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May 22, 2017

Mr. David Anderson
National Park Service
199 Hemphill Knob Rd
Asheville, NC 28803

RE: Mountain Valley Pipeline
Revised Visual Impact Analysis
Blue Ridge Parkway

Dear Mr. Anderson,

On March 20, 2017, Mountain Valley Pipeline, LLC (MVP) received an information request from the Federal Energy Regulatory Commission (FERC). As part of this request, FERC directed MVP to revise the Visual Impact Analysis of MVP's crossing of the Blue Ridge Parkway (BLRI), submitted to the National Park Service (NPS) in January 2017.

Please find attached MVP's revised Visual Impact Analysis for the BLRI. The revisions were primarily in two areas:

1. Clarifications within the narrative
2. Replacement of "pre-simulations" that depicted right-of-way with a green line with full photographic simulations that depict the right-of-way as it will look post-construction

The results of the analysis and the conclusions remain the same as the January 2017 submittal.

If you have any questions, please do not hesitate to contact me at (412) 395-3305 or jcentofanti@eqt.com.

Thank you,

John Centofanti
Corporate Director, Environmental Affairs

Attachments

cc: Mark Woods, NPS
Mary Krueger, NPS

Blue Ridge Parkway Visual Impact Assessment

Mountain Valley Pipeline Project

FERC DOCKET # CP16-10

DHR FILE #2014 1194

Prepared for:



Prepared by



May 2017

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ABBREVIATIONS AND ACRONYMS

3D	Three-dimensional
BLM	Bureau of Land Management
BMP	Best Management Practice
BLRI	Blue Ridge Parkway National Park System Unit
FERC	Federal Energy Regulatory Commission
GIS	Geographic Information System
GPS	Global Positioning System
KOP	Key Observation Point
MVP	Mountain Valley Pipeline, LLC
NPS	National Park Service
Parkway	Blue Ridge Parkway (road)
ROW	Right-of-Way
SIV	Scenic Inventory Value
VIA	Visual Impact Assessment
VRI	Visual Resource Inventory

1. INTRODUCTION

The Mountain Valley Pipeline Project (Project) is a proposed natural gas pipeline system that would extend approximately 300 miles from northwestern West Virginia to southern Virginia. The Project will be constructed and owned by Mountain Valley Pipeline, LLC (MVP), which is a joint venture entity established by EQT Midstream Partners, LP; NextEra US Gas Assets, LLC; Con Edison Gas Midstream, LLC; WGL Midstream; and RGC Midstream, LLC. EQT Midstream Partners will operate the pipeline. The pipeline will be 42 inches in diameter and will require a temporary right-of-way (ROW) during construction that is approximately 125 feet wide. After construction, MVP will maintain a 50-foot-wide permanent ROW.

This Visual Impact Assessment (VIA) addresses potential visual impacts of the Project on the Blue Ridge Parkway and has been prepared to inform federal agency decisions regarding issuance of approvals necessary to allow construction and operation of the Project. The Blue Ridge Parkway is both a road and a unit of the National Park System, administered by the U.S. Department of the Interior's National Park Service (NPS). BLRI (the NPS acronym for the management unit) is designated as a National Parkway and an All-American Road and is noted for its scenic beauty. The parkway is approximately 469 miles long, connecting Great Smoky Mountains National Park with Shenandoah National Park, and travels through 29 Virginia and North Carolina counties. The pipeline as proposed will cross the BLRI in Roanoke County, Virginia, near Adney Gap.

In May 2014, MVP performed a detailed analysis of potential routes for the Project, including multiple potential locations for crossing the BLRI. The analysis studied 94 corridor segments, including 2,362 miles of potential alternative routes. Based on the pipeline's starting and ending points, MVP was not able to identify any feasible route alternatives that would avoid crossing the BLRI. The proposed location for crossing the BLRI is in relatively flat, non-forested, open land, thereby allowing tree clearing and other construction disturbance on or near the BLRI to be minimized. This VIA evaluates four alternative routes for crossing the BLRI, each of which would require the removal of some vegetation, though the Proposed Route would require the least removal of mature vegetation.

This VIA evaluates the potential visibility of the Project in relation to the BLRI. The VIA considers potential visibility impacts of the proposed route from all 25 BLRI-managed scenic vistas sited within 6.0 miles of the proposed crossing of the BLRI, as well as potential visibility impacts at the crossing location. The scenic vistas studied in this analysis are located along the Parkway from milepost (MP) 128.0 to MP 139.0 and include both scenic overlooks and linear scenic vistas.

2. STUDY APPROACH

The lands that surround the BLRI within the analysis area for this VIA are predominantly in private ownership. This means that the lands visible from the BLRI's scenic overlooks and linear vistas are not managed by or subject to the jurisdiction of the NPS. The condition of the adjacent private landscape varies from natural-appearing forest to areas that have been entirely cleared for silvicultural (timber production) or agricultural purposes. The lands adjacent to the proposed BLRI crossing location are cleared of trees and used for livestock pasture.

The VIA applied the Visual Resource Inventory (VRI) methodology developed by the NPS in assessing potential visibility of the Project from the BLRI. The VRI is a robust visual analysis system designed to evaluate the visual quality of the landscape as observed from both static viewing locations

and linear portions of roadways. The VRI is used to characterize scenic resources and the importance of particular views to the experiences of NPS visitors and to the NPS's interpretive goals for NPS-administered areas. The VRI considers views of resources within and beyond the boundaries of NPS units (Figure 1).

The VRI considers views, *per se*, rather than a polygon defined by physiographic properties (e.g., a valley floor or a mountain range). In the VRI, a view consists of a viewpoint, the viewed landscape, and the viewer. The particular value of a view is assessed under the VRI in relation to the aesthetic qualities of the scenery and its importance to the visitor experience, the NPS's overall mission, and the purposes for which the subject park unit was established by Congress (NPS 2016). The analysis also takes into account specific management objectives established for the BLRI pursuant to its general management plan (NPS 2013). Figure 1 is a diagram portraying elements considered in the VRI analytical process.

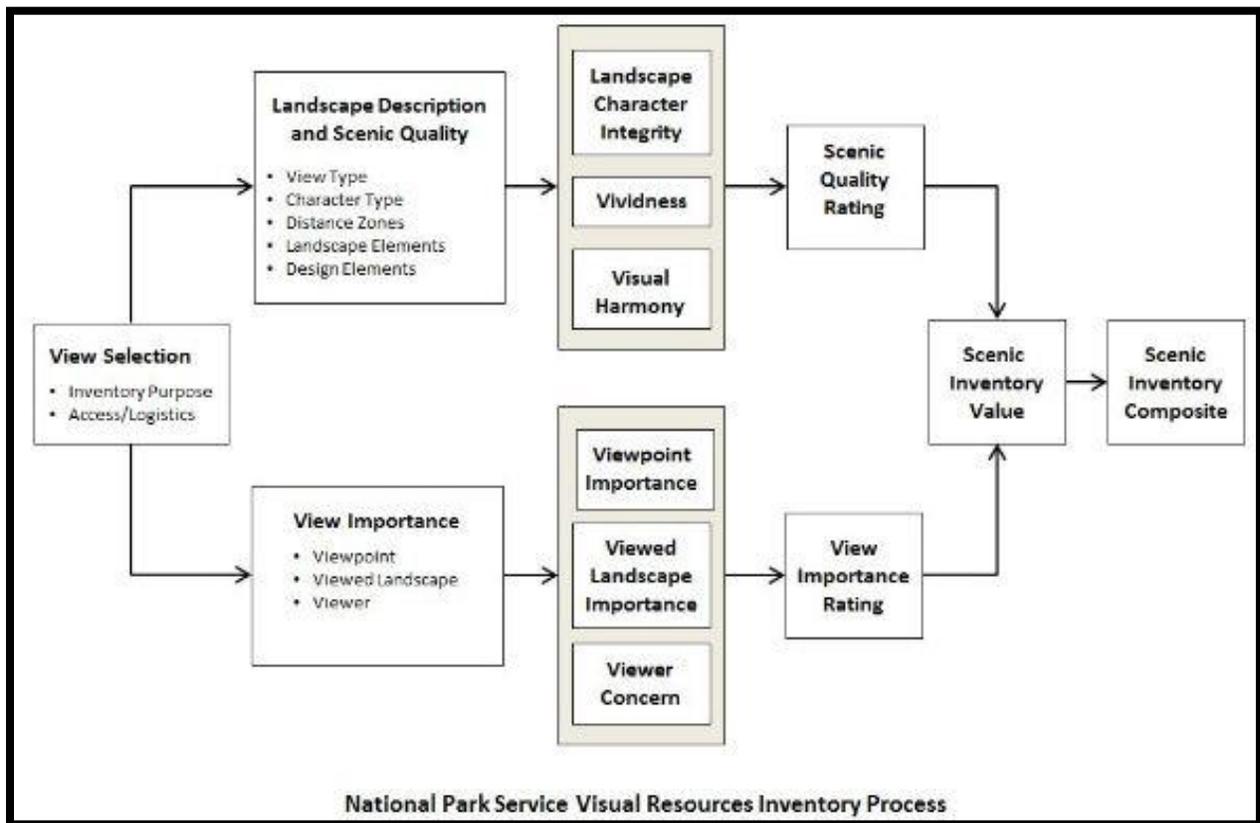


Figure 1. NPS Inventory Process (NPS 2016)

The VRI uses two primary processes to establish ratings for scenic resource values—the *landscape description and scenic quality* assessment and the *view importance* assessment:

- the landscape description and scenic quality assessment process identifies and describes visible elements of the viewed landscape and rates the scenic quality of the view; and
- the view importance assessment identifies and describes key attributes of the viewpoint, the viewed landscape, and the viewers that determine the importance of the view to the NPS and the visitor experience (NPS 2016).

MVP applied the VRI process to the full extent of views available from the BLRI, not just to areas within the boundaries of the BLRI or otherwise under the jurisdiction of NPS. The use of the VRI system provides a methodology for evaluating the scenic quality and view importance as well as a basis to assess potential changes to the scenic quality that may result from the Project.

MVP followed a standard, systematic approach in preparing the VIA. Key specific tasks in the process were to: (1) define the analysis area; (2) identify visual receptors, or viewing locations, that are representative of visually sensitive areas that may be affected by Project-related changes; (3) establish the scenic inventory value for each viewpoint, based on scenic quality and view importance; and (4) identify the visibility of landscape changes caused by the Project and assess how they would likely be perceived by viewers as a result of the effect on the existing landscape character. The following sections describe the respective tasks in more detail.

a. Define Analysis Area

The Analysis Area for the VIA is generally defined as the area up to 6.0 miles from the Project's proposed crossing of the BLRI corridor. MVP received a list of 32 NPS managed vistas from David Anderson, the Resident Landscape Architect for the BLRI, on November 10, 2016. The 6-mile distance encompasses all of the 32 scenic vistas identified by the NPS during consultation between MVP and the agency. MVP met with David Anderson on November 30, 2016 to review the photography and VRI fieldforms prepared for each managed vista. From the 32 original list of managed vistas, 25 were chosen to be carried forward for the VIA analysis. These 25 NPS managed vistas are encompassed by the 6-mile study area.

b. Identify View Locations/Visual Receptors

Visual Receptors are viewing locations that are evaluated for potential visual impact because they are representative of visually sensitive areas from which viewers may be affected by Project-related changes in the landscape. Visual Receptors for this analysis are based on consultation with the NPS; they include all locations identified by the NPS as scenic vistas (including pull-outs, overlooks, and road segments), as well as additional Visual Receptors in and around the immediate crossing location.

c. Determine Scenic Inventory Value

The NPS VRI includes two primary processes—(1) the landscape description and scenic quality assessment and (2) the view importance assessment—that are used to determine the scenic inventory value, based on component ratings for scenic quality and view importance. The outcomes of these two

assessments are used to assign a scenic inventory value (SIV) for the viewed landscape that ranges from very low to very high. The views are mapped using GIS. SIVs for overlapping views are combined to create composite SIVs.

For each viewpoint, this analysis used three different forms to collect the basic information necessary to determine scenic quality and view importance: a View Description Form, Scenic Quality Rating Form, and View Importance Rating Form. The information for each Visual Receptor was developed in cooperation with the NPS and is included with this report as Appendix A.

i. Assess Scenic Quality

The first step in assessing scenic quality is to characterize the landscape being viewed. The evaluator completes the landscape character-landscape unit section of each inventory form to provide a descriptive narrative of the pattern elements of the landform, surface-water, vegetation, and design components of the landscape unit. The description reflects the evaluator's perceptions of the current line, form, color, and texture of the landscape unit for the Visual Receptor.

Per the VRI process, the scenic quality assessment follows the landscape description. Scenic quality is rated by assessing three factors: *landscape character integrity*, *vividness*, and *visual harmony*. Each factor has three components to be rated on a 1-5 scale, pursuant to a rating guide. A rating of 1 is low, 3 is moderate, and 5 is the highest rating. The ratings of individual components are combined into a rating for the respective qualitative factor. The component ratings are combined into factor ratings, and the factor ratings are combined into an overall scenic quality rating for the view. After individuals rate the view independently, the team discusses the component ratings and arrives at a consensus rating for each component. The consensus-derived component ratings are then combined to assign a single value for the scenic quality rating. The ratings fall into five classes, from A to E. Class A views have the highest scenic quality and Class E the lowest. (NPS 2016).

ii. Assess View Importance

The view importance assessment identifies the value or importance that the NPS and visitors attach to a particular view. The VRI assesses view importance by developing a rating for each component of the view. MVP collected information on view importance through consultation with the NPS. Each view is assessed to determine whether the location is associated with designated scenic or historic cultural features, such as National Scenic or Historic Trails, designated scenic overlooks, historic properties, cultural landscapes, or other specially designated areas. Similar information is identified for the viewed landscape to determine whether the landscape in the view (both inside and outside the park) includes special features or designations that are important to the park and its visitors (NPS 2016).

The view importance rating process employs a numeric rating for each of three factors: viewpoint importance, viewed-landscape importance, and viewer concern. Similar to the scenic quality rating, the view importance assessment evaluates three equally weighted components for each view importance factor. The final rating for each component is determined through discussion and consensus among VRI participants. View importance ratings fall into five classes, ranging from Class 1 to Class 5. Class 1 views have the highest view importance and Class 5 the lowest (NPS 2016).

iii. Scenic Inventory Value Result

Once the scenic quality and view importance ratings have been determined, the two ratings are combined for an overall SIV for the viewed landscape. Table 1, the SIV Matrix, shows how the two ratings result in an overall SIV.

Table 1.					
Scenic Inventory Value Matrix					
Scenic Quality Rating	View Importance Rating				
	1	2	3	4	5
A	VH	VH	VH	H	M
B	VH	VH	H	M	L
C	H	H	M	L	L
D	H	M	L	VL	VL
E	M	L	VL	VL	VL

d. Identify and Assess Visibility Changes Associated with the Proposed Project

This task also includes multiple steps. For the initial step, viewshed analyses were conducted to analyze the potential visibility of the Project ROW from each BLRI Vista. Computerized methods were used to identify areas from which the ROW might be visible. This process included creating a digital elevation model of the analysis area based on United States Geological Survey terrain data. The visibility function within the computer model Viewshed Analysis for ArcGIS™ Spatial Analyst was applied with the digital terrain model to identify all areas on the terrain surface with a direct line of sight to a given viewing location. These bare-earth viewshed analyses illustrate a worst-case scenario of potential visibility because they do not account for the screening opportunities offered by vegetation, which can be substantial in a forest setting. In addition, in some settings, existing structures can block views.

MVP conducted on-site field observation, with participation by NPS staff, to confirm or modify the viewshed analysis results for the respective viewing locations. The field review effort included photo documentation and detailed notes on the viewing conditions observed at each location. For many locations, the field review indicated that the forest vegetation that is extensive within the analysis area would partially or completely screen potential views to the Project ROW (Anderson, 2016). MVP assessed the degree of Project visibility at each viewing location based on the viewshed analysis results and field observations.

The potential visual impact of the Project at a given location is a function of the degree to which the Project would be visible and the corresponding change to the existing landscape. To aid this part of the analysis, photographic simulations were prepared for a subset of the 25 Visual Receptors (i.e., view sites) to show how the constructed Project would look in the landscape to future viewers. The photographic simulations are supported by review of other graphic techniques, such as sections, elevations, and construction details, to provide a complete understanding of the proposed Project in contrast to the existing landscape conditions. The Visual Receptors selected for simulations represent (1) locations with high viewer sensitivity and high potential for impacts to existing visual resources and (2) locations that are less sensitive, but still important sites, such as the area where the Project would cross the BLRI. All of the simulations reflect typical viewing conditions in the Project area and include locations where views are effectively screened by surrounding vegetation and structures.

The software used to create the visual simulations includes:

- ArcMap – Used for Project data mapping;
- Promote Systems Global Positioning System (GPS) – Used for photo and modeling location accuracy;
- 3D Studio Max – Used for 3D modeling, texturing, lighting, and rendering;
- PTGui – Used for digital photo panorama creation; and
- Adobe Photoshop CS4 – Used for photo editing and compositing.

The simulations are based on digital photography collected at the selected viewpoint locations. The viewpoint locations were documented with field notes and GPS coordinates. Visual simulations were then prepared by combining site photography with accurate, rendered computer models of Project facilities (primarily the permanent ROW) to predict what would be seen after construction of the Project in the photographed setting. The 3D model uses site-specific reclamation techniques, such as replanting the disturbed area with natural seed mixtures, to demonstrate long-term visual impacts after construction. Using GIS to generate a terrain model, the 3D model was placed in real-world coordinates to ensure accuracy. Simulations were developed by aligning each photographic viewpoint with the models and superimposing the models on the photographs. Creation of the simulations also used a real-world lighting system in the model when rendering each of the viewpoints. This lighting system geographically represents the photo's time of day, month, and year. Once the renderings were complete, the renderings were added to the existing photographs to create a "before and after" final product.

3. VISUAL ANALYSIS RESULTS

This section summarizes the VIA results that were developed following the approach outlined in Section 2. A major component of the analysis included site-specific evaluation of potential impacts for 25 BLRI managed vistas identified by the NPS. A second major component of the analysis involved site-specific evaluation of multiple alternative routes for crossing the BLRI.

a. BLRI Vistas

As noted previously, the NPS identified 25 Visual Receptors within BLRI that were incorporated in the analysis. These locations represent managed vistas and managed views of the surrounding area; evaluation of conditions for these locations helps illustrate what visibility can be anticipated once the Project has been constructed. Inclusion of these receptors was confirmed during a field visit with NPS staff. Appendix B, Figure 1 is a map indicating the locations of the 25 Visual Receptors. Existing and expected future visual conditions for the vistas are discussed below according to their milepost location along the Parkway.

Table 2 provides a summary of the scenic inventory factors determined for the respective Visual Receptors. Appendix C includes panoramic photos for all BLRI Vistas within the analysis area for the VIA.

Table 2.

Visual Analysis Summary

Visual Receptor	Scenic Quality Rating	View Importance Rating	Scenic Inventory Value	Project Visibility	Distance to Project (miles)
Vista 246	C	4	Low	None	6.0
Vista 248	C	4	Low	None	5.0
Vista 253	D	2	Moderate	None	5.0
Vista 254	B	4	Moderate	None	5.0
Vista 255	B	2	Very High	None	5.0
Vista 256	C	2	High	None	4.0
Vista 257	C	4	Low	None	4.5
Vista 258	B	5	Low	Low	4.0
Vista 259	B	4	Moderate	Low	4.0
Vista 260	C	4	Low	Low	4.5
Vista 261	B	1	Very High	None	1.5
Vista 262	B	4	Moderate	None	2.0-5.0
Vista 263	B	4	Moderate	None	3.0-4.0
Vista 264	B	3	High	Low	1.5-4.5
Vista 265	B	5	Low	None	1.5
Vista 266	B	5	Low	None	1.5
Vista 267	B	4	Moderate	None	1.5-4.0
Vista 268	B	4	Moderate	None	1.5-4.0
Vista 269	C	2	High	Moderate	1.0-3.0
Vista 271	B	4	Moderate	None	1.5-5.0
Vista 272	D	5	Very Low	None	1.0
Vista 273	A	4	High	None	4.0-8.0
Vista 274	B	4	Moderate	None	7.0
Vista 275	B	4	Moderate	None	1.5-9.0
Vista 276	B	1	Very High	Low	5.0

Vista 246 (Appendix B, Figures 1 and 2; Appendix C, Photo 1) – Vista 246 is located at MP 128.0 of the Parkway, looking west toward a valley surrounded by mountainous terrain and dominant deciduous vegetation. The Class C scenic quality and a view importance rating of 4 yielded a scenic inventory value of Low. The viewshed analysis for Vista 246 (Appendix B, Figure 2) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 6.0 miles from the vista location. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 246.

Vista 248 (Appendix B, Figures 1 and 3; Appendix C, Photo 2) – Vista 248 is located at MP 128.3 of the Parkway. It provides a view looking west toward a valley surrounded by mountainous terrain with dominant deciduous and evergreen vegetation. The Class C scenic quality and a view importance rating of 4 yielded a scenic inventory value of Low. The view also exhibits some residential and light industrial structures in the background, but these features do not dominate the landscape or draw additional attention. The viewshed analysis for Vista 248 (Appendix B, Figure 3) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 5.0 miles from the vista location. The vista was observed in the field during leaf-off conditions. The view to this ROW segment is fully screened by

surrounding vegetation and/or topography, and there will be no views of the proposed ROW from Vista 248.

Vista 253, Poages Mill Overlook (Appendix B, Figures 1 and 4; Appendix C, Photo 3) – Vista 253 is located at the Poages Mill Overlook adjacent to MP 129.2 of the Parkway. It provides a view looking west toward a valley, and Poor Mountain, which the Project crosses, is screened by dominant deciduous vegetation. The view also exhibits some residential structures in the background, although most development is screened. The Class D scenic quality and a view importance rating of 2 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 253 (Appendix B, Figure 4) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 5.0 miles from the vista location, though there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 253.

Vista 254 (Appendix B, Figures 1 and 5; Appendix C, Photo 4) – Vista 254 is located at MP 129.4 of the Parkway. It provides a view looking west toward the Project and a valley surrounded by mountainous terrain with dominant deciduous vegetation. The view also includes human-made features such as houses in the valley, but these features do not dominate the landscape or draw additional attention due to distance and scale. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 254 (Appendix B, Figure 5) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 5.0 miles from the vista though, there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 254.

Vista 255, Roanoke Valley Overlook (Appendix B, Figures 1 and 6; Appendix C, Photo 5) – Vista 255 is located at the Roanoke Valley Overlook adjacent to MP 129.5 of the Parkway. It provides a view looking west toward the Project and distant mountain ranges. The panoramic view is dominated by the human-made development in the Roanoke Valley. The Class B scenic quality and a view importance rating of 2 yielded a scenic inventory value of Very High. The viewshed for Vista 255 (Appendix B, Figure 6) indicated a small swath of potential Project visibility at Poor Mountain approximately 5.0 miles west of the vista location, though there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 255.

Vista 256, Lost Mountain Overlook (Appendix B, Figures 1 and 7; Appendix C, Photo 6) – Vista 256 is located at the Lost Mountain Overlook adjacent to MP 129.8 of the Parkway, with a view west toward the Project with distant mountain ranges. The panoramic view is dominated by the human-made development in the Roanoke Valley. The Class C scenic quality and a view importance rating of 2 yielded a scenic inventory value of High. The viewshed analysis for Vista 256 (Appendix B, Figure 7) indicated a small swath of potential visibility at Poor Mountain approximately 4.0 miles west of the vista location, though there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment

would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 256.

Vista 257 (Appendix B, Figures 1 and 8; Appendix C, Photo 7) – Vista 257 is located at MP 130.2 of the Parkway, with a view west toward the Project and a valley surrounded by mountainous terrain with dominant deciduous vegetation. The view also includes human-made features such as houses in the valley, but these features do not dominate the landscape or draw additional attention due to distance and scale. The Class C scenic quality and a view importance rating of 4 yielded a scenic inventory value of Low. The viewshed analysis for Vista 257 (Appendix B, Figure 8) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 4.5 miles from the vista, though there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 257.

Vista 258 (Appendix B, Figures 1 and 9; Appendix C, Photo 8) – Vista 258 is located at MP 130.3 of the Parkway, with a view west to southwest toward the Project and a valley surrounded by mountainous terrain. The view includes human-made features such as several transmission lines and associated cleared ROWs and several communication towers on top of the mountains in the background, but these features do not dominate the landscape or draw additional attention. The Class B scenic quality and a view importance rating of 5 yielded a scenic inventory value of Low. The viewshed analysis for Vista 258 (Appendix B, Figure 9) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 4.0 miles from the vista, though there are also large areas of visibility to the northeast through the northwest. The vista was observed in the field during leaf-off conditions. The view to this ROW segment is partially screened by surrounding vegetation and/or topography; a small portion the proposed ROW would be visible at the top of Poor Mountain.

Vista 259 (Appendix B, Figures 1 and 10; Appendix C, Photo 9) – Vista 259 is located at MP 130.6 of the Parkway looking west toward the Project and a valley surrounded by mountainous terrain. Rural residential development is located throughout the valley, but the mountains are dominant in the view. The view also includes human-made features such as several transmission lines and associated cleared ROWs and several communication towers on top of the mountains in the background, but these features do not dominate and are not readily apparent to the viewer. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 259 (Appendix B, Figure 10) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 4.0 miles from the vista, though there are large areas of visibility to the northeast through the northwest of the view. The vista was observed in the field during leaf-off conditions. The view to this ROW segment is partially screened by surrounding vegetation and/or topography; a small portion the proposed ROW would be visible at the top of Poor Mountain.

Vista 260 (Appendix B, Figures 1 and 11; Appendix C, Photo 10; Appendix D, Figures 1a and 1b) – Vista 260 is located at MP 130.7 of the Parkway looking south to southwest down a ravine and across a bridge toward the Project. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 260 (Appendix B, Figure 11) indicated a small swath of potential Project visibility adjacent to Poor Mountain over 4.0 miles from the vista though there are large areas of visibility to the northeast through the northwest of the view. The vista was observed in the field during leaf-off conditions. The view is partially screened by surrounding

vegetation and/or topography; a small portion the proposed ROW would be visible at the top of Poor Mountain. A simulation prepared for Vista 260 indicated that a very small section of the ROW would be visible in the distance as it crosses Poor Mountain (Appendix D, Figures 1a and 1b).

Vista 261, Slings Gap Overlook (Appendix B, Figures 1 and 12; Appendix C, Photo 11) – Vista 261 is located at the Slings Gap Overlook adjacent to MP 132.9 of the Parkway. It provides a view looking southeast toward the Project and distant mountain ranges. A hill in the middleground and the mountains are the dominant features in the view. The view also includes a transmission line and associated cleared ROW crossing over a low hill in the middleground. Although it draws the viewers' attention, it is not a dominant feature in the landscape. The Class B scenic quality and a view importance rating of 1 yielded a scenic inventory value of Very High. The viewshed analysis for Vista 261 (Appendix B, Figure 12) indicated a section of potential Project visibility east of Bent Mountain, 1.5 miles south of the vista location. The vista was observed in the field during leaf-off conditions, which indicated that the view to this ROW segment would be screened by surrounding vegetation. Because of screening by surrounding vegetation and/or topography, there will be no views of the proposed ROW from Vista 261.

Vista 262 (Appendix B, Figures 1 and 13; Appendix C, Photo 12) – Vista 262 is located on a bridge adjacent to MP 133.1 of the Parkway, with a view oriented east to southeast toward a distinct opening in the trees and the Project. The road draws the viewer's eye down the valley, although views are limited to the middleground by vegetation. No focal points or elements are visible from this viewpoint. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 262 (Appendix B, Figure 13) indicated several areas of potential Project visibility; these include four locations northwest of U.S. Highway 221 toward Poor Mountain, between 2.0 and 5.0 miles from the vista location, and several locations to the southwest and south at distances of between 2.5 and 3 miles. The vista was observed in the field during leaf-off conditions, which indicated that the view to the ROW locations south and southwest of Vista 262 would be screened by surrounding vegetation. The view to the northwest from this location is discussed below relative to Vista 263.

Vista 263 (Appendix B, Figures 1 and 14; Appendix C, Photo 13) – Vista 263 is also located on a bridge adjacent to MP 133.1 of the Parkway, on the opposite side of the Parkway from Vista 262. Vista 263 provides a view oriented west along Slings Gap Road toward the Project. The road draws the viewer's eye down the valley toward the distant mountain range. The curving road and narrow valley leading to the distant mountains add some interest to the view. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 263 (Appendix B, Figure 14) indicated several areas of potential visibility; these include four locations northwest of U.S. Highway 221 toward Poor Mountain between 2.0 and 5.0 miles from the vista location and several locations to the southwest and south at distances of between 2 and 3 miles (these are discussed above relative to Vista 262). The vista was observed in the field during leaf-off conditions, which indicated that the view to the ROW locations northwest of Vista 263 would be screened by surrounding vegetation.

Vista 264, Bull Run Knob Overlook (Appendix B, Figures 1 and 15; Appendix C, Photo 14; Appendix D, Figures 3a and 3b) – Vista 264 is located at the Bull Run Knob Overlook adjacent to MP 133.5 of the BLRI. It provides a view looking south from the foothills of Bent Mountain toward the Project. The Class B scenic quality and a view importance rating of 3 yielded a scenic inventory value of High. The viewshed analysis for Vista 264 (Appendix B, Figure 15) indicated multiple areas of potential

Project visibility west of Cahas Mountain between 1.5 and 4.5 miles from the vista location and a small area of potential visibility about 2 miles to the southwest beyond U.S. 221. The vista was observed in the field during leaf-off conditions, which indicated that the view to the ROW location southwest of Vista 264 would be screened by surrounding vegetation. A simulation prepared for Vista 264 indicated that there would be low visibility of the ROW as it crosses a small hill in the middleground (Appendix D, Figure 3b). Much of the ROW to the south and southeast of Vista 264 is will be screened from view by surrounding vegetation and topography, although two segments at distances of 2.5 and 4.5 miles are faintly evident in the distance.

Vista 265 (Appendix B, Figures 1 and 16; Appendix C, Photo 15) – Vista 265 is located on a bridge adjacent to MP 133.8 of the Parkway, with a view to the south of dominant deciduous hardwood vegetation. Views toward the Project are limited to the middleground by vegetation and terrain. No focal points or elements are visible from this viewpoint. The Class B scenic quality and a view importance rating of 5 yielded a scenic inventory value of Low. The viewshed analysis for Vista 265 (Appendix B, Figure 16) indicated a small swath of potential Project visibility approximately 1.5 miles south from the vista location. The vista was observed in the field during leaf-off conditions. The view to this ROW segment is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 265.

Vista 266 (Appendix B, Figures 1 and 17; Appendix C, Photo 16) – Vista 266 is located on a bridge adjacent to MP 133.8 of the Parkway, on the opposite side of the Parkway from Vista 265, with a view to the north of dominant deciduous hardwood vegetation. The views of middleground and background terrain are limited due to the foreground vegetation. The Class B scenic quality and a view importance rating of 5 yielded a scenic inventory value of Low. The viewshed analysis for Vista 266 (Appendix B, Figure 17) indicated a small swath of potential visibility approximately 1.5 miles south from the vista location. The vista was observed in the field during leaf-off conditions. The view to this ROW segment is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 266.

Vista 267 (Appendix B, Figures 1 and 18; Appendix C, Photo 17) – Vista 267 is located at MP 134.4 of the Parkway, with a view west to southwest toward the Project with dominant deciduous hardwood vegetation and mountainous background terrain. Foreground vegetation frames and limits views of the background terrain. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 267 (Appendix B, Figure 18) indicated multiple locations of potential Project visibility from the southwest to the northwest at distances between 1.5 and 4 miles from the vista. The vista was observed in the field during leaf-off conditions. The view toward these ROW segments is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 267.

Vista 268 (Appendix B, Figures 1 and 19; Appendix C, Photo 18) – Vista 268 is located at MP 134.6 of the Parkway. It provides a view to the west toward the Project with dominant deciduous hardwood and evergreen mixed vegetation and mountainous background terrain. Foreground vegetation frames views of the background terrain. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 268 (Appendix B, Figure 19) indicated multiple locations of potential Project visibility from the southwest to the northwest at distances between 1.5 and 4 miles from the vista. The vista was observed in the field

during leaf-off conditions. The view toward these ROW segments is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 268.

Vista 269, Poor Mountain Overlook (Appendix B, Figures 1 and 20; Appendix C, Photo 19; Appendix D, Figures 2a and 2b) – Vista 269 is located at the Poor Mountain Overlook adjacent to MP 134.8 of the Parkway. It provides a view south to southwest toward the Project with undulating terrain and hardwood vegetation. Parallel electric transmission lines and the associated ROW crossing a ridge in the middleground introduce a prominent element of the view, and several communication towers that are visible create vertical human-made elements. The Class C scenic quality and a view importance rating of 2 yielded a scenic inventory value of High. The viewshed analysis for Vista 269 (Appendix B, Figure 20) indicated multiple locations of potential Project visibility from the west to the northwest at distances between 1.5 and 5.0 miles from the vista. The vista was observed in the field during leaf-on conditions. A simulation prepared for Vista 269 indicated that there is expected visibility of the ROW as it crosses several hills in the middleground (Appendix D, Figure 2b). Although the Project ROW is visible in the simulation, the existing electric transmission ROW would create a co-dominant relationship with the Project pipeline within this view. The electrical transmission line ROW has an approximately 250-foot-wide permanent ROW. MVP will maintain a 50-foot-wide permanent ROW.

MVP evaluated the option of co-locating the pipeline along the transmission line ROW in this area. However, several factors indicated this option would not be feasible:

- Constructability and safety issues associated with side-slope contours and construction, rock content, and the possibility of undermining transmission line towers
- Proximity of residences near and along the transmission line ROW; co-location would place the Project ROW within 250 feet of 15 residences compared to 1 residence on the Preferred Route
- Proximity to Spring Hill Reservoir; the route for co-location would place the Project ROW closer to Spring Hill Reservoir compared to the Preferred Route
- The electric transmission ROW contains two transmission lines, requiring towers on the easterly and westerly limits of the ROW; due to tower placement on both sides of the ROW, there is not adequate space within the existing ROW to construct the Project

It is also important to recognize that the design requirements for a ROW for one type of infrastructure are not necessarily the same for other types of infrastructure. From a purely topographic perspective, it would not be feasible for the Project to utilize the transmission line ROW.

Vista 271 (Appendix B, Figures 1 and 21; Appendix C, Photo 20) – Vista 271 is located at MP 135.1 of the Parkway, with a view to the west toward the Project with dominant deciduous hardwood and evergreen mixed vegetation with mountainous terrain in the background. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 271 (Appendix B, Figure 21) indicated multiple locations of potential Project visibility from the west to the northwest at distances 1 and 5 miles from the vista. The vista was observed in the field

during leaf-off conditions. The view toward these ROW segments is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 271.

Vista 272 (Appendix B, Figures 1 and 22; Appendix C, Photo 21; Appendix D, Figures 5a and 5b)

– Vista 272 is located at MP 136.8 of the Parkway, with an opening in the forest vegetation providing a partially screened view west to rural residences and farm structures with surrounding pastures. The view is enclosed by surrounding vegetation. The Class D scenic quality and a view importance rating of 5 yielded a scenic inventory value of Very Low. The viewshed analysis for Vista 272 (Appendix B, Figure 22) indicated a small swath of potential visibility of Alternative 1 for the Project crossing of the BLRI (discussed further below), at a distance of approximately 1.0 mile to the north-northeast from the vista location. The vista was observed in the field during leaf-off conditions. A simulation prepared for Vista 272 indicated the vegetation along the road will screen the view toward the ROW location, and there will be no visibility of the proposed ROW or any alternatives from Vista 272 (Appendix D, Figure 5b).

Vista 273 (Appendix B, Figures 1 and 23; Appendix C, Photo 22) – Vista 273 is located at MP 139.3 of the Parkway, with a view north to northeast toward the Project with Cahas Mountain in the background. Pastures in the middleground break up the view, and the view appears framed by dominant forest vegetation adjacent to the road. The Class A scenic quality and a view importance rating of 4 yielded a scenic inventory value of High. The viewshed analysis for Vista 273 (Appendix B, Figure 23) indicated various swaths of potential Project visibility west and south of Cahas Mountain between 4.0 and 8.0 miles from the vista. The vista was observed in the field during leaf-off conditions. The view toward these ROW segments is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 273.

Vista 274 (Appendix B, Figures 1 and 24; Appendix C, Photo 23) – Vista 274 is located at MP 139.5 of the Parkway, with a view to the northeast toward the Project with pastures in the middleground. The view appears framed by dominant deciduous forest vegetation. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 274 (Appendix B, Figure 24) indicated a swath of potential Project visibility south of Cahas Mountain approximately 7.0 miles from the vista. The vista was observed in the field during leaf-off conditions. The view toward this ROW segment is screened by surrounding vegetation and topography, and there will be no views of the proposed ROW from Vista 274.

Vista 275 (Appendix B, Figures 1 and 25; Appendix C, Photo 24) – Vista 275 is located at MP 139.6 of the Parkway, with a view north to northeast toward the Project with dominant deciduous hardwood and evergreen vegetation that encloses the view. The Class B scenic quality and a view importance rating of 4 yielded a scenic inventory value of Moderate. The viewshed analysis for Vista 275 (Appendix B, Figure 25) indicated an area of potential Project visibility approximately 2 miles to the north, and multiple other areas south of Cahas Mountain between 5 and 9 miles from the vista. The vista was observed in the field during leaf-off conditions. The view toward the ROW segment north of Vista 275 is screened by surrounding vegetation. The view toward the ROW segments east of Vista 275 is also screened by surrounding vegetation and topography that yield no views of the proposed ROW.

Vista 276, Cahas Mountain Overlook (Appendix B, Figures 1 and 26; Appendix C, Photo 25; Appendix D, Figures 4a and 4b) – Vista 276 is located at the Cahas Mountain Overlook adjacent to MP 139.0 of the Parkway. It provides a view to the northeast toward the Project with undulating mountainous terrain and hardwood vegetation that includes human-made development in the background. The Class B scenic quality and a view importance rating of 1 yielded a scenic inventory

value of Very High. The viewshed analysis for Vista 276 (Appendix B, Figure 26) indicated multiple locations of potential Project visibility to the east, near the base of Cahas Mountain at distances of approximately 4 to 5 miles, and farther to the east at 7 to 9 miles from the vista location. The vista was observed in the field during leaf-on conditions. A simulation prepared for Vista 276 indicated that there will be low visibility of the ROW as it crosses various hills in the background approximately 5 miles from the viewing location (Appendix D, Figure 4b).

b. Blue Ridge Parkway Crossing Alternatives

This section addresses the identified alternatives for the pipeline crossing of the BLRI. The route alternatives and corresponding key observation points (KOPs) specific to the BLRI crossing are shown in Appendix B, Figure 1. The alternatives assessed in this section are identified as the MVP 2015 Route, Alternative 1, Alternative 2, and the Proposed Route.

i. MVP 2015 Route

This alternative represents the BLRI crossing route originally proposed by MVP in 2015. There are no managed vistas located adjacent to or near the BLRI crossing location. This route crosses the western BLRI boundary just east of Bent Mountain Road. The route angles to the southeast through a forested area, then follows a generally eastward path through an open pasture area to an intersection with the Parkway. After crossing the Parkway, the route continues in the open for a short segment before crossing a lightly wooded area where it would exit the eastern NPS property boundary (see Appendix D, Figure 6).

Visual changes evident to motorists driving through the area would include tree clearing at the west edge of the BLRI near Bent Mountain Road. The Project will cross underneath the Parkway using conventional bore construction methods, which will minimize visual change at this location.

As quantified below in Table 3, clearing of some scattered trees would likely be required along the segment of the MVP 2015 Route near the eastern BLRI boundary. Most visual impacts would result from the clearing of mature vegetation, which may result in noticeable visual change even in the area of recently harvested forest area due to the high-elevation terrain illustrated in the visual simulation for KOP-OID 52 (Appendix D, Figure 7b). Once the vegetation grows back, a short segment of the cleared ROW would be visible where it crosses a ridge in the middleground.

ii. Alternative 1

There are no managed vistas located adjacent to the crossing location of Alternative 1. Alternative 1 would also require removal of mature trees adjacent to the western NPS property boundary. Alternative 1 would then turn due south for about 1,320 feet where it would intersect the Parkway south of Adney's Gap. Alternative 1 would cross a wooded farmstead 110 feet west of a home and Clover Hill Road/SR602 before reaching the BLRI (See Appendix D, Figures 13a and 13b and 14a and 14b, KOPs 60 and 62, respectively). Alternative 1 would also be located about 200 feet east of a residence south of Clover Hill Road (see Appendix D, Figures 13a and 13b, KOP 60). As described in Table 3, tree clearing on the east side of the Parkway would be required in this area under Alternative 1.

Alternative 1 would cross forested land, mixed woodland, and fields before it would reach Callaway Road and leave NPS property (see Appendix D, Figures 15a and 15b, KOP 64). Alternative 1 would also pass about 190 feet to the east of a residence north of Callaway Road. Visual impacts for

Alternative 1 are anticipated to be higher than for some other alternatives because this route is located close to existing residences (highly sensitive viewers) and crosses more forested land, which would require more removal of mature vegetation.

iii. Alternative 2

Alternative 2 minimizes the total length of ROW within the BLRI boundary. This route angles to the southeast from the MVP 2015 Route at a point approximately 700 feet west of Bent Mountain Road. It turns south to parallel the west side of Bent Mountain Road, passing within 165 feet of a residence near the road. The route makes a right-angle turn to the east and runs parallel to Clover Hill Road and Callaway Road for approximately 2,500 feet. Alternative 2 is located on the south side of Callaway Road (see Appendix D, Figures 12a and 12b, KOP 59) then crosses to the north side of the road, into a forested area, where it exits NPS property. From Callaway Road, the route angles northeast through an open area to rejoin the MVP 2015 Route approximately 300 feet east of the eastern BLRI boundary. Alternative 2 crosses the Parkway just south of Callaway Road and is located approximately 85 feet north of a residence on the corner of Bent Mountain Road and Clover Hill Road and within 220 feet or less to the south of three residences located on Clover Hill Road.

Both the north and south sides of Callaway Road along Alternative 2 are forested, and tree clearing would be required for pipeline installation (see Table 3), which would increase localized visual impacts. Because of topography and a stream located along the road, there is limited space for construction along this segment of Callaway Road, and portions of Callaway Road would need to be incorporated into the construction work space. This condition would also likely increase visual impacts along this stretch of road.

The Alternative 2 route climbs a hill through an area recently cleared of trees on the south side of Bent Mountain. Visibility of this ROW segment might appear higher following revegetation of the temporary construction ROW because the permanent ROW could be more apparent as a linear corridor as compared to a wide area of tree clearing on the hillside. There is a possibility that vegetation along the edge of the BLRI ROW would mature enough to effectively screen views of the distant hill crossed by Alternative 2. Visual impacts for Alternative 2 are anticipated to be higher than for Alternative 1 because Alternative 2 is located close to numerous existing residences (highly sensitive viewers) and crosses almost as much forested land as Alternative 1. Alternative 2 would also result in visual impacts along Callaway Road from clearing of forest vegetation required in that portion of the route.

iv. Proposed Route

The Proposed Route initially follows the MVP 2015 Route across Bent Mountain Road (see Appendix D, Figure 6 and Figures 9a and 9b, KOP 56), although it deviates to the northeast to avoid an area of mature trees east of the road. Beyond the trees, the Proposed Route heads southeast through open pasture area before intersecting the Parkway east of MP 264.4 (Appendix D, Figures 16a and 16b and 17a and 17b). This segment crosses an agricultural field on NPS property along an existing fence line. East of the Parkway, the Proposed Route crosses approximately 150 feet through an open field, where it passes within 240 feet to the north of a residence (see Appendix D, Figures 10a and 10b, KOP 57), and then heads east through forested land and exits the NPS eastern boundary. Tree clearing would be required along this segment of the Proposed Route (see Table 3). MVP has committed to narrowing the construction ROW to 75 feet for a 75-foot linear distance along the west edge of the forested area east of the Parkway to reduce the contrast created by the notch in the trees visible from KOP-OID-57. Visual impacts for the Proposed Route are anticipated to be lower overall than for

Alternatives 1 or 2 because the Proposed Route is not located adjacent to existing residences (highly sensitive viewers) and crosses less forested land. The Proposed Route crosses mostly open pasture land (Appendix D, Figures 9a and 9b and 10a and 10b, KOPs 56 and 57, respectively), which would leave less of a visual scar and could be replanted to a more natural-appearing state once construction is completed.

v. MVP Preferred Alternative

The selection of the Proposed Route to cross the BLRI is based on the results of recent on-site evaluations with NPS visual resource staff, field survey efforts, and a comparison summarized below in Table 3. The Proposed Route would avoid clearing mature trees along the east side of Bent Mountain Road, cross the BLRI along the edge of an open field, and have minimal impact to residences and sensitive viewers on the BLRI. For all of these reasons, the Proposed Route is the Preferred Route by MVP.

Table 3.				
Comparison of the Blue Ridge Parkway Route Alternatives				
Feature	MVP 2015 Route	Alternative 1	Alternative 2	Proposed Route
General				
Total length in miles (feet)	0.89 (4,674)	1.30 (6,868)	1.17 (6,184)	0.99 (5,211)
Length adjacent to existing right-of-way in miles (feet)	0.0 (0)	0.0 (0)	0.46 (2,427)	0.0 (0)
Land disturbed within construction right-of-way (acres) a/	13.40	19.68	17.71	14.98
Federal Lands				
National Park Service lands crossed in miles (feet)	0.48 (2,533)	0.63 (3,327)	0.13 (685)	0.42 (2,225)
Blue Ridge Parkway crossings (number)	1	1	1	1
Agricultural Lease lands crossed (miles)	TBD	TBD	TBD	TBD
Human Environment				
Landowner parcels crossed (number)	11	15	11	10
Residences within 50 feet of construction workspace (number)	0	0	2	0
Natural Resources				
Forested land crossed in miles (feet)	0.44 (2,345)	0.81 (4,256)	0.56 (2,956)	0.54 (2,835)
Forested land affected during construction in acres	6.69	11.90	8.56	8.49
Forested land affected during operation in acres	2.71	4.87	3.42	3.31
Interior forest crossed in miles (feet)	0.29 (1,511)	0.34 (1,808)	0.39 (2,040)	0.33 (1,720)
Shallow bedrock crossed in miles (feet)	0.34 (1,806)	0.56 (2,957)	0.64 (3,391)	0.24 (1,277)
Steep slope (>20 percent) crossed in miles (feet)	0.15 (789)	0.42 (2,207)	0.22 (1,176)	0.08 (427)
Side slope (>20 percent) crossed in miles (feet)	0.31 (1,640)	0.62 (3,281)	0.56 (2,953)	0.12 (656)
Notes:				
a/ Assuming 125-foot-wide construction right-of-way.				

4. VISUAL MITIGATION MEASURES AND BEST MANAGEMENT PRACTICES

The results of the VIA show that construction and operation of the Project will result in limited impacts on visual resources associated with the BLRI. In deference to the conservation mission of the NPS and the scenic values of the BLRI, MVP has proposed to implement mitigation (i.e., avoidance and

minimization) measures and best management practices (BMPs) to further reduce the limited potential visual impacts from the Project identified during the analysis.

Mitigation measures and BMPs will be applied individually and/or will be combined to reduce or eliminate impacts. Mitigation measures and BMPs were considered in cooperation with the NPS and were guided by on-site discussion with a representative from the NPS on December 14, 2016. The mitigation measures that MVP proposes to implement are:

- The ROW will be feathered in selected areas visible from managed vistas to reduce the contrast of the ROW and ensure that vegetative openings appear more natural and in conformance with the natural form, line, color, and texture of the existing landscape;
- The Proposed Route will cross the BLRI at a perpendicular angle to ensure the shortest duration of view for the crossing;
- The Proposed Route will use conventional bore methods to construct the pipeline under the BLRI, ensuring there will be no disruptions to the traffic flow along the BLRI;
- The Proposed Route has been sited to conform to the natural lines in the landscape, including crossing the BLRI in an open pasture landscape; and
- MVP will narrow the temporary construction ROW to 75 feet for an approximate distance of 75 feet, which will reduce visual impacts from tree clearing in this specific location.

MVP will take a permissive approach to requests for co-location of other utilities' infrastructure, as demonstrated by MVP's recent position regarding a request for co-location of Appalachian Electric Power's proposed buried 34.5-kV electric utility line. With moderate and low visual impacts and the implementation of the mitigation measures and BMPs listed above, the Project would not result in significant impacts to visual resources on the BLRI.

5. KEY VISUAL STUDY ANALYST

The key analyst for the visual resources study is Robert Evans, who is the Visual Resources Analyst/Task Lead. Mr. Evans has a master's degree in Landscape Architecture and is an active member of American Society of Landscape Architects. He has 10+ years conducting and supported visual assessments in numerous US states including AZ, CA, NV, NM, OR, WA, ID, WY, TX, AK, OK, TN, NH, MA, NY, and HI and has completed the BLM's VRM training in 2008. Mr. Evans is also a member of the Scenic Resources Working Group, which is a subcommittee of the National Association of Environmental Professionals. The group focuses on upcoming and emerging technology that can affect visual resource analysis and mitigation.

6. REFERENCES

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