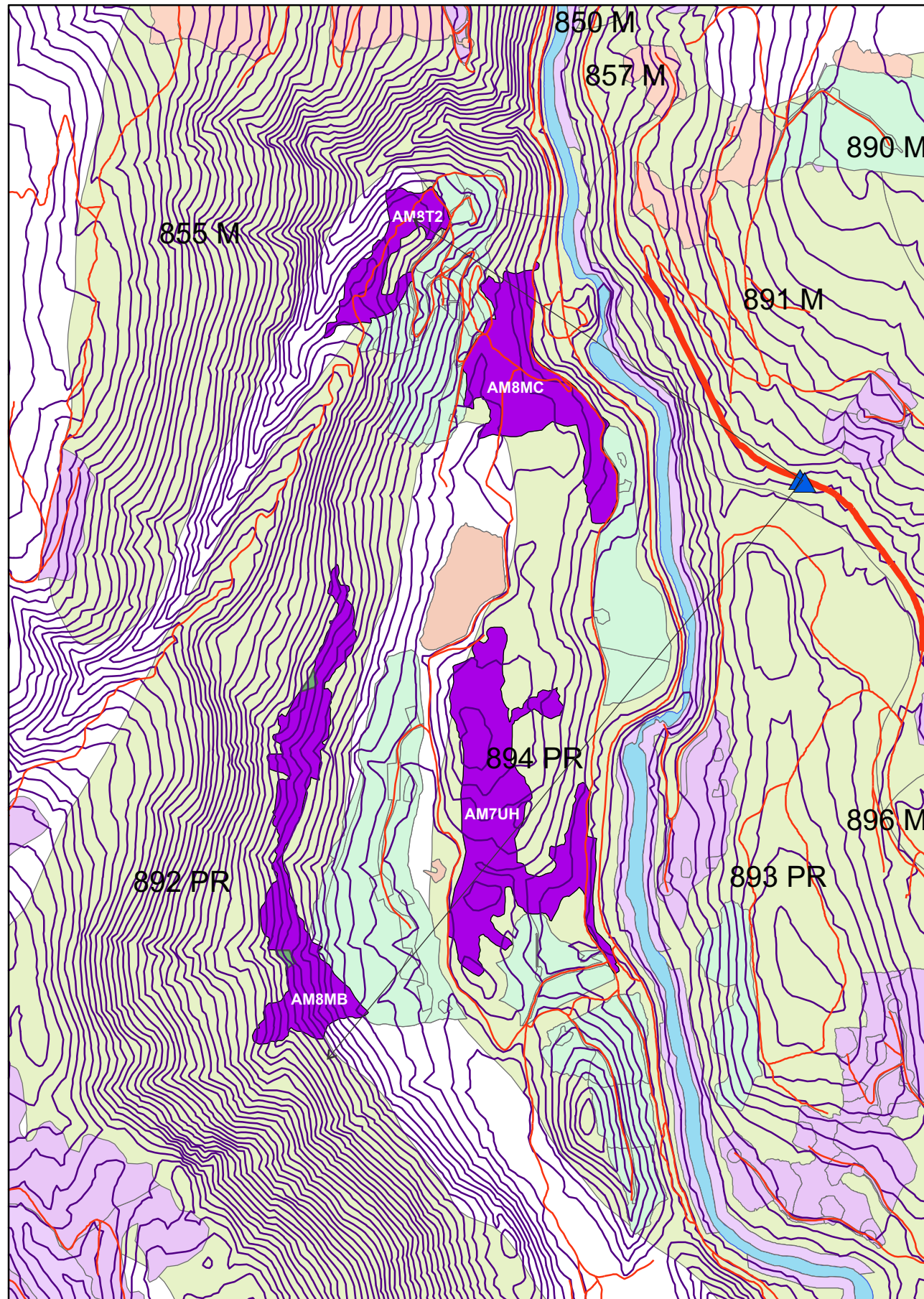







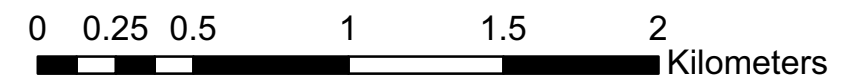
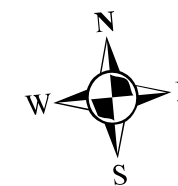


**Berry-Messiter FL A93635
 Visual Impact Assessment
 and
 Leave Patch Design Recommendation
 RDI Resource Design Inc
 January 2, 2016
 Preliminary Assessment
 Cutblocks AM8MB, AM8MC, AM8T2, AM7UH**



Legend

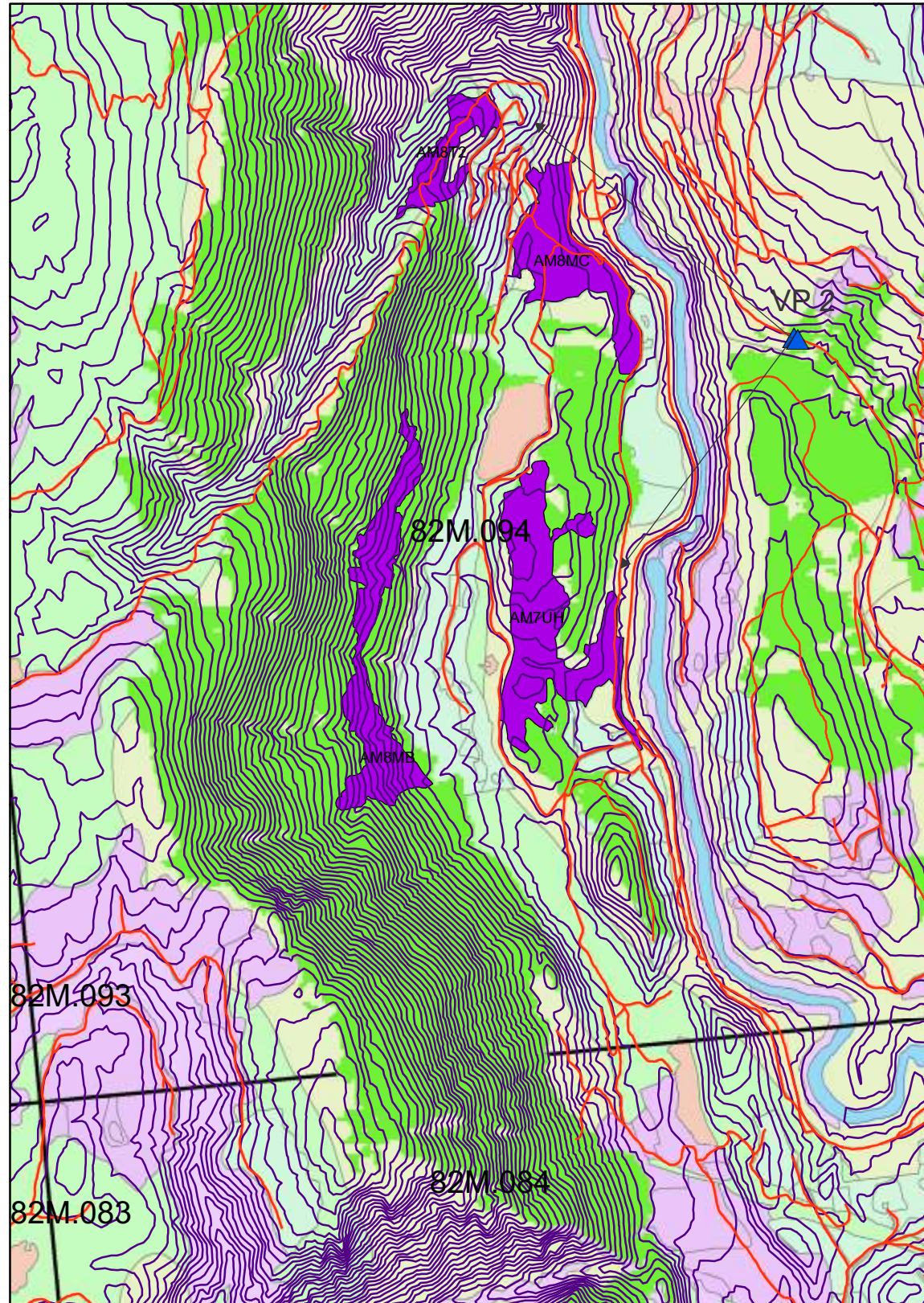
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-  Highway
-  Road_Clip
-  Contours
-  AM8MB-RDIleave
-  A93635-2015
-  VQO_Clwtr












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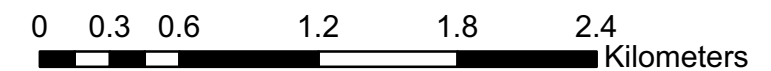
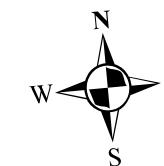
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Legend

-  BCGS_grid20K
-  A93635-2015
-  AM8MB-RDIleave
-  MessiterPhotoPoints2015
-  Road_Clip
-  Contours
-  Not Visible
-  Visible
-  TRIM_Transportation

Viewshed



**RDI Resource Design Inc Visual Assessment
BCTS FL A93635, Cutblocks AM8MB, AM8T2, AM8MC and AM7UH**

RDI Resource Design Inc was requested to assess FL A93635, cutblocks AM8MB, AM8T2, AM8MC and AM7UH under the current annual contract PD15TEB003. A field tour was conducted October 8, 2015 to discuss the project with field personnel and collect photography. A data package was provided to RDI by BCTS on December 1st, 2015.

The cutblocks are in the middle ground on two landforms located 2.0 km to 3.3 km away from a transitory Highway 5 viewpoint near a rest-stop where there is no viewing opportunity. The landforms are labelled VLI Polygons 892 and 894. Both have an established VQO of Partial Retention (PR). PR means an alteration of a forest landscape resulting from the presence of cutblocks or roads, such that, when assessed from a viewpoint that is representative of significant public viewing opportunities, the alteration is (a) easy to see, (b) small to moderate in scale, and (c) has a design that appears natural and is not angular or geometric.

The viewing opportunities towards the cutblocks are brief while driving along Highway 5, intermittent due to roadside screening, peripheral, away from the direction of travel in both directions, and will be lower down and somewhat difficult to see due to roadside screening except from gaps in the trees along the highway. The main opening, AM8MB in polygon 892 (PR), is 2 km long and sinuous on the landform. A small part of AM7UH will show below AM8MB. The cutblock is on a separate landform, polygon 894 - on a small hill which screens most of the cutblock. AM8T2 is located at the north end of polygon 892, and may be seen focally while travelling northward on Highway 5 from Viewpoint 2 and, for a brief period, north of the rest-stop (VP4 in the simulations sheet). AM8MC, located in polygon 894, is predicted to remain unseen and therefore is likely to be non-visually sensitive (NVS).

Percent alteration calculation from Viewpoint 2 near the rest-stop shows that polygon 892 will be altered by just over 6% with most attributed to AM8MB and a small amount by AM8T2. The much smaller polygon 894 by will be altered by 5% by AM7UA. Both landform will be within the PR limit of 7%.

The image sheets provide the opportunity to compare the photography with the 3-D model prepared by RDI. It should be noted that the model reveals somewhat lower and less dense tree cover than one of the photos reveals. The model was purposefully made with lower trees beside the road for easier examination of the alteration. Visibility is likely more exaggerated than it will be in reality from most viewing opportunities, and can be considered to be "worst-case".

There are noticeable topographic/geologic variations within the main 892 landform, particularly the major draw leading from the height of land which cuts through the southern part of AM8MB. The design of AM8MB responds appropriately to this strong visual force by expanding upwards into the concavity. The shape of AM8MB also appears to respond adequately to the more subtle visual forces across the landform.

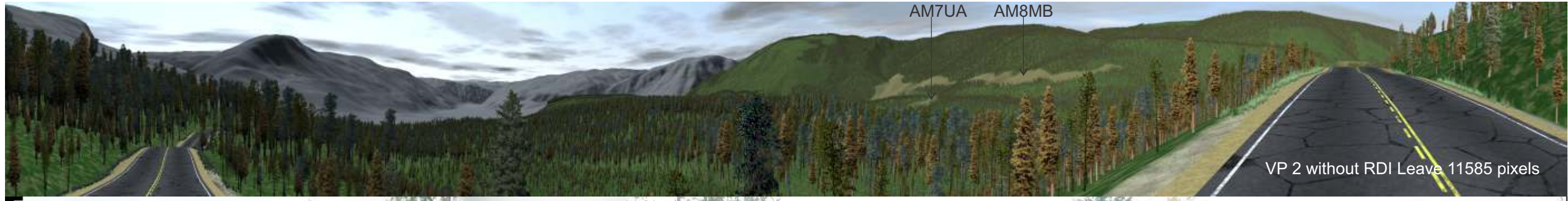
The block is currently segmented into two distinct parts caused by the narrowing of the gap between top and bottom, visually. RDI has recommended two small leave patches to break the overall linearity by closing (or nearly closing, as possible) the gap in AM8MB at two additional locations in the block to give the block 4 visually distinct units with visual force lines running through the breaks. The changes as currently suggested by RDI are 0.31 ha and 0.38 ha in extent. Additional closure can be quite easily achieved by expanding the leave patches downwards. Recommended design changes are subject to field feasibility.

AM8T2 in the same polygon follows the upper end of the landform's ridgeline and fits well. AM7UH flows quite naturally-looking down from the low ridge of polygon 894.

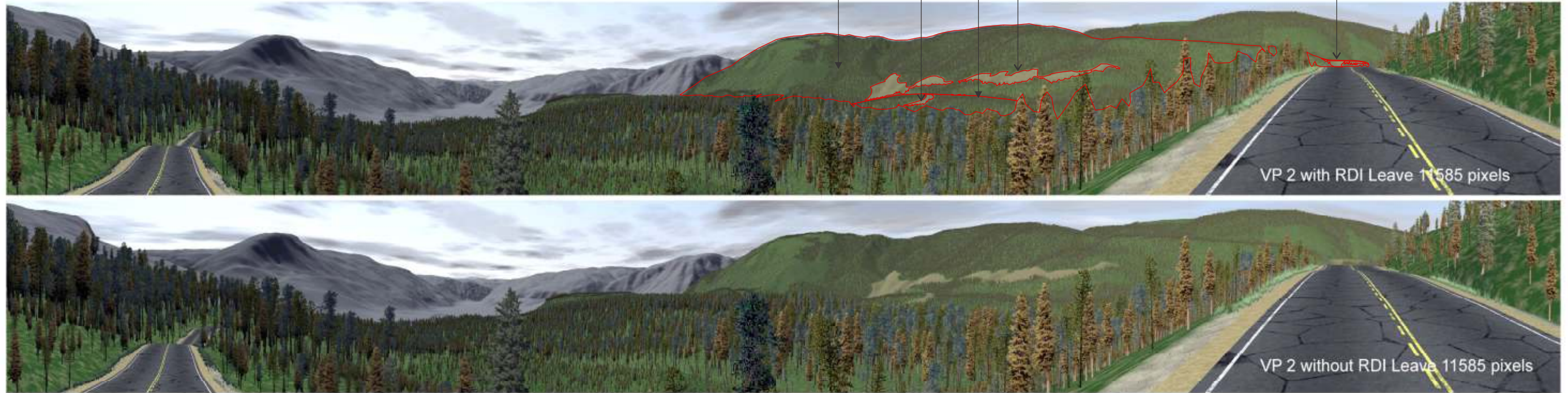
In conclusion, the cutblocks proposed by BCTS in FL A93635 appear to have the capability of meeting the PR VQO provided there are minor adjustments implemented as suggested by RDI. RDI has considered the restricted and brief viewing opportunities and the slight exaggeration of the simulations in comparison with the overall viewing opportunities in reaching this conclusion.



Ken B. Fairhurst, PhD, RPF
RDI Resource Design Inc
January 2, 2016



VLI_Poly_No 892 VLI_Poly_No 894
 AM7UA AM8MB AM8T2 (AM8MC NVS)



Name	AREA in Perspective View	%Alt VLI
VLI_Polygon_No 892	2419.65	
VLI_Polygon_No 892	17040.13	
VLI_Polygon_No 892	1278480.64	
Sum VLI_Polygon_No 892	1297940.43	
AM8MB-1	32696.60	2.52%
AM8MB-2	41493.47	3.20%
Sum AM8MB	74190.07	5.72%
AM8T2-1	5159.43	0.40%
AM8T2-2	16.68	0.00%
Sum AM8T2	5176.12	0.40%
Sum Alt VLI #892 (AM8MB+AM8T2)	79366.19	6.11%
VLI_Polygon_No 894	90179.70	
AM7UA-1	4289.26	4.76%
AM7UA-2	32.77	0.04%
AM7UA-3	20.81	0.02%
AM7UA-4	58.09	0.06%
AM7UA-5	70.77	0.08%
AM7UA-6	32.02	0.04%
Sum /Alt VVLI #894 (AM7UA)	4503.72	4.99%

Percent Alteration without RDI leave areas in polygon 892 will be slightly greater

Berry-Messiter A-93635 Preliminary AM8MB, AM8MC, AM8T2, AM7UH