

**Stratton FL A53091 and A93882
Visual Impact Assessment
RDI Resource Design Inc
March 6, 2016
Updated March 20, 2016 with AM8UB**

Legend

- A93882_blk_shapes_from_TRM_Nov_25_2015
 - A93882_AM8UB_rd
 - A53091Stratton
 - A93882_AM8UB_blk
 - AM8UA_RDI_Leav_Suggestion
 - RSLTFC-1-A53091-1
 - A93882_Nov_25_WTRAs_from_TRM
 - Viewpoints
 - Stratton_Road_Clip
 - MessiterPhotoPoints2015
 - Highway
 - Road_Clip
 - AM7UH_NHZ
 - AM7UH_WTRA
 - AM8M8_WTRAS
 - AM8MC_NHZ
 - AM8T2_WTRAS
 - AM8MB-RDleave
 - A93635-2015
 - TRIM_Waterlines
 - BCGS_grid20K
 - <all other values>
- REC_EVQO_CODE**
- M
 - PR

Stratton

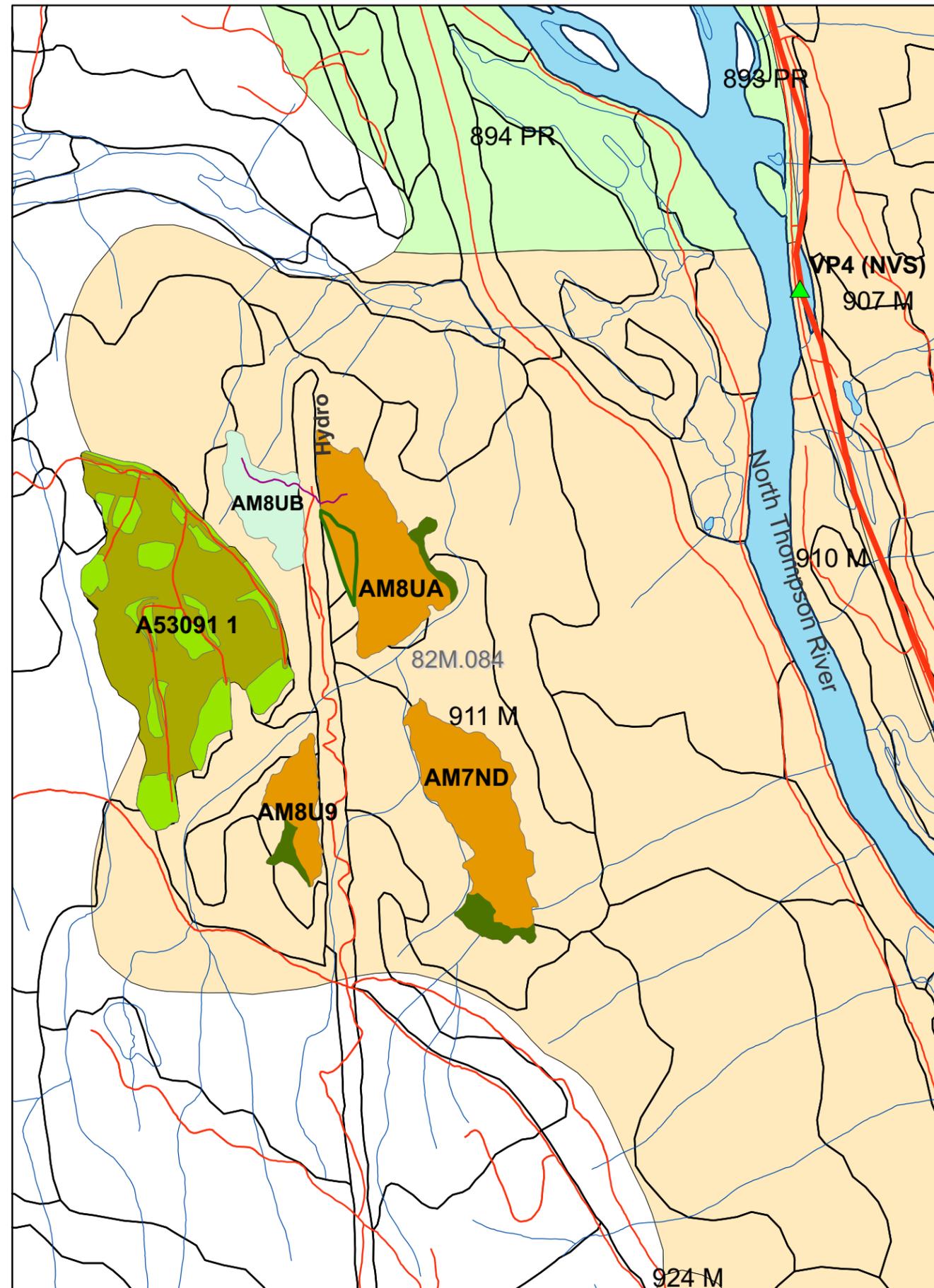
— see Berry-Messiter VIA 160107

Stratton



Stratton Main Map with Viewpoints (see close-up next page)

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Berry-Messiter
See 160107 VIA
and
previous map



Stratton Close-up Map with AM8UB Update

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	VP2 Percent Alteration Update UM8UB
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**RDI Resource Design Inc Visual Assessment - Stratton
BCTS FL A53091 Cutblock 1 and A93882 Cutblocks AM8U9, AM8UA,
AM7ND with update to include AM8UB**

RDI Resource Design Inc was requested to assess FL A53091 Cutblock 1 and A93882 Cutblocks AM8U9, AM8UA, and AM7ND under the current annual contract PD15TEB003. An additional cutblock, AM8UB was added in late March, 2016. field tour was conducted October 8, 2015 during which time photographs were taken of the project area, although the project area was not discussed nor made known to RDI at that time. The purpose of the discussion at that time was the Berry-Messiter project which could be seen from the same viewpoint (VIA completed January 7, 2016). While seen from the same viewpoint, the Berry-Messiter cutblocks are several major landforms separate and have no direct influence.

A data package was provided to RDI by BCTS for the Stratton project on February 25, 2016, with AM8UB arriving March 18th. The cutblocks are in the distant middle ground on a landform located 6.5 km to 7.8 km away from a transitory Highway 5 viewpoint 50 m from a rest-stop where there is no viewing opportunity due to road-edge vegetative screening. The landform is within VLI Polygon 911 which has an established Visual Quality Objective (VQO) of Modification (M). According to the Forest Planning and Practices Regulation, Modification 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 “very easy to see, and is large in scale and natural in appearance, or is small in scale with some angular characteristics”. Though not in the Regulations, the range of percent alteration in perspective (camera) view generally associated with Modification is 7.1% to 18%.

The viewing opportunities towards the cutblocks are brief while driving southwards along Highway 5, and are intermittent due to roadside screening. Commencing at the rest-stop at the top of the hill (Viewpoint 2), the hillside on which the cutblocks are to be located may be seen focally to tangentially for approximately 800 metres travelling south on Highway 5. The hydro transmission line located between the proposed cutblocks is presently an attracting feature on the landform, and serves as a reference for their location. Lower down, when travelling south, the hillside is obscured by roadside vegetation (Viewpoint 3) until the highway comes close to the North Thomson River (Viewpoint 4). At that point, only the transmission line pylons are briefly evident.

Where viewing is possible close to Viewpoint 2, the cutblocks will provide a pattern of openings on both sides of the power line. The largest opening, A53091-1 already contains an array of patch cuts within the block boundary harvested in 1998. The patch cuts are considered to be exhibiting visually effective green-up (VEG) given their age (18 years) and will contribute to the visual absorption of that block when it is further harvested, and will mitigate the straight lines and angularity in the block design.

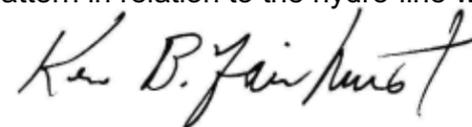
The other four cutblocks are smaller in scale and have good shape and create a visually interesting pattern in relation to A-53091-1. The cutblocks will also serve to divert attention away from the straight transmission line travelling up the hill. AM7ND and AM8U9 are small and organic in shape. AM8UB is also mainly organic-looking. Of the group of four, and other than A53091-1 which has the regenerating patch-cuts to soften its lines, only AM8UA and AM8UB have some angularity and a straight upper line. RDI designed a leave-patch for that block to break the upper line in AM8UA as it merges with the powerline. The distance in view, and conformity with the landform shape of the present layout suggest that the leave patch could be foregone. The leave patch is 1.2 ha in extent and makes little difference to the already acceptable percent alteration which is discussed in the next paragraph. RDI has explored the potential regardless, and advances it for finer aesthetic achievement of the already satisfactory visual impression that will be created by the development in relation to the powerline. With the addition of AMUB, the leave patch no longer seems necessary as A53091, AM8UB, and AM8AB have more-or-less consistent upper lines which together appear to parallel the ridgeline.

Percent alteration calculation from Viewpoint 2 near the rest-stop shows that the landform containing the cutblocks will be altered by just over 6% with most attributed to A53091-1 (1.8%). That extent is nearly equaled by that of the powerline (1.5%). The powerline has to be considered as an on-going alteration, given the clearing maintenance regime. Without the powerline, the percent alteration would be 4.25%. The RDI leave patch would have reduced the total alteration by just 0.1%.

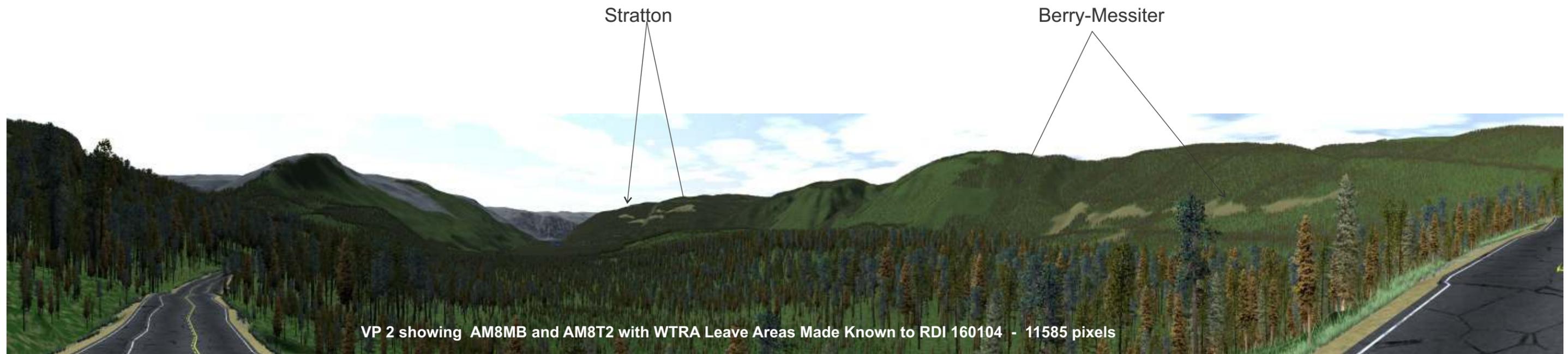
The image sheets provide the opportunity to compare the photography with the 3-D model prepared by RDI. Additional simulations were prepared from Viewpoint 3 – only a potential viewpoint if roadside clearing were to occur, and Viewpoint 4, where only a pinpoint of visibility of AM8UA is predicted. Neither of those views were subjected to percent alteration calculation, and are included for information only.

The visual lines of force are predominantly created by the skyline ridge and the powerline (drawing the eye straight up the hill to the break in the skyline). The cutblocks emulate the landform by being parallel with the skyline (A530091, AM8UA and AM8UB), and perhaps lead the eye away from the powerline, or by not having a strong influence (AM7ND, AM8U9) given their amorphous shape and small relative size. The overall pattern created by the cutblocks is sympathetic with the shape and variety in the landform.

In conclusion, the cutblocks proposed by for the Stratton landform appear to have the capability of easily meeting the Modification VQO as seen in distant middle ground from viewing opportunities travelling south along Highway 5 from the rest-stop at Viewpoint 2 for about 1km. The blocks create a favourable pattern in relation to the hydro-line which diminishes the effect of the line itself.



Ken B. Fairhurst, PhD, RPF
RDI Resource Design Inc
March 20, 2016



VP 2 showing AM8MB and AM8T2 with WTRA Leave Areas Made Known to RDI 160104 - 11585 pixels

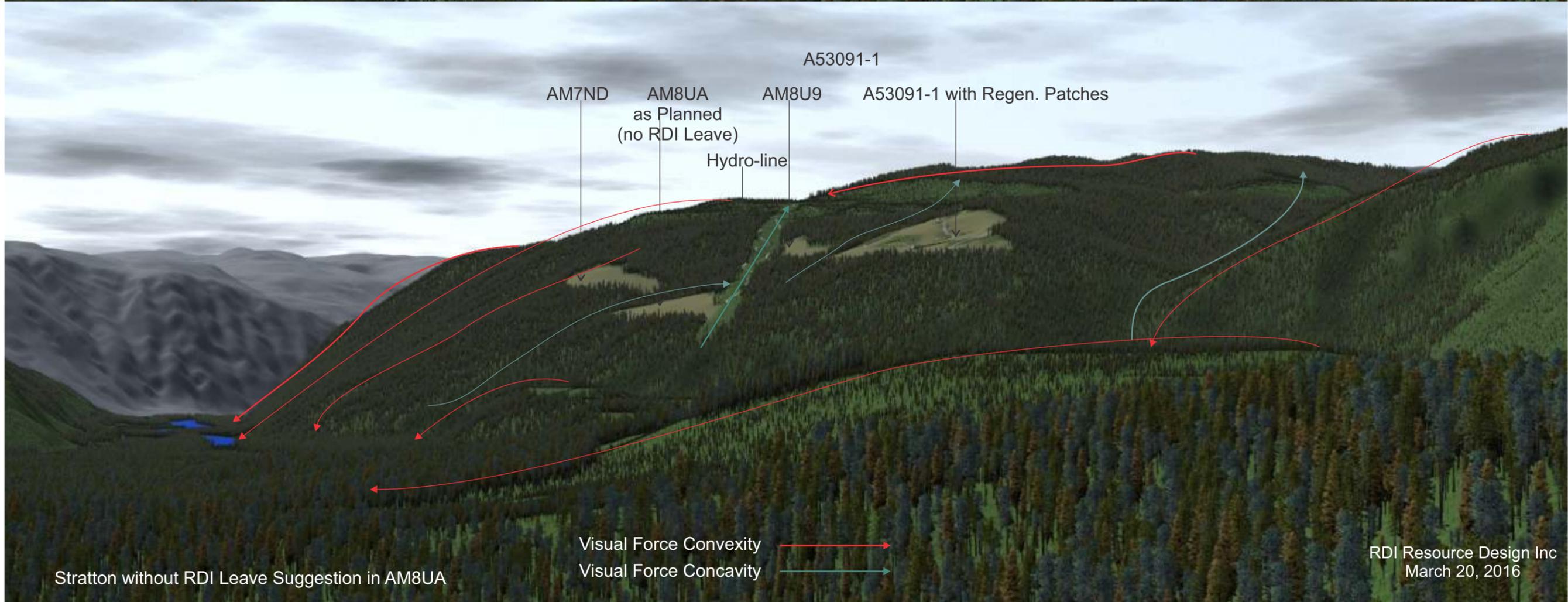
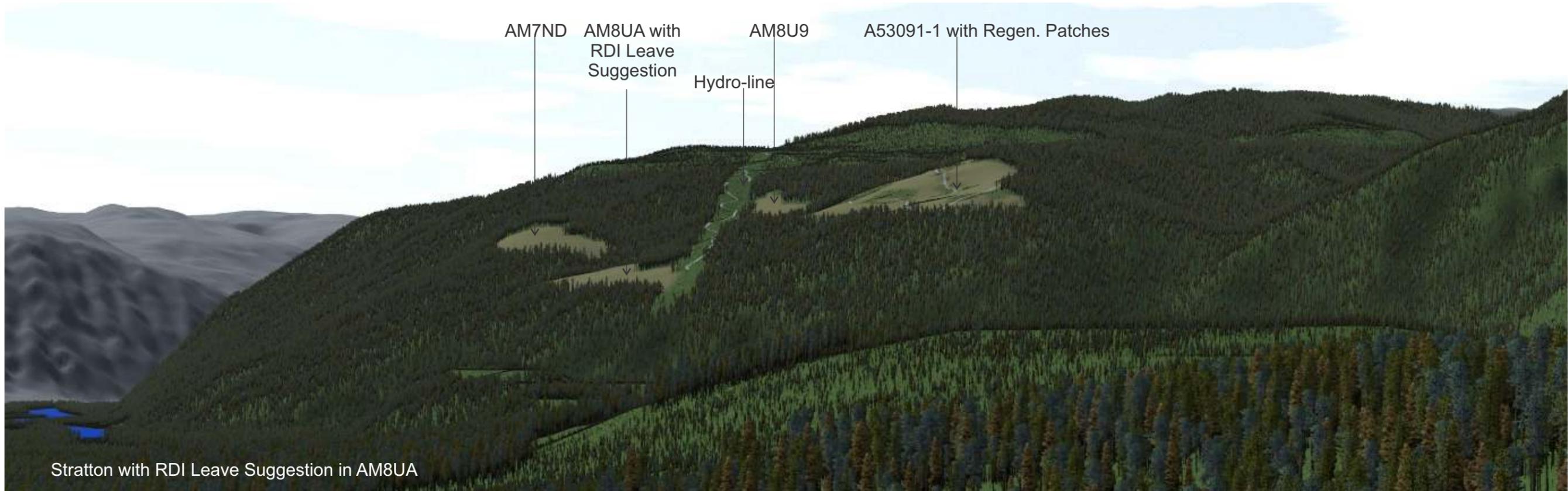
Simulation with 50mm lens in panoramic build-up



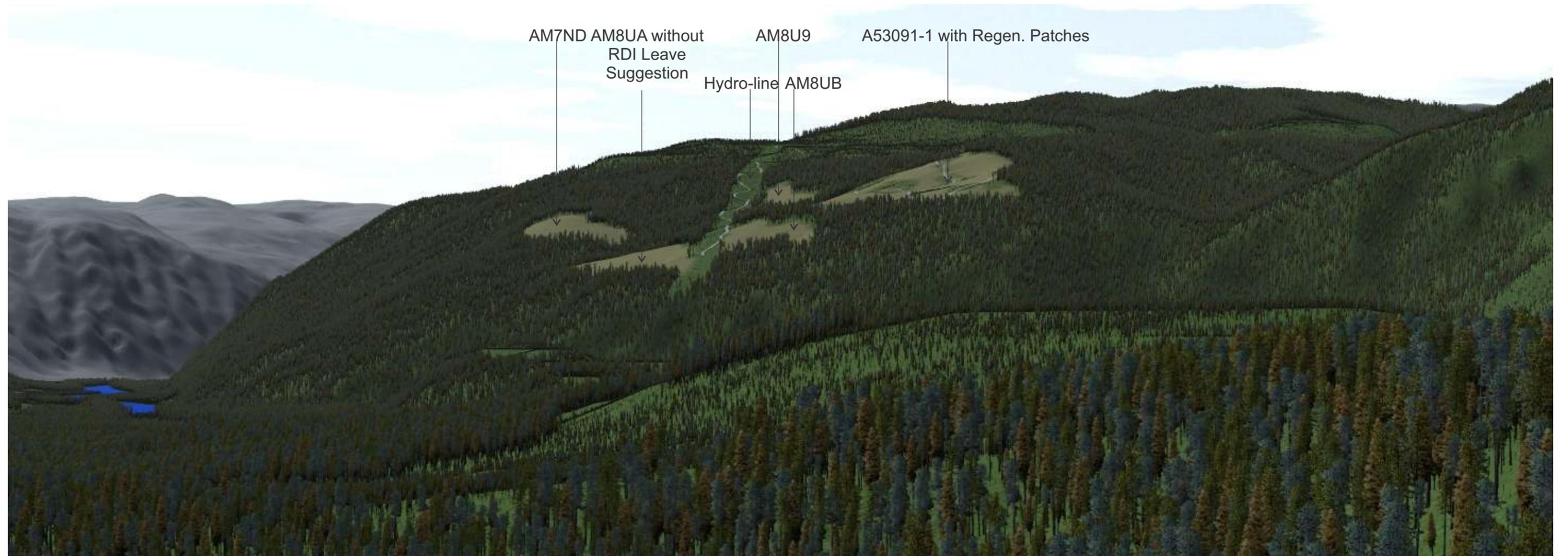
Photos by RDI with 50mm lens in panoramic build-up



Google Street View from Near Viewpoint 2 Highway Rest-stop Lat: 51.932396 Lon: -119.335221

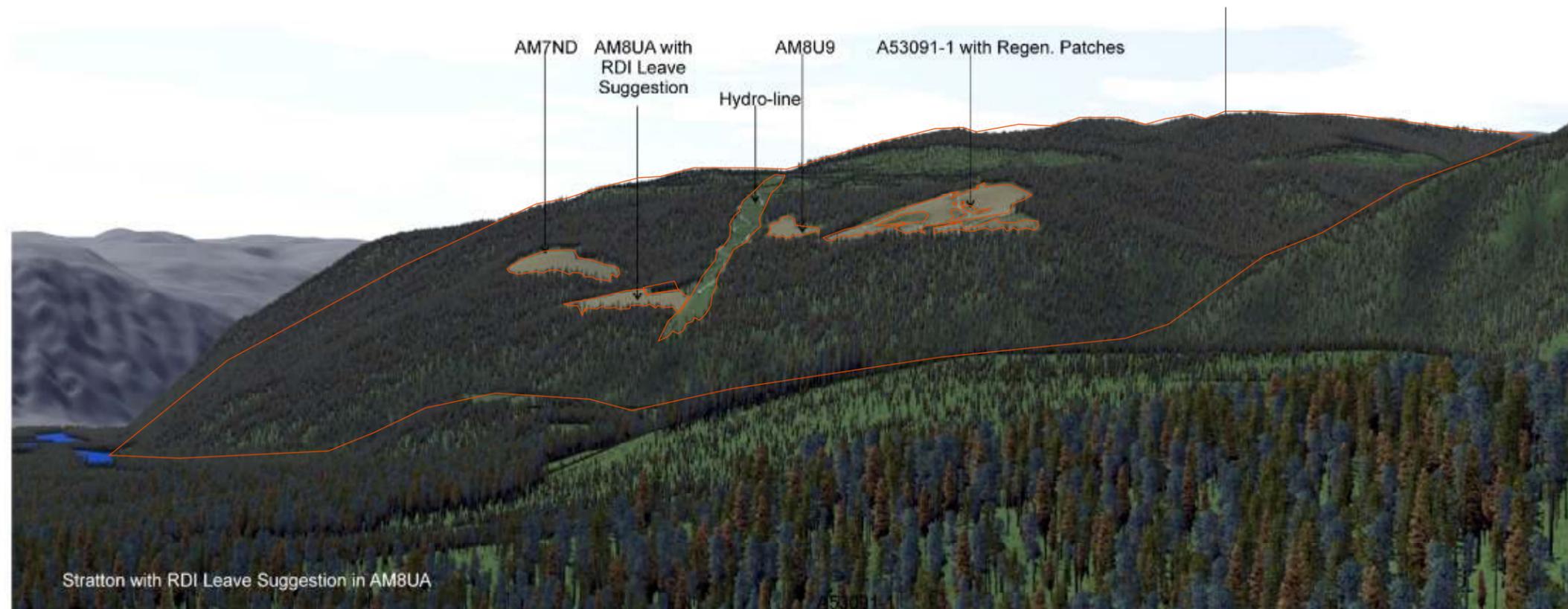


Stratton Cutblocks from Viewpoint 2.2 Close-ups with and without RDI Leave Suggestion in AM8UA - Original



Stratton Cutblocks from Viewpoint 2.2 Close-up including AM8UB

Landform (portion of VSU 924 Modification eVQO)



Stratton with RDI Leave Suggestion in AM8UA

Unit	AREA_PER	Percent Alt.
Landform	7002364.69	
AM7ND	57193.37	0.8%
AM8UA	48052.17	0.7%
AM8U9	18480.20	0.3%
A53091-1	108255.08	1.5%
A53091-1	20814.19	0.3%
Hydro-line	104274.82	1.5%
A53091 Regen	2857.39	0.0%
A53091 Regen	246.48	0.0%
A53091 Regen	346.90	0.0%
SumAlt & %Alt. No regen.	357069.84	5.1%
RDI leave	8666.50	0.1%
Sum & %Alt with no RDI Leave or Regen	348403.34	5.0%
Sum & %Alt no Hydro, RDI, or Regen	244128.51	3.5%

Stratton Cutblocks from Viewpoint 2.2 Close-up with Original Percent Alteration Calculation



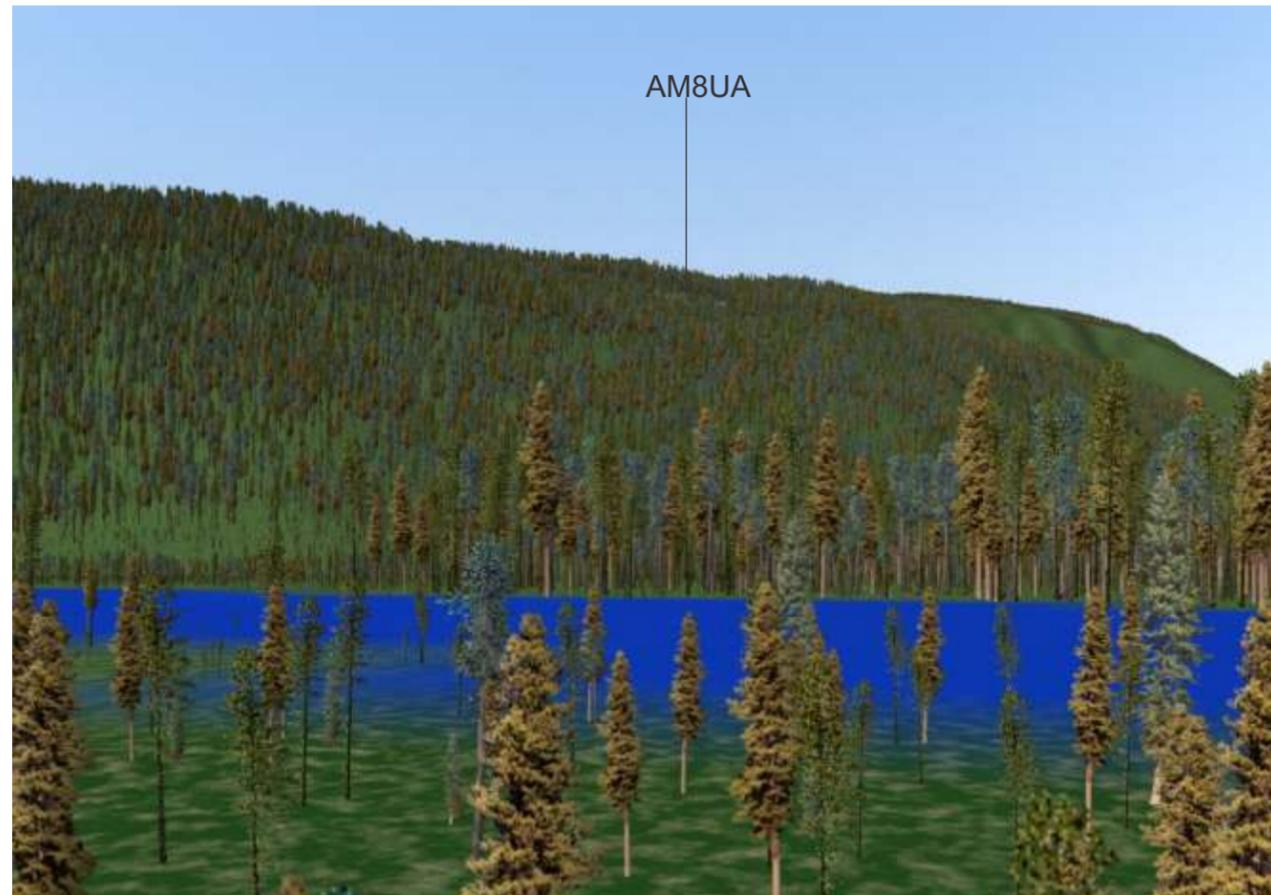
Unit	AREA_PER	%Alt
Landform	7002364.69	
AM7ND	57193.37	0.82%
AM8UA	48052.17	0.69%
AM8U9	18480.20	0.26%
A53091-1	108255.08	1.55%
A53091-1	20814.19	0.30%
Hydro-line	104274.82	1.49%
A53091 Regen	2857.39	0.04%
A53091 Regen	246.48	0.00%
A53091 Regen	346.90	0.00%
RDI Leave AM8UA	8666.49	0.12%
AM8UB	54373.55	0.78%
Sum	423560.66	6.05%

If adding the RDI Leave Patch in AM8UA, deduct 0.12% from Total Percent Alteration

Stratton Cutblocks from Viewpoint 2.2 Close-up with Percent Alteration Calculation including AM8UB



Stratton Cutblocks from Viewpoint 3 with foreground trees reduced in height (potential view for information purposes only)
AM8UB in Update



Visual Nature Studio Simulation
Viewpoint 4 at North Thompson River

AM8UB NVS



Google Street View
Viewpoint 4 at North Thompson River
Lat: 51.879894 Lon: -119.307830

Stratton Simulation and Google Street View from Viewpoint 4