

- 75 (40.3 percent) will be affected less than 1 hr/yr;
- 87 (46.7 percent) will be affected 1-10 hrs/yr;
- 16 (8.6 percent) will be affected 11-20 hrs/yr; and
- 8 (4.3 percent) will be affected 21-30 hrs/yr.

None of the 186 studied shadow receptors located within 10 rotor diameters would be impacted more than 30 hours per year.

The shadow flicker analysis presents a highly conservative assessment of potential flicker impact. This assessment simply identifies the total time a shadow could fall on the exterior of studied structure. The analysis does not consider whether or not a window exists on the impacted side of a structure that might result in a period of shadow flicker on the interior of a building, or whether site screening might prevent impacts even where a window with the proper orientation exists. Given the conservatism of the study, and the low levels of impacts projected, no adverse impact associated with shadow flicker is expected to result from the currently proposed project. The most impacted residences will not experience more than 30 hours per year of impact. For residences where there are intermittent shadow flicker impacts, is greatest, such impacts might be considered an annoyance by some, or might be unnoticed by others.

Aviation Obstruction Lighting:

The United States Department of Transportation Federal Aviation Administration (FAA) requires red flashing aviation obstruction lighting be placed atop the nacelle of many project turbines to assure safe flight navigation in the vicinity of the Project. The currently proposed Project will reduce the number of aviation obstruction lights necessary. Only 34 illuminated turbines will be necessary for the Current 53-turbine project (see Exhibit 3.8.4).

Compliance with FAA regulations would have required approximately 50 turbines be illuminated under the Original 96-turbine Project.

Exhibit 3.8.4 – Approved FAA Lighting Plan

