 corridor. Overall, the introduction of the new facilities will represent an incremental visual change that would not substantially alter views experienced from the Highway 101 corridor.

A comparison of the "before" and "after" views from KOP-1 also conveys the effect associated with the tree removal required for project construction. With respect to views from a limited segment of Highway 101, the removal of mature trees will eliminate some existing visual screening and, to a degree, existing power plant structures at the site will become more visible. Existing vegetation located along the roadside will continue to provide a measure of foreground screening, however. Photos I and J, also taken from northbound Highway 101, depict roadside vegetation that would screen views of the project from northbound Highway 101, just south of the KOP-1 location (refer to Figure 8.13-3). In

addition, new landscaping including native, evergreen trees and shrubs will be installed as part of the project. The new landscaping will be designed to not only replace but increase the level of screening with respect to views from Highway 101. It is therefore expected that the project will be substantially screened as the new landscaping matures.

The Figure 8.13-5 simulation also depicts the elimination of a visible plume associated with Units 1 and 2 operations. When HBRP becomes operational, these existing units will no longer generate power, thus this plume that is visible from Highway 101 will be eliminated.

8.13.2.3.2 KOP-2 King Salmon Avenue

Figure 8.13-6 shows the “before” and “after” views from KOP-2, along King Salmon Avenue near Highway 101. The project lies approximately one-quarter mile away from this vantage point.

The KOP-2 visual simulation shows a relatively unobstructed foreground view of the HBRP including the stacks, the engine hall building, and the new tank. As seen from this close-range viewpoint, the project will appear smaller in scale and lower in height than the existing power plant facilities. The new tubular steel poles seen near the center of the view will be lower than the existing lattice tower that appears on the right. In terms of its general appearance, the new facilities will be similar to the existing visual character of the power plant site. A comparison of the existing view and the visual simulation demonstrates that the introduction of the new facilities will represent an incremental visual change that would not substantially alter the character of views seen from KOP-2 on King Salmon Avenue.

A comparison of the KOP-2 “before” and “after” views conveys the visual change that will result from project-related tree removal. The existing Unit 1 and 2 and substation structures will become somewhat more visible due to the reduction in vegetation screening. In addition, the removal of trees will decrease available screening with respect to views of the HBRP project from this portion of King Salmon Avenue. However, as compared to the level of screening seen in the existing KOP-2 view, proposed project landscaping will replace and expand the amount of screening seen from King Salmon Avenue. Project landscaping will include the installation of native, evergreen trees and shrubs. It is therefore anticipated that, as seen from KOP-2, the project will be substantially screened as the new landscaping matures.

The KOP-2 simulation depicts the elimination of a plume seen from King Salmon Avenue. Because the existing units will cease operations when the project becomes operational, this plume will be eliminated.

8.13.2.3.3 KOP-3 Shoreline Trail

Figure 8.13-7 shows the “before” and “after” views from KOP-3, the shoreline trail at the discharge canal. This KOP is the closest simulation view showing the HBRP; at this point the trail passes within 500 feet of the project. From this view, only a small grouping of trees along the discharge channel and an existing site-building screen views of the project. Users of the trail will experience sustained views of the project along with the existing generating facilities. However, views from the trail tend to be directed towards the bay and away from the project. From most of the shoreline trail between King Salmon and KOP-3 views toward the project are blocked by Red Bluff and existing vegetation.

As seen from this close range viewpoint, the project will appear smaller in scale and lower in height than the existing power plant facilities. Most of the project will be seen against the backdrop of Humboldt Hill; however, the upper portions of the stacks will extend above the ridgeline. The appearance of the new facilities will be similar to the visual character of the existing power plant site. The KOP-3 simulation also depicts the elimination of an existing plume seen at the site. This plume will be eliminated when the existing units cease operations. A comparison of the existing view and the visual simulation indicates that the introduction of the HBRP will represent an incremental visual change that would not substantially alter the character of views from the shoreline trail KOP.

Project landscaping will replace trees in areas where existing trees will be removed for construction and expand the amount of existing screening. A comparison of the KOP-3 “before” and “after” views shows the area of tree removal at the left side of the view. New trees will be planted between the KOP and the project to the left of the existing tree seen in the center foreground of the view. Therefore, it is expected that as seen from this shoreline trail viewpoint, much of the project will be substantially screened when the new landscaping matures.

8.13.2.3.4 KOP-4 Loma Avenue on Humboldt Hill

Figure 8.13-8 shows a “before” and “after” view from KOP-4, Loma Avenue on Humboldt Hill. This viewpoint is approximately three-quarters of a mile away and at an elevation over 100 feet higher than the project. Vegetation adjacent to the site and trees situated lower on the hill partially obscure views of the project. Similar views of the project site are available from other places on Humboldt Hill and east of Highway 101 (Figure 8.13-4d) where the existing power plant is visible.

As seen from this viewpoint, the project will appear smaller in scale and lower in height than the existing power plant facilities. Most of the project, including the engine hall building and the new tank, will be seen against the backdrop of shoreline vegetation, with the upper portions of the stacks visible against the backdrop of Humboldt Bay. The appearance of the new facilities will be similar to the visual character seen at the existing power plant site. In addition, the new structures will be similar in visual character to other industrial and commercial structures seen in the distance on the Samoa peninsula and bay shoreline. A comparison of the existing view and the visual simulation demonstrates that the introduction of the new facilities will represent an incremental visual change that would not substantially alter the character of views from KOP-4.

A comparison of the KOP-4 “before” and “after” views also illustrates the project-related tree removal. The existing power plant site facilities will become somewhat more visible due to the reduced amount of vegetation screening. The existing switchyard equipment, in particular, will become more visible in this view. Proposed project landscaping will replace and expand the amount of existing screening (compared to screening provided by trees seen in the KOP-4 existing view). Therefore, it is expected that as seen from this Humboldt Hill viewpoint, the project will be screened to a large extent, as the new landscaping matures.

8.13.2.3.5 KOP-5 Spruce Vista Point

KOP-5 is a view looking southwest from the Highway 101 Spruce Vista Point at Humboldt Hill Road, approximately a half-mile north of the project. Currently, this view encompasses open bay and coastal landscape including Buhne Point, with the existing Humboldt Bay

power plant seen near the center of the view. Roadway and open grassland appear in the foreground.

The Figure 8.13-9 visual simulation shows that from Spruce Vista Point the project will appear next to the existing power plant facility. The new stacks, tank, and portions of the engine hall building and radiators will be visible. For the most part, the new structures will be considerably lower and smaller in scale than the existing power plant facilities. A comparison of the existing KOP-5 view and visual simulation image demonstrates that the project will not obstruct open views of the bay that are currently available from the Highway 101 Spruce Vista Point. Overall, the introduction of the new low profile facilities will represent an incremental visual change to the existing power plant site appearance. This change would not substantially alter views experienced from the Spruce Vista Point.

A comparison of the “before” and “after” KOP-5 images conveys the change associated with proposed tree removal. As seen from the Spruce Vista Point, the removal of mature trees will not affect the view of existing power plant facilities; however, vegetation removal will reduce the amount of screening with respect to the proposed project. New project landscaping including native, evergreen trees and shrubs to be installed as part of the project will be designed to replace and expand the amount of existing screening (compared to the tree cover seen in the KOP-5 existing view). Therefore, it is expected that as seen from KOP-5, the project will be substantially screened as the new landscaping matures.

8.13.2.3.6 KOP-6 South Spit Wildlife Area

KOP-6 is a representative view from a trail at the South Spit Wildlife Area, located approximately one mile across Humboldt Bay from the project site. From many points along the South Spit, views are open across the bay; however, Red Bluff and other landforms, as well as vegetation, partially screen views of the plant site from these locations. Figure 8.13-10 shows a “before” and “after” view from KOP-6. The new stacks and upper portions of the engine hall building will be visible against the backdrop of the distant hillside. The new structures will appear considerably lower and smaller in scale than the existing power plant facilities seen in the center of the view. The non-reflective gray and cor-ten structures will be less reflective, and somewhat less noticeable, than some of the existing reflective roofing materials seen in the existing view. As seen from the South Spit Wildlife Area KOP, these visual changes will not be highly noticeable given the viewing distance and landscape backdrop.

The KOP-6 visual simulation also depicts the elimination of an existing plume seen at the site. This plume will be eliminated when the existing units cease operations. A comparison of the existing view and the visual simulation demonstrates that the introduction of the new facilities will represent an incremental visual change that would not substantially alter the character of views from KOP-6. Views of the project from the North Spit/Samoa peninsula would be similar to this KOP with the project appearing even smaller in relationship to the surrounding backdrop of mountains because of the greater viewing distance.

8.13.2.3.7 Light and Glare

Nighttime lighting currently operates at the site from dusk until dawn. Operation of the HBRP will require some new onsite nighttime lighting for safety and security purposes. The following measures will be incorporated into the project in order to reduce visibility of nighttime lighting. Lighting at the facility will be restricted to areas required for safety,

security, and operation. Exterior lights will be hooded, and lights will be directed downward onsite so that significant light or glare would be minimized. Low-pressure sodium lamps and fixtures of a non-glare type will be specified. For areas where continual lighting is not required for normal operation, safety, or security, switched lighting circuits will be provided, so that these areas will not be lighted at most times, minimizing the amount of lighting potentially visible offsite.

The new lighting associated with the HBRP will represent a minor incremental change that would not substantially alter existing nighttime lighting conditions at the site.

8.13.2.3.8 Construction

Construction activities associated with building the project would involve earthwork, and the use of heavy equipment to install structures as well as to remove existing structures. In addition, construction traffic would also be visible within the immediate site vicinity. It is expected that project construction would be completed within an approximately 18-month period. In conjunction with project construction, a temporary access road, approximately 24 feet wide, and a temporary parking area will be installed south of the intake canal. After project construction is complete, the access road and parking areas will be revegetated.

Project construction would be seen within the context of an existing power plant facility, where construction activity would generally not be particularly noticeable. Project construction would be visible from places along public roadways including King Salmon Avenue and Highway 101 and the shoreline trail; the temporary access road and construction parking area would likely be most noticeable when seen at close range along a limited segment of King Salmon Avenue. Cars or other vehicles parked at the two remote parking sites would also be visible along King Salmon Avenue. These effects would be short-term and temporary in nature and would not result in a substantial visual impact.

8.13.2.3.9 Impact Significance

The following discussion addresses questions regarding whether the HBRP's visual effects would be significant pursuant to CEQA criteria. The assessment of potential visual impacts is structured according to the criteria set forth in Appendix G of the CEQA Guidelines. The CEQA Guidelines define a "significant effect" on the environment to mean a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including objects of historic or aesthetic significance (14 CCR 15382)." The four questions related to aesthetics that are posed for lead agencies and the answers to them follow.

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

No. The project will be visible from the Highway 101 Spruce Vista Point, a slightly elevated overlook located about a half mile north of the project. As described below and demonstrated in Figure 8.13-9, the project would not have a substantial adverse effect on the public views currently experienced from the Spruce Vista Point.

Photo H on Figure 8.13-4b and KOP-5, Figure 8.13-9 are two views looking northwest and southwest, respectively, from the vista point. The southwest-oriented view includes the historic vista point marker and the highway in the foreground with open bay and both forested and developed shoreline landscape in the distance (Photo H). From this location, distant built features include the Evergreen Pulp Mill facility, located on the

Samoa peninsula, as well as existing buildings located along the Eureka waterfront. The HBRP project will not be seen within the vista point view shown in Photo H.

KOP-5 looks southwest toward the project site from the Spruce Vista Point. Currently this view encompasses open bay and coastal landscape including Buhne Point, with the existing Humboldt Bay power plant facilities seen near the center of the view. The KOP visual simulation shows that the project will be visible and will be seen within the context of the existing power plant facility. The new structures will appear considerably lower and smaller in scale than the existing power plant. A comparison of the KOP-5 existing view and the visual simulation demonstrates that the project will not obstruct open views of the bay that are currently available from the Highway 101 Spruce Vista Point. The KOP-5 simulation image also portrays proposed tree removal. As seen from the Spruce Vista Point, the removal of mature trees will not affect current views of existing power plant facilities; however, vegetation removal will reduce the amount of screening with respect to the new HBRP structures. Project landscaping including native, evergreen trees and shrubs will replace and expand the amount of vegetation screening (compared to the tree cover seen in the KOP-5 existing view). It is therefore expected that views of the project from the Spruce Vista Point will be substantially screened, as the new landscaping matures. Overall, the introduction of the new low profile facilities will represent an incremental visual change to the existing power plant site. This visual change would not substantially alter the views currently experienced by the public from the Vista Point.

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

No. The Project is not visible from a designated State Scenic Highway. However, it will be seen from a limited segment of Highway 101, which is an Eligible State Scenic Highway. In the project area, this roadway is a divided highway with two travel lanes in each direction. The posted speed limit is 65 miles per hour (mph). The duration of affected Highway 101 motorists' views is relatively brief and is expected to be several minutes or less given typical travel speeds. A relatively small number of cyclists using the highway would have slightly more sustained views of the project.

Motorists traveling north would perceive passing glimpses of the project, then a brief open, foreground view as represented by KOP-1 would occur along a very short segment of roadway near the site. Traveling south from Eureka, motorists would have a brief relatively unobstructed view of the project from a limited roadway segment. A relatively small number of cyclists using the highway in both directions would have slightly more sustained views of the project as they move at a slower speed. As described below and demonstrated in Figure 8.13-5, the project would not substantially affect the character of views experienced by travelers along the Highway 101 corridor.

KOP-1 (Figure 8.13-5) as well as Photos I, J and P present views of the project site taken from various points along Highway 101 in the project vicinity. Figure 8.13-5 depicts a relatively unobstructed foreground view of the HBRP as seen from northbound Highway 101. From this vantage point portions of the project including the stacks, the upper part of the engine hall building and the new tank will be visible at approximately one-quarter mile away. The simulation demonstrates that both the new building and

stacks will be lower in height than the existing power plant and stacks. The new tank (seen on the right) will be similar in scale and appearance to the existing tank that appears on the left side of the view. A comparison of the existing view and the visual simulation demonstrates that the project will not obstruct views of the bay that are currently available from this portion of the Highway 101 corridor.

A comparison of the “before” and “after” views from KOP-1 depicts the effect of the proposed tree removal. With respect to views from a limited segment of Highway 101, the removal of mature trees will reduce the level of visual screening. Consequently some of the existing power plant structures will become somewhat more visible. However, foreground vegetation located along the roadside will continue to provide a measure of screening. Photos I and J, also taken from northbound Highway 101, depict the substantial screening provided by roadside vegetation along northbound Highway 101, just south of the KOP-1 location (Figure 8.13-3). In addition, as part of the project new native, evergreen trees and shrubs will be installed to replace the non-native trees that are removed. Project landscaping will be designed to not only replace but increase the existing level of screening with respect to views of the site from Highway 101. It is expected that the views of the HBRP will be substantially screened as the new landscaping matures.

The simulation also depicts the elimination of a plume that is currently visible from Highway 101 under certain weather conditions. This plume will be eliminated when the proposed project becomes operational, and existing Units 1 and 2 cease functioning.

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

No. As described above and demonstrated in the KOP visual simulations the project would be seen within the context of an existing power plant facility that is an established element of the landscape setting. The new facilities will generally be substantially lower in height and smaller scale than the existing facilities.

A comparison of “before” and “after” images from six KOPs demonstrates that the project will not substantially obstruct open views of Humboldt Bay that are currently available from the project area. To varying degrees, the tree removal required for project construction will affect views from the surrounding area. However, new landscaping including native, evergreen trees and shrubs will be installed as part of the project. The new landscaping will be designed to not only replace but increase the level of screening with respect to views of the site. It is expected that the new landscaping will substantially screen views of site facilities as it matures. The HBRP would therefore represent an incremental visual change to existing visual conditions. This change would not substantially alter views of the site and surrounding area.

With respect to visible water vapor plumes, none are expected to be associated with the operation of the new reciprocating engine units. In addition, because existing Units 1 and 2 will cease functioning when the proposed project becomes operational, the plume that is currently visible will be eliminated.

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

No. As described above 8.13.1.2, nighttime lighting currently operates at the site from dusk to dawn. Existing lighting includes pole-mounted lighting fixtures and lighting at building entrances. In addition all levels of the 100-foot tall boiler structure are lighted.

The project will introduce a minor amount of new nighttime lighting at the site for safety and security purposes. Lighting will be directed onsite; it will be shielded from public view, and non-glare fixtures and use of switches, sensors, and timers to minimize the time that lights not needed for safety and security are on will be specified. These measures will substantially reduce the offsite visibility of project lighting. In addition, all new structures including permanent equipment and fencing will be treated or painted with a non-reflective finish so as to reduce potential glare effects. These changes will represent an incremental effect that would result in a substantial adverse impact on existing day or nighttime visual conditions.

8.13.3 Cumulative Impacts

The CEQA Guidelines (Section 15355) define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

In the project area, there is one reasonably foreseeable project- the decommissioning and demolition of Units 1, 2, and 3 at the project site. Removing these structures would noticeably alter the site’s appearance. The changes would be visible to the public from a variety of viewing locations including the six KOP views presented in Figures 8.13-5 through 8.13-10. It is expected that the visual effects associated with the HBRP being built and Units 1, 2, and 3 being demolished will include a reduction in the amount of visible building mass, stacks and equipment seen at the site. In addition as seen from some vantage points such as Highway 101 a potential increase in the availability of open views toward the coastal landscape of Humboldt Bay may occur. A decrease in visible nighttime lighting at the site may also result. From an aesthetic resources standpoint, these cumulative effects are considered beneficial.

Another reasonably foreseeable project is the construction of the ISFSI. This will not contribute to cumulative impacts, however, because of its low profile. The dry cask storage vault will be underground. Visible structures will be limited to a small security building and security fence.

8.13.4 Mitigation Measures

This analysis has documented that no significant visual impacts will result from implementation of the proposed project. Therefore, no mitigation measures are proposed.

However, the project will prepare and implement a landscape plan which will provide visual screening of the HBRP.

In addition, lighting at the facility will be restricted to areas required for safety, security, and operation. Exterior lights will be hooded, and lights will be directed downward onsite so that significant light or glare would be minimized. Low-pressure sodium lamps and fixtures of a non-glare type will be specified. For areas where continual lighting is not required for

normal operation, safety, or security, switched lighting circuits will be provided, so that these areas will not be lighted at most times, minimizing the amount of lighting potentially visible offsite. A Lighting Plan prior to ordering the exterior light fixture will be submitted to the appropriate agencies for review and/or approval.

8.13.5 Laws, Ordinances, Regulations and Standards

8.13.5.1 Introduction

Various plans, laws and ordinances were reviewed to determine their salience in evaluating the visual effect of the project. The discussion below identifies plans and policies relevant to visual quality that are potentially applicable to the project by plan, and identifies any potential conflicts with these policies. No federal visual resource LORS exist. However, visual resource and urban design concerns applicable to the project are addressed in the California Coastal Act (2006), the State Scenic Highways Program (1963), the Humboldt County Local Coastal Program (1982), the Humboldt County General Plan (1998), Humboldt County Zoning Code (2000), and the City of Eureka General Plan (1999).

Table 8.13-3 lists the plans and ordinances that are pertinent to the project. The specific provisions of each plan or ordinance that have potential relevance to the project are identified below.

TABLE 8.13-3

Laws, Ordinances, Regulations, and Standards Applicable to Humboldt Repowering Project Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
The California Coastal Act, 1976 (updated 2006)	To protect California's coastal resources and ensure public access to them	Section 8.13.5.2	Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219 (415) 904-5248
State Scenic Highways, 1963	To preserve and enhance the natural beauty of California	Section 8.13.5.3	California Department of Transportation District 1 1656 Union Street Eureka, CA 95501 (707) 445-6600
Humboldt County General Plan, 1998	To guide future physical development within the County	Section 8.13.5.4	Humboldt County Community Development Services Planning Division 3015 H Street Eureka, CA 95501 (707) 445-7541
Humboldt Bay Area Plan of the Humboldt County Local Coastal Program, 1982	To provide specific guidance under the California Coastal Act for Humboldt County and to ensure the aesthetic and access to the coast.	8.13.5.5	Humboldt County Community Development Services Planning Division 3015 H Street Eureka, CA 95501 (707) 445-7541

TABLE 8.13-3

Laws, Ordinances, Regulations, and Standards Applicable to Humboldt Repowering Project Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
Humboldt County Code Zoning Regulations, 2000	Establishes classes of zoning districts governing the use of land and placement of buildings and improvements. Includes setback and landscaping requirements. Applies to all project facilities.	8.13.5.6	Humboldt County Community Development Services Planning Division 3015 H Street Eureka, CA 95501 (707) 445-7541
City of Eureka, General Plan, 1999	To guide future physical development within the City	8.13.5.7	City of Eureka Community Development Department 531 K Street Eureka, CA 95501-1146 (707) 441-4160

8.13.5.2 Coastal Act

The 1976 Coastal Act establishes the California Coastal Commission's (CCC's) jurisdiction over the state's coastal zone, generally defined as the land and water area "extending inland 1,000 yards from the mean high tide line of the sea." The Coastal Act provides for protection of coastal visual resources, stating as follows:

The scenic and visual qualities of coastal areas will be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with surrounding areas, and where feasible to restore and enhance visual quality in visually degraded areas... (Section 30251).

The HBRP is located within 800 feet of the high tide line of the sea, and is therefore subject to the jurisdiction of the California Coastal Act. Humboldt County has an approved Local Coastal Program (LCP) for the King Salmon area and guidelines for visual resources specific to the site are found in the Humboldt County Local Coastal Program. Notwithstanding the LCP, however, the project site lies within the retained jurisdiction of the CCC because of its proximity to historical coastal wetlands. Applications for development permits in this area are therefore under the jurisdiction of the CCC rather than Humboldt County. The CCC, however, takes policies described in the LCP into consideration when conducting its review of development permit applications in this portion of the coastal zone (see Section 8.6, Land Use for further discussion).

8.13.5.3 California Scenic Highway Program

The State Scenic Highways program, a provision of the Streets and Highways code, was established by the Legislature in 1963 to preserve and enhance the natural beauty of California (Caltrans, 1996). The State Scenic Highway System includes highways that are listed either eligible for designation as scenic highways or have been designated as such. The

status of a state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives from Caltrans the designation. A city or county may propose adding routes with outstanding scenic elements to the list of eligible highway. Further action on the part of the local municipalities is required officially designate this highway.

There are no officially designated State Scenic Highways within the project viewshed. Interstate 101 is an eligible State Scenic Highway, however. Specific guidelines regarding the effect of the scenic highway designation on the visual impact of the project are described below in Section 8.13.5.4, the Humboldt County General Plan.

8.13.5.4 Humboldt Bay Area Plan of the Humboldt County Local Coastal Program

As directed by the CCC, Humboldt County prepared a county-specific plan regarding coastal resources. This plan, certified by the State Coastal Commission in 1982, includes a section on protecting visual resources in the county’s coastal area. The project site falls within the purview of the coastal program and is in the CCC’s jurisdiction, as described above.

The following summarizes Section 3.40, Visual Resource Protection, of the Local Coastal Program. This section provides detailed description regarding the value of outstanding views to the ocean and around the Humboldt Bay. Of particular relevance to the project site, the section describes views of the bay from Highway 101 that are of value to both daily commuters and tourists. Table 8.13-4 summarizes the provisions of the plan applicable to the HBRP.

This section of the LCP requires that no designated use be permitted that is not compatible with the physical scale of the development in the area plan and zoning for the subject parcel. The project is zoned “MC: Industrial/Coastal Dependent” and falls within the height requirements for this zoning district. Also, the project proposes a facility use that is the same as the current use of the rest of the site, and a height that is somewhat lower in height than existing uses (see also the Humboldt County Zoning Code).

This section also requires that projects protect natural landforms and features, including slopes and vegetation. The project utilizes a level portion of the site and does not propose significant additional grading or disruption of contours. The project construction will require a limited amount of tree removal. A landscape plan will be developed to mitigate this impact. The landscape plan will be designed to replace non-native trees that are removed with more ecologically appropriate species and to include new tree plantings to partially screen views of the project.

Maps in the County Area Plan (Humboldt Bay Area Plan Resource Protection Map), designate portions of Highway 101 north of the project as coastal view areas. The plan prohibits development that blocks any part of the view to the coast from these areas. However, views of the bay from these locations are those that are considered important, and although the project will be visible from these areas, the project does not obscure views of the bay.

Additionally, the LCP directs the Humboldt County Board of supervisors to prepare a Scenic Route Study for the section of Highway 101 from Arcata south to Fields Landing, an area that encompasses views of the project. No specific requirements are given for developments within this corridor, however. Concerns described in the LCP focus on billboard placement along this corridor. Because the project does not propose any signage adjacent to Highway 101, it would conform to this policy.

TABLE 8.13-4

Conformity with the Humboldt Bay Area Plan of the Humboldt County Local Coastal Program

Provision	Conformity
3.40. Visual Resource Protection	
<p>3.40.B.1 Physical Scale and Visual Compatibility</p> <p>No development shall be approved that is not compatible with the physical scale of development as designated in the Area Plan and zoning for the subject parcel....</p>	<p>Yes. The project is located at an existing power plant site and in an area zoned for industrial uses. The new facilities will be lower in height and smaller in scale than the existing facilities located on the site. See the Humboldt County Zoning Code (referenced below).</p>
<p>3.40.B.2 Protection of Natural Landforms and Features</p> <p>Natural contours, including slope, visible contours of hilltops and tree lines, bluffs and rock outcroppings, shall suffer the minimum feasible disturbance compatible with development of any permitted use, and the following standards shall at a minimum secure this objective.</p>	<p>Yes. The existing site is highly disturbed and relatively level. Only minimal grading is proposed within a developed area. No disturbance of natural contours will occur. The project will be located within the existing fence line on the site of existing structures.</p>
<p>3.40.B.2.a Under any permitted alteration of landforms during construction, mineral extraction or other approved development, the topography shall be restored to as close to natural contours as possible, and the area planted with attractive vegetation common to the region.</p>	<p>Yes. Minimal grading will occur and existing topography will be restored. A landscape plan will be developed using ecologically appropriate species. The new landscaping will provide visual screening and will integrate the project's appearance with its surroundings.</p>
3.40.B.4 Coastal View Areas	
<p>3.40.B.4.c.1 That the development does not block any part of the view to the coast or coastal waterways as viewed from public roads in a vehicle.</p>	<p>Yes. The project will not substantially block currently available views of the coast from public roads, including Highway 101, an eligible state scenic highway.</p>
<p>3.40.B.4.c.2 That the exterior design, lighting and landscaping combine to render the overall appearance compatible with the natural setting as seen from the road.</p>	<p>Yes. The project design will have a low profile and will use neutral colors in non-reflective surfaces selected to blend in with the surrounding visual setting. All lighting will be directed downward, on-site. A landscape plan will be developed using ecologically appropriate species.</p>
<p>3.40.B.4.c.3 That no development, other than landscaping, signs, utilities, wells, fences, and driveway for access to the public road where required, be located within 50 feet of the public road.</p>	<p>Yes. Proposed facilities other than an access road are set back from both Highway 101 and King Salmon Avenue at least 300 feet.</p>
<p>3.40.B.4.c.4 That all feasible steps have been taken to minimize the visibility of parking areas from the public road.</p>	<p>Yes. A landscape plan will be developed to help screen views of the project. HBRP staff will make use of the existing parking lot at the project site.</p>
<p>3.40.B.4.c.5 Exterior lighting shall be shielded so that it is not directed beyond the boundaries of the parcel.</p>	<p>Yes. All lighting will be directed downward on-site and exterior fixtures will be hooded.</p>
3.40.B.4.5 Highway 101 Corridor	
<p>The Humboldt County Board of Supervisors shall initiate the preparation of a Scenic Route Study pursuant to the adopted Scenic Highways Element of the Humboldt County General Plan for the portion of Highway 101 between Eureka and Arcata and that portion south of Fields Landing inclusively.</p>	<p>Yes. No specific requirements at this time.</p>

8.13.5.5 Humboldt County General Plan, Volume 1: General Framework Plan

Section 3540 through Section 3542 of the Humboldt County General Plan sets forth goals, policies and standards addressing Scenic Highways in the county. It recommends establishing a countywide scenic route system; however, it does not designate specific eligible routes. Given that Highway 101 has been identified as an eligible state scenic highway, it is possible that the portion of the road adjacent to the site will come under this jurisdiction. Specific requirements of the General Plan discuss using natural materials including berms and plant materials to screen structures. A landscape plan will be developed including plant materials to facilitate screening the project and to mitigate the effect of tree removal. Table 8.13-5 summarizes the General Plan sections pertaining to aesthetic resources in the project area.

TABLE 8.13-5
Conformity with the Humboldt County General Plan

Provision	Conformity
3540 Goals	
3540.2 Conserve, enhance, and protect scenic resources observable from scenic routes.	Yes. As demonstrated by visual simulations in Figures 18.3-5 and 8.13-9 and described above, the HBRP will not have a substantial adverse effect on views from Highway 101, an Eligible Scenic Highway.
3542 Standards	
3542.4 Buildings and landscaping shall be designed and located on the site to create a harmonious visual relationship with surrounding development and the natural terrain and vegetation.	Yes. The proposed project is located within the site of an existing power generating facility and the new structures will be lower in height and smaller in scale than the existing facility. The project will not disturb existing natural landform. A landscape plan will be designed to partially screen views of the project using ecologically appropriate plant material.
3542.4.A Existing topography, vegetation and scenic features of the site shall be retained to the maximum extent possible and incorporated into the proposed development.	Yes. A limited number of existing trees which are non-native species will be removed. A landscape plan will be developed using native, ecologically appropriate plant material. The project is located on a relatively level site with existing development and will not significantly change the landform.
3542.4.B Structures and signs shall be limited in height, bulk, and siting to prevent visual competition with or dominance of existing land forms, vegetation, water bodies, or adjoining structures.	Yes. The project is significantly lower in height than the existing structures situated at the site. The project does not propose the installation of new, large-scale signs.
3542.5 Structures, signs, and plant materials shall be constructed, installed and planted to complement, enhance, and retain scenic views. Vegetative screening shall be used where needed to prevent significant intrusion or degradation of public views.	Yes. A landscape plan will be designed to partially screen views of the project using ecologically appropriate plant material.
3542.7. Potentially unsightly features such as parking lots, etc. shall be located in areas not visible from the Scenic Route. Where it is not possible to locate such features out of view, they shall be effectively and expediently screened from view by planting and/or fences, walls, or berms. Screening shall utilize primarily natural materials rather than solid fencing, preferably vegetation in conjunction with low earth berms.	Yes. A landscape plan will be developed using native, ecologically appropriate plant material for visual screening. Parking will be screened from public view.

8.13.5.6 Humboldt County Zoning Code

The Humboldt County Zoning Code does not have specific requirements regarding visual quality; however, it does include height requirements for developments that are related to the visual impact of projects. Under the Humboldt County Zoning Code, the project is designated as MC or Industrial/Coastal Dependent. The Zoning Code requires a maximum height of 50 feet, plus 1 foot for each foot of front yard setback over 50 feet, up to a maximum of 75 feet. The tallest structures of the project are the stacks which are approximately 75 feet high. However, these are set back more than 300 feet from the nearest edge of the property on the east of the site, and further from other property edges. The specific zoning designation for the site (MC) is a Combined Zone and development regulations of the Principal Zone apply in the Combined Zone. Setbacks for the principal zone, MG Industrial General, require a fifty-foot front and rear yard setback and a 25-foot side yard setback. The project meets these standards, as it is set back at least 300 feet from the nearest property edge. Table 8.13-6 documents the HBRP's conformity with the Humboldt County Zoning Code.

TABLE 8.13-6
Conformity with the Humboldt County Code Zoning Regulations (2000)

Provision	Conformity
313-3.4 MC: Industrial/Coastal-Dependent	
Minimum Yard Setbacks:	Yes. See Industrial General.
Front: Front yard setbacks in the MC zone district shall be as designated by the Development Standard Combining Zone regulations.	
Rear: Rear yard setbacks in the MC zone district shall be as designated by the Development Standard Combining Zone regulations.	
Side: Side yard setbacks in the MC zone district shall be as designated by the Development Standard Combining Zone regulations.	
Maximum Structure Height: Fifty feet (50') plus one foot (1') for each foot of front yard setback over fifty feet (50') to a maximum of seventy-five feet (75').	Yes. The maximum structure height is 75 feet for the stacks, and this is set back from property edges a minimum of 300 feet in any direction.
313-3.3 MG: Industrial General	
Minimum Yard Setbacks:	Yes. The project is set back from the property line a minimum of 300 feet in any direction.
Front: Fifty feet (50').	
Rear: Fifty feet (50').	
Side: Twenty-five feet (25').	

8.13.5.7 City of Eureka, General Plan

As shown in the general plan maps for the City of Eureka and discussed in the Land Use Section 8.6, although outside the city limits, the project falls within the sphere of influence of Eureka. The General Plan addresses visual quality issues in goals and policies under "View Corridors." The plan recommends maintaining and expanding views of the waterfront and inner harbor from public streets and other public spaces (City of Eureka 1999, p. 1-16). The project does not substantially affect views of the waterfront. In particular, the project does not interfere with views of the water as seen from the shoreline trail because the trail is

located between the project and the shoreline. Table 8.13-7 documents the HBRP's conformity with the City of Eureka General Plan.

TABLE 8.13-7
Conformity with the City of Eureka General Plan

Provision	Conformity
View Corridor	
Goal 1.H: To establish and expand views of the waterfront, inner harbor, and landmark buildings from public streets and other public spaces	Yes. The project does not interfere with views of the waterfront from public spaces. The shoreline trail is located between the project and the waterfront.
Policy 1.H.1: The City shall promote unobstructed view corridors to the waterfront from public streets and other public spaces through careful building siting and effective tree maintenance.	Yes. Structures proposed by the project do not interfere with views of the waterfront from public spaces.

8.13.6 Permits Required

The required permit that would be required that is of the most direct relevance to visual resource issues is the Coastal Development Permit by the California Coastal Commission. The CEC, however, has sole land use jurisdiction in California over thermal projects over 50 MW, and this jurisdiction has been recognized in the California Coastal Act, by the requirement that the CCC prepare a staff analysis, under Section 30413(d) of the California Coastal Act, in lieu of a Coastal Development Permit. Table 8.13-8 lists permits related to visual resources that would be required, but for the CEC's jurisdiction.

TABLE 8.13-8
Visual Resources-Related Permits Needed

Permit or Approval	Schedule	Agency Contact	Applicability
30413(d) Report	Prior to CEC Evidentiary Hearings	California Coastal Commission	Report is for power plants before the CEC pursuant to Coastal Act §30413(d) in lieu of a Coastal Development Permit
Building Permit for New Structures	Prior to construction	Humboldt County Building Department	Improvements and new structures

8.13.7 Agencies Involved and Agency Contacts

Table 8.13-9 lists the agency contact names and phone numbers.

TABLE 8.13-9
Involved Agencies and Agency Contacts

Agency	Contact/Title	Telephone
California Coastal Commission Energy and Ocean Resources Unit	Tom Luster Environmental Specialist	(415) 904-5248
Humboldt County Community Development Services Department, Planning Department	Steve Werner, Director of Planning	(707) 445-7541

8.13.8 References

California Coastal Conservancy. 2003. *Completing the California Coastal Trail (report and maps)*. Oakland, California. January. Online at: <http://www.coastal.ca.gov/>.

California Department of Transportation (Caltrans). 2005. Traffic Volumes, Truck Traffic and Ramp Volumes. Accessed on July 10, 2006, from <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.

California Department of Transportation (Caltrans). 1996. *Guidelines for the Official Designation of Scenic Highways*. Online: <http://www.dot.ca.gov/hq/LandArch/scenic/shpg2.htm>. Site visited on July 17, 2006.

The California Coastal Act. 2006. Online at: <http://www.coastal.ca.gov/coastact.pdf>. Site visited on July 17, 2006.

City of Eureka, General Plan. Adopted February 27, 1997. As amended through February 23, 1999. Online at http://www.ci.eureka.ca.gov/depts/cd/departments_library.asp. Site visited on July 17, 2006.

Humboldt County General Plan, Volume 2, Eureka Community Plan. April 25, 1995. Online at <http://www.co.humboldt.ca.us/planning/Genplan/Eureka/Index.htm>. Site visited on July 17, 2006.

Humboldt County General Plan, Volume 1: General Framework Plan. 1985. As amended through 1998. Online at http://www.co.humboldt.ca.us/planning/planning_library.asp. Site visited on July 17, 2006.

Humboldt County Planning Department. *Humboldt County Code Zoning Regulations*. July 6, 2000. Online at: http://www.co.humboldt.ca.us/planning/planning_library/Zoning.pdf

LEGEND

- ★ Humboldt Bay Powering Project Location
- City Boundary
- Eligible State Scenic Highway

0 4,750 9,500 Feet
Scale: 1:114000

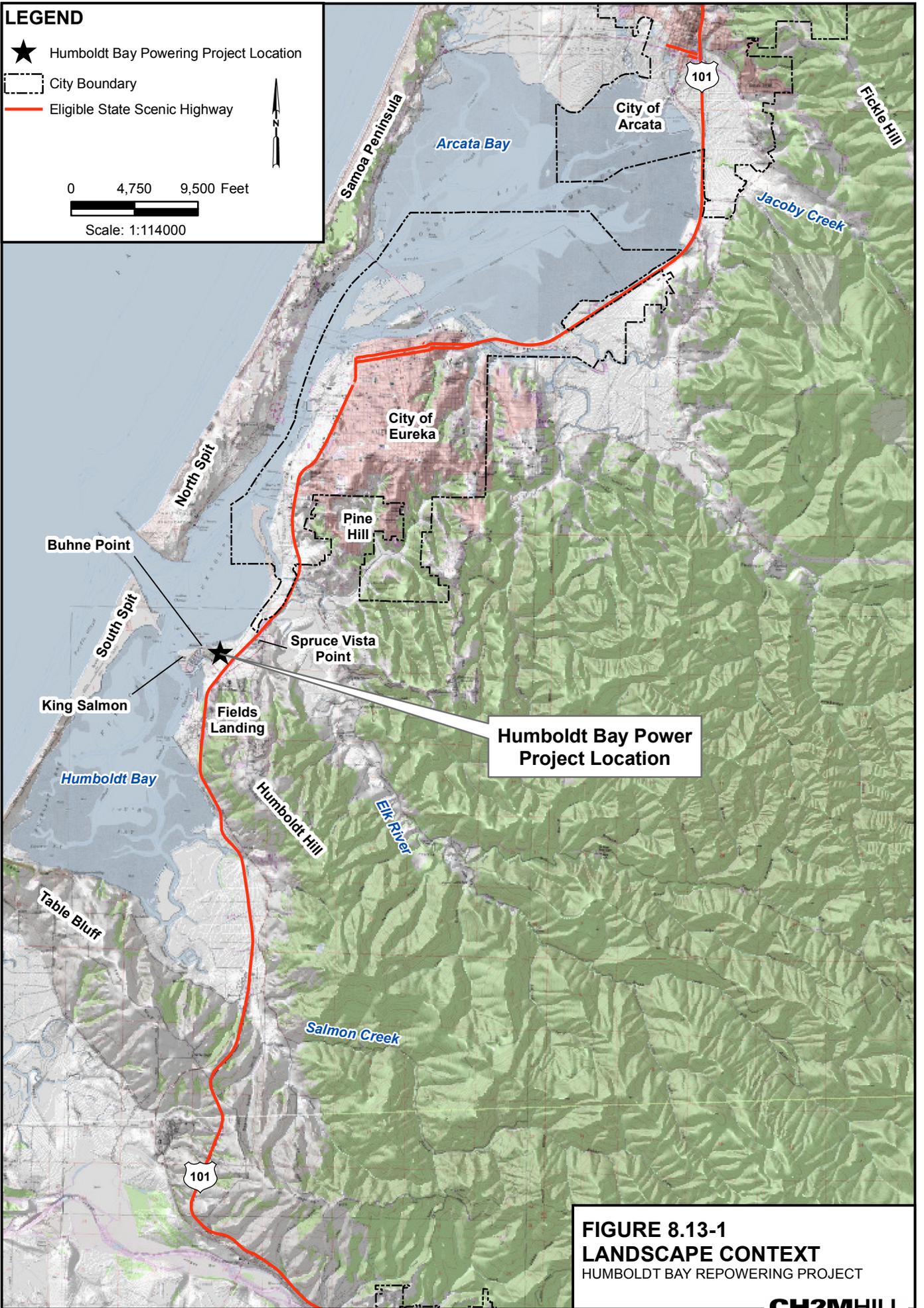


FIGURE 8.13-1
LANDSCAPE CONTEXT
HUMBOLDT BAY REPOWERING PROJECT



Looking south

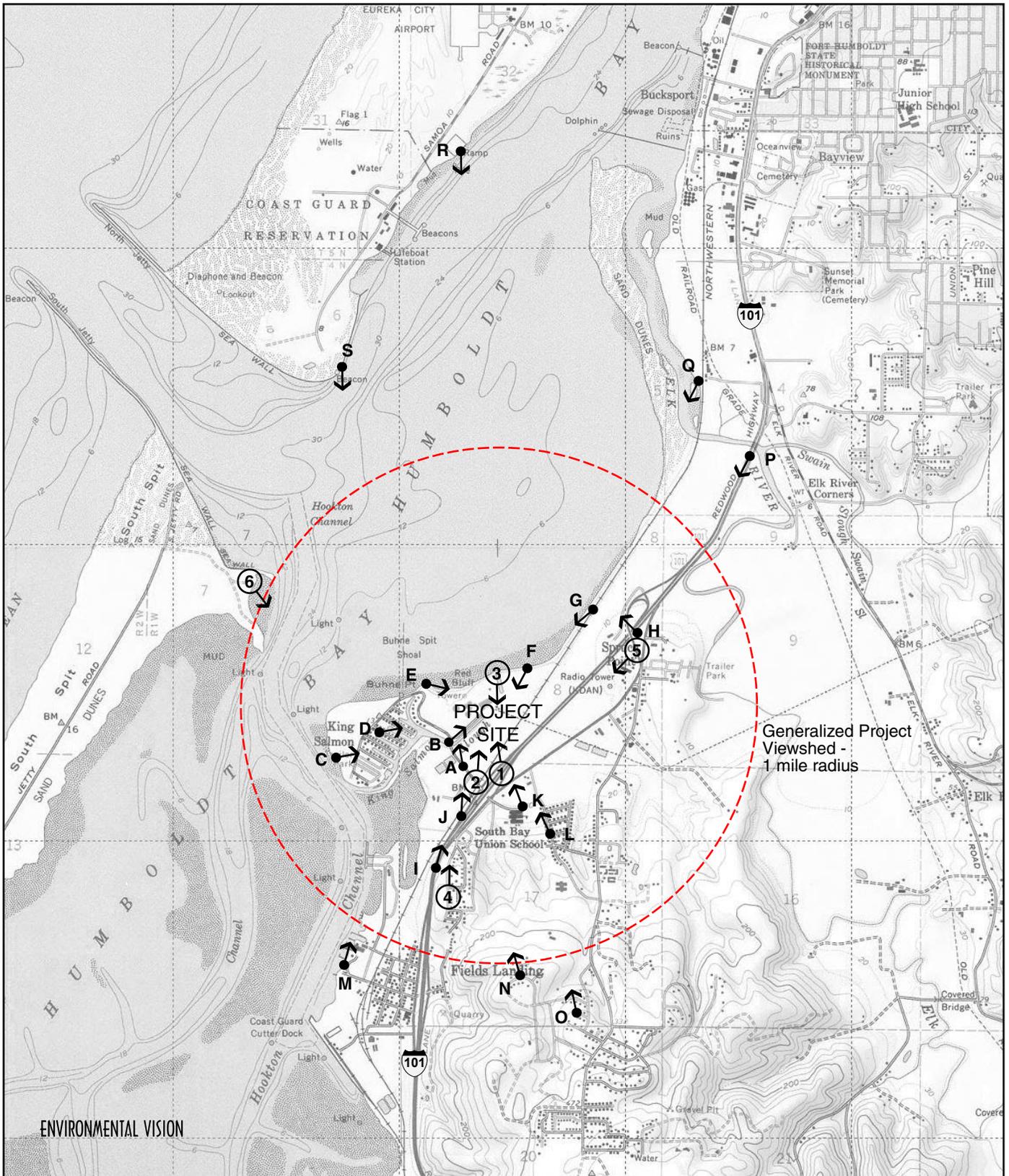


Looking southwest



Looking northeast

FIGURE 8.13-2
AERIAL VIEWS OF THE SITE AND SURROUNDINGS
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



ENVIRONMENTAL VISION



0 2,000 feet

- ⑧** → Key Observation Point (KOP)/ Simulation Viewpoint
- A** → Visual Character Photo Viewpoint (Refer to Figure 8.13-4)

FIGURE 8.13-3
SITE VISIBILITY AND PHOTO
VIEWPOINT LOCATIONS
 HUMBOLDT BAY REPOWERING PROJECT
 HUMBOLDT COUNTY, CALIFORNIA



A. King Salmon Avenue looking north



B. King Salmon Avenue Bridge looking northeast



C. King Salmon Marina looking northeast



D. Crab Street near Buhne Drive (King Salmon) looking northeast

FIGURE 8.13-4a
PHOTOS OF THE SITE AND SURROUNDING AREA
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



E. Shoreline trail on PG&E property looking east



F. Shoreline trail looking southwest



G. Shoreline at railroad easement looking southwest



H. Spruce Vista Point (Highway 101) looking northwest

FIGURE 8.13-4b
PHOTOS OF THE SITE AND SURROUNDING AREA
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



I. Northbound Highway 101 looking northeast



J. Northbound Highway 101 looking north



K. South Bay Union School Site looking northwest



L. Purdue Drive looking northwest

FIGURE 8.13-4c
PHOTOS OF THE SITE AND SURROUNDING AREA
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



M. Fields Landing shoreline looking north



N. Hilltop Drive (Humboldt Hill) looking northwest



O. Norman Court (Humboldt Hill) looking northwest

FIGURE 8.13-4d
PHOTOS OF THE SITE AND SURROUNDING AREA
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



P. Southbound Highway 101 looking southwest



Q. Shoreline Trail looking southwest



R. Samoa Boat Ramp County Park looking south



S. Samoa Dunes Recreation Area looking south

FIGURE 8.13-4e
PHOTOS OF THE SITE AND SURROUNDING AREA
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



Existing View from Highway 101 northbound looking north



Visual Simulation of Proposed Project

NOTE: Simulation does not portray new project landscaping

For viewpoint location refer to Figure 8.13-3

FIGURE 8.13-5
EXISTING VIEW AND VISUAL SIMULATION
FROM NORTHBOUND HIGHWAY 101 - KOP1
 HUMBOLDT BAY REPOWERING PROJECT
 HUMBOLDT COUNTY, CALIFORNIA



Existing View from King Salmon Avenue near Highway 101 looking north



Visual Simulation of Proposed Project

NOTE: Simulation does not portray new project landscaping

For viewpoint location refer to Figure 8.13-3

**FIGURE 8.13-6
EXISTING VIEW AND VISUAL SIMULATION
FROM KING SALMON AVENUE - KOP2**

HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



Existing View from shoreline trail looking south across Discharge Canal



Visual Simulation of Proposed Project

NOTE: Simulation does not portray new project landscaping

For viewpoint location refer to Figure 8.13-3

**FIGURE 8.13-7
EXISTING VIEW AND VISUAL SIMULATION
FROM SHORELINE TRAIL - KOP3**

HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



Existing View from Loma Avenue looking north



Visual Simulation of Proposed Project

NOTE: Simulation does not portray new project landscaping

For viewpoint location refer to Figure 8.13-3

**FIGURE 8.13-8
EXISTING VIEW AND VISUAL SIMULATION
FROM LOMA AVENUE - KOP4**

HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



Existing View from Spruce Vista Point (Highway 101) looking southwest



Visual Simulation of Proposed Project

NOTE: Simulation does not portray new project landscaping

For viewpoint location refer to Figure 8.13-3

**FIGURE 8.13-9
EXISTING VIEW AND VISUAL SIMULATION
FROM SPRUCE VISTA POINT - KOP5**

HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA



Existing View from South Spit Wildlife Area looking southeast



Visual Simulation of Proposed Project

For viewpoint location refer to Figure 8.13-3

FIGURE 8.13-10
EXISTING VIEW AND VISUAL SIMULATION
FROM SOUTH SPIT WILDLIFE AREA - KOP6
HUMBOLDT BAY REPOWERING PROJECT
HUMBOLDT COUNTY, CALIFORNIA