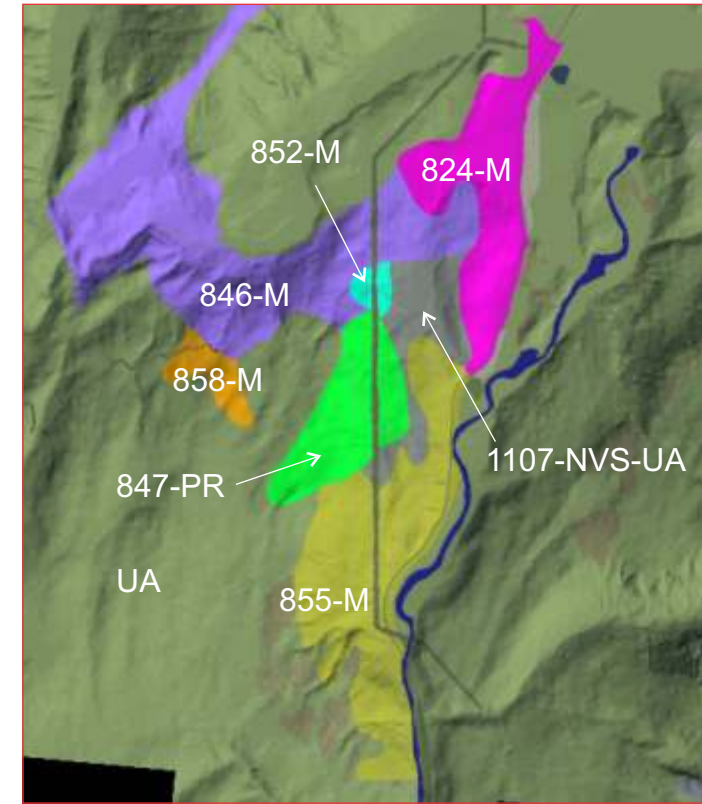


Interim Report

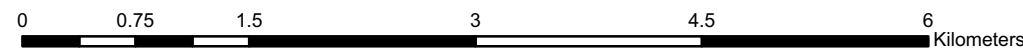
Peddie Visual Impact Assessment
RDI Resource Design Inc
June, 2022

Legend

- Peddie2022_VPs
 - Hwy5_3
 - TA0643_PE9S2_Roads
 - June_1,_2022_Peddie_Roads
 - Powerline_2022
 - riverA6
 - June_1,_2022_Peddie_Proposed_WTRA
 - June_1,_2022_Peddie_Proposed_Blocks
 - June_1,_2022_Peddie_Existing_Cutblocks
 - HydroLine
 - Existing_2015CB_AdjacentPE9S2
 - Eleanor_Lake
 - PE9S2_Swamp
 - PeddieCTR
 - TA0643_PE9S2_WTRA
 - TA0643_PE9S2_Block
 - Peddie-1718
 - Mud-1718t
 - HWY5
 - RDI_TRIM_watercourse
 - <all other values>
- REC_EVQO_C**
- NVS
 - M
 - PR



Bare-Land VNS VQO



Contents	
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7	CC7 Simulations / Visual Force Analysis / Photography
8	CC6 Simulations / Photography
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10	CC4 Simulations / Photography
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12	CC3 Simulations / Photography
13	CC2 Simulations / Photography
14	CC1 Simulations / Photography

Peddie 2022 Visual Assessment Summary - Interim Report

RDI was provided a data link and go-ahead under contract # PD23TEB097 for the Peddie 2022 visual project by Ches Clem, Project Administrator, BC Timber Sales Kamloops Business Area on June 12, 2022. The data included shapefiles for 13 newly proposed cutblocks, Existing recent cutblocks, WTRA's, new roads (see Table 1). As well, Ches provided recent photography from nine photopoints selected by him along Highway 5 in and around Blue River, numbered consecutively from south to north along an 18 km segment of the highway, plus a view from Eleanor Lake dock. The photopoints were GPS'd by Ches (lower Table 1) and formed the sum of points analysed by RDI when producing the Visual Nature Studio simulations. The cutblocks, Visual Sensitivity Units, Viewpoints and other relevant information are shown on the key map on page 1 of this document. RDI had previously provided a Visual Impact Assessment for the area in 2017. We updated the archived ArcGIS and VNS projects, and commenced our analyses. Ches was soon to depart from BCTS to assume a new position in the Inventory Branch, so administrative responsibilities were passed on, in the interim, to his Supervisor, Jenn Gibson, BCTS Planning Officer.

Renderings were produced from each photopoint utilizing stand heights from the updated 2022 Forest VRI. The northern viewpoints CC6 through CC9 required only single-frame renderings for adequate coverage, while mid viewpoints CC2 through CC6 required multiple images to produce the panoramas. Viewpoint CC1 required just a single image. In addition to fully treed simulations depicting the visual results of the cutblocks, RDI also prepared a full set of bare-land renderings depicting the various Visual Sensitivity Units relating to the cutblocks in each view for ease of tracking and labelling in the final CorelDraw document. Percent alteration was calculated from two viewpoints - CC9 in the north at the junction with the Mud FSR, and CC4 midway along the highway. The two viewpoints provided the most open viewing opportunities towards the cutblocks. The percent alteration calculations were performed on the relevant viewpoint simulation exported into ArcGIS for digitizing and measurement, and tabulated in Excel spreadsheets by landform (VSU). The final CorelDraw document was fully labelled for ease of tracking of each cutblock and VSU.

Results

The Cutblock Visibility (Table 2) indicates that of the 13 proposed cutblocks, all but 4 will have at least some predicted visibility, though intervening trees may obscure some portions in reality. Visibility ranges from very small to very large. PE_2018_14 (a recce block only) and PEAML were considered to be very large from their respective viewpoints. PE_2018_14 traverses two VSUs with different VQOs. The southern (left side in the renderings) is in VSU 847 with a Partial Retention VQO. The total percent alteration from CC9, including existing recent openings in VSU 847-PR, is predicted to be **20.97%** in perspective view, triple the upper limit of 7% for PR. The large northern portion (right side in the renderings) of PE_2018_14 is in VSUs 846 and 852 which have Modification VQOs. RDI merged the Modification VSUs on the hillside while excluding VSU 824 which is a separate low hill. The results indicate Percent Alteration for that portion to be **13.68%**, within the upper limit of Modification of 18%. The linework for each of these scenarios is presented on page 5.

We also provided a combination crossing all the VSUs and unclassified visible terrain for comparison if all were considered to be PR (Table 3). The Blended VQO would also be exceeded at **16.46%**, more than double the limit for PR. The recce block will require substantial adjustment to bring it within the VQO limits, whether split (PR and M) or combined (PR).

Percent Alteration from CC4 indicates that the presence of one large cutblock (PEAML) and three small cutblocks as revealed on page 11 will create **3.30%** alteration, well within the Modification VQO limit of 18% for VSU 855. Limited visual force analyses (CC8, page 6) indicates good conformity with visual force lines. Thge VSU linework further defines the visual forces. Further analysis and design suggestions were deemed premature by RDI given the recce status of PE_2018_14.



KB Fairhurst, PhD, RPF
RDI Resource Design Inc
June 26, 2022

Summary

Table 1 - Ches Clem's Notes to RDI

BCTS Proposed Block	Gross Area	Block State
PE8ME	9.1	Preliminary layout completed
PEAML	27.9	Preliminary layout completed
PEABR	9.7	Preliminary layout completed
PEAMN	5.7	Preliminary layout completed
PE_2022_02	16.3	Recce block, no layout completed
PEA9R	41.5	Preliminary layout completed
PEA9M	26.0	Preliminary layout completed
PEAB6	32.9	Preliminary layout completed
PE_2021_02	26.6	Recce block, no layout completed
PEAM2	3.6	Preliminary layout completed
PEAM0	6.2	Preliminary layout completed
PEABW	23.2	Preliminary layout completed
PE_2018_14	58.8	Recce block, no layout completed

Viewpoints: from south to north
 1 51 59'05.0"N 119 20'21.5"W
 2 51 59'41.9"N 119 20'05.5"W
 3 52 00'17.9"N 119 20'06.8"W
 4 52 00'34.0"N 119 20'10.8"W
 5 52 01'09.8"N 119 20'24.9"W (bridge crossing the North Thompson River)
 6 52 06'34.0"N 119 18'34.4"W (Blue River Petro Can gas station)
 7 52 06'43.5"N 119 17'56.0"W (Eleanor Lake dock)
 8 52 07'29.1"N 119 17'41.6"W (Hwy 5 pullout)
 9 52 07'57.6"N 119 17'13.7"W (Mud FSR junction with Hwy 5, aka River Safari turnout)

Table 2

CUTBLOCK	2022 Ches Clem Photopoints - Cutblock Visibility Table								
	CC9	CC8	CC7	CC6	CC5	CC4	CC3	CC2	CC1
* PE_2018_14	VL	VL	VL	VL					
PEABW									
PEAM0									
PEAM2					VS (POT)	VS (POT)	VS (POT)	VS (POT)	
PE_2021_02									
PE_2022_02					VS				
PEAB6									
PEAML	VS				VL	VL	VL	VS	
PE8ME						VS	V	VS	
PEA9M						VS			
PEA9R	VS					VS	VS		
PEAMN							VS		
PEABR	VS								

Visible: VL=Very Large; V=Visible; VS=Very Small; VS (POT)=Very Small (Potentially Visible)

* PE_2018_14 is Recce only and will be field-modified

Table 3

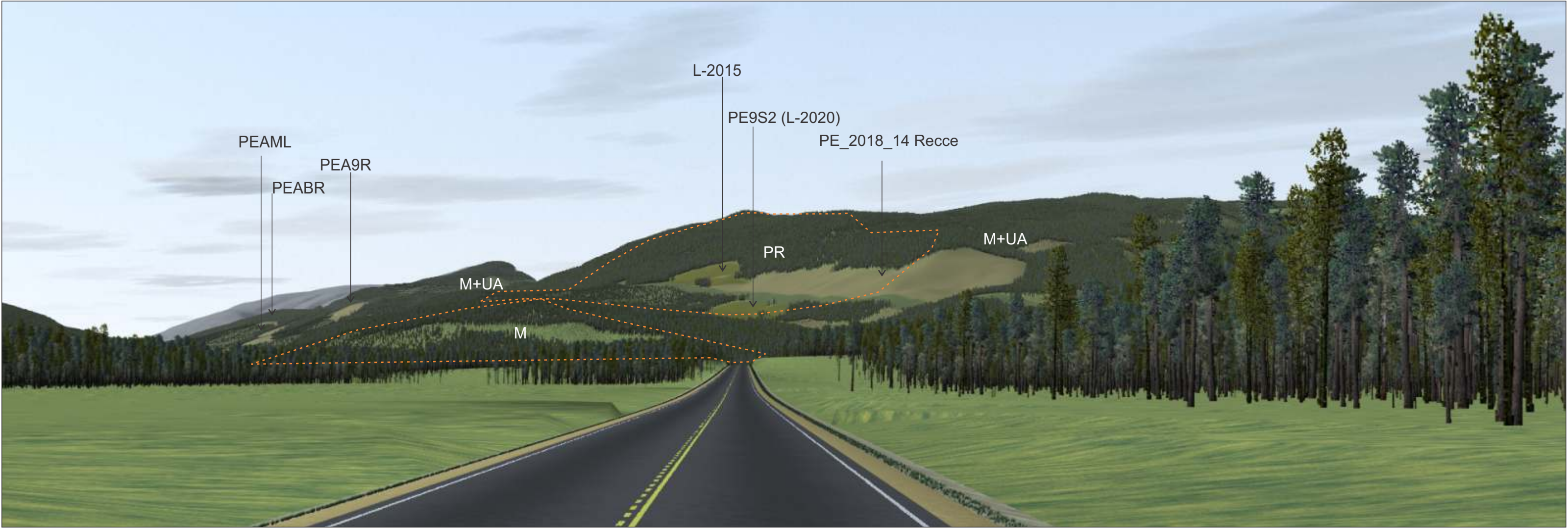
Percent Alteration Peddie 2022 from Viewpoint CC9 - Turnoff		
NAME	AREA2	% Alt
VSU 847-PR	276960.89	
* PE_2018_14_Recce_PR	34651.39	12.51%
L-2020	9335.45	3.37%
L-2015	14092.80	5.09%
Sum Alt 847-PR	58079.64	20.97%
VSU 855-1-M	15471.72	
No Change / Sum Alt	0.00	0.00%
VSU 846-852-858-M & UA	359080.75	
* PE_2018_14_Recce_M	49135.20	13.68%
Sum Alt 846-852-858-UA	49135.20	13.68%
VSU 824-M	150619.54	
No Change / Sum Alt	0.00	0.00%
VSU 855-2-M	107681.00	
PEA9R	2515.26	2.34%
PEAML	2055.64	1.91%
PEABR	291.65	0.27%
Sum Alt 855-M	4862.55	4.52%
Landform Exceeding VQO - VSU 847-PR Above PR Limit of 7.0%		20.97%
Alternate Strategy if VSUs combined with PR VQO		
Sum Alt 846+847+852+855-1+858+UA	651513.35	
Sum alteration in combined PR	107214.84	16.46%

* PE_2018_14 is split between VSU 847 (PR) and 847-852-858-M & UA

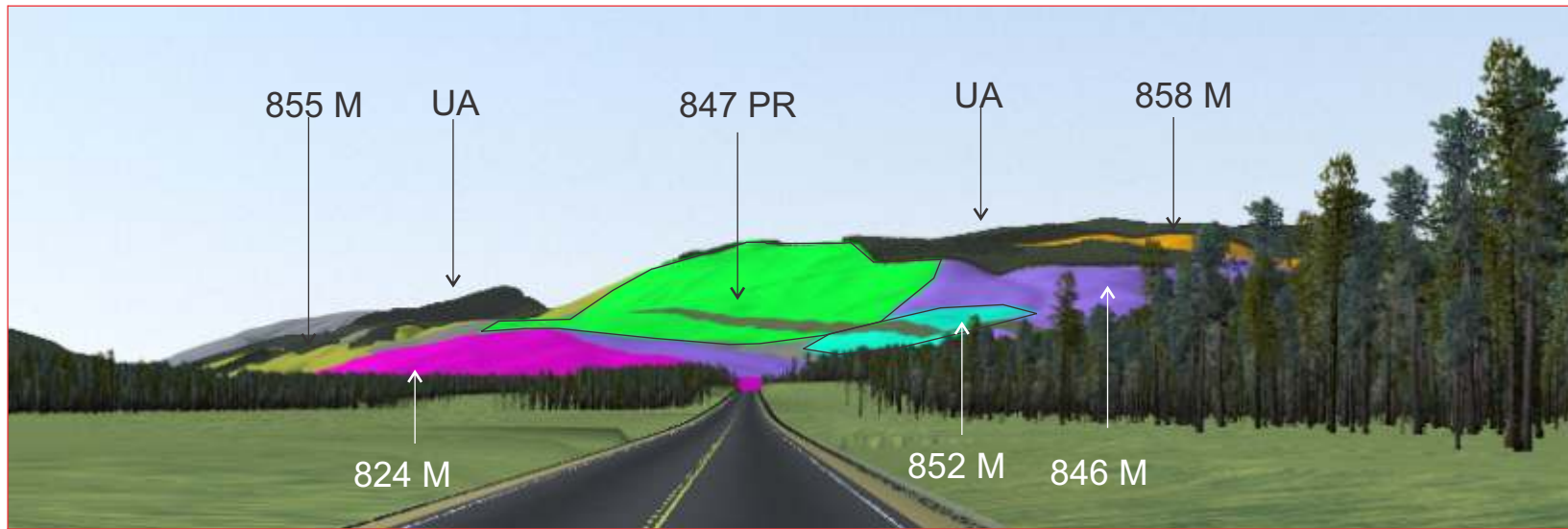
Table 4

Percent Alteration Peddie 2022 from Viewpoint CC4		
NAME	AREA2	% Alt
VSU 855-2 M	1447771.06	
PEAML	42277.13	2.92%
PEAML	689.31	0.05%
PEA9R	628.96	0.04%
PEAMN	790.68	0.05%
PEAMN	55.95	0.00%
PEAMN	29.86	0.00%
PEAME	3263.93	0.23%
Sum Alt VSU 855-2 (M)	47735.83	3.30%





RDI Visual Nature Studio Simulation



RDI Visual Nature Studio Bare Ground VQO Simulation



Ches Clem Photos 2022; RDI Panorama



Percent Alteration Peddie 2022 from Viewpoint CC9 - Turnoff		
NAME	AREA2	% Alt
VSU 847-PR	276960.89	
PE_2018_14_Recce_PR	34651.39	12.51%
L-2020	9335.45	3.37%
L-2015	14092.80	5.09%
Sum Alt 847-PR	58079.64	20.97%
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No Change / Sum Alt	0.00	0.00%
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Sum Alt 846-852-858-UA	49135.20	13.68%
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No Change / Sum Alt	0.00	0.00%
VSU 855-2-M	107681.00	
PEA9R	2515.26	2.34%
PEAML	2055.64	1.91%
PEABR	291.65	0.27%
Sum Alt 855-M	4862.55	4.52%
Landform Exceeding VQO - VSU 847-PR Above PR Limit of 7.0%		20.97%
Alternate Strategy if VSUs combined with PR VQO		
Sum Alt 846+847+852+855-1+858+UA	651513.35	
Sum alteration in combined PR	107214.84	16.46%

PE_2018_14 is Recce only and is split between VSU 847 (PR) and 846-852-858-M & UNCLASSIFIED (UA)



Ches Clem Photos 2022; RDI Panorama

Transmission Line
Existing L2014-2020

Existing L2014-2020
PE_2018_14 Recce

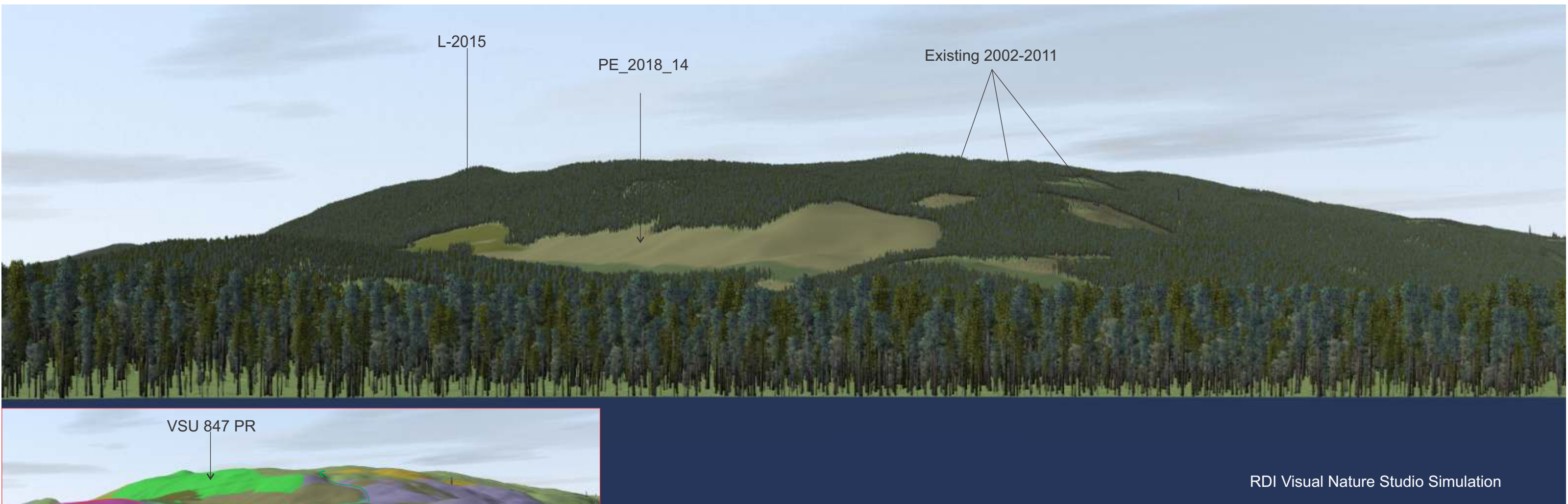
VSU 847 PR

RDI Visual Nature Studio Simulation

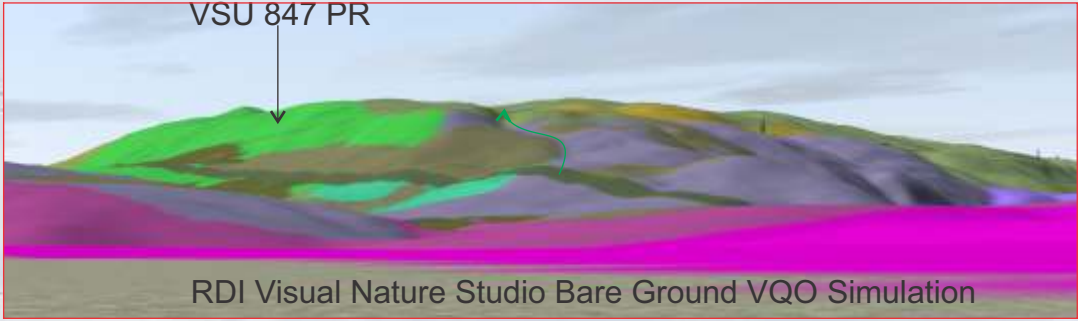
Viewpoint CC8 2022 Highway 5 Mapsheet 83D014 - Highway 5 Pullout

Visual Force Convexity
Visual Force Concavity





Viewpoint CC7 2022 Highway 5 Mapsheet 83D014 - Eleanor Lake Dock



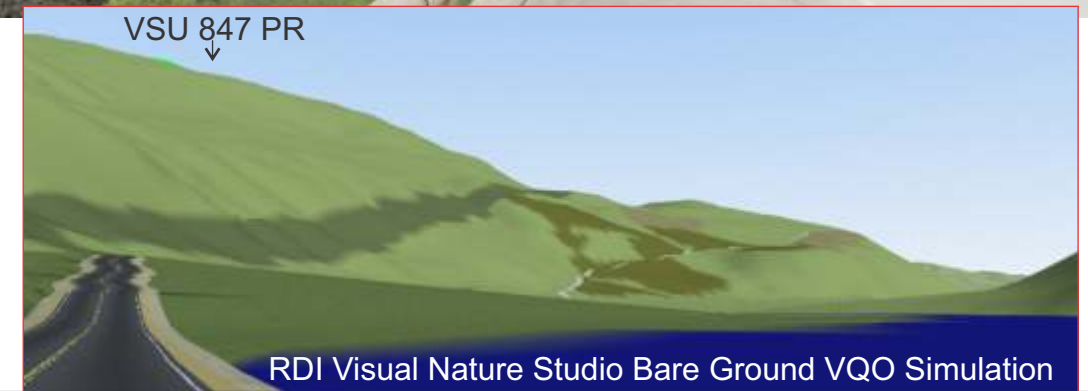
L-2015 Transmission Line



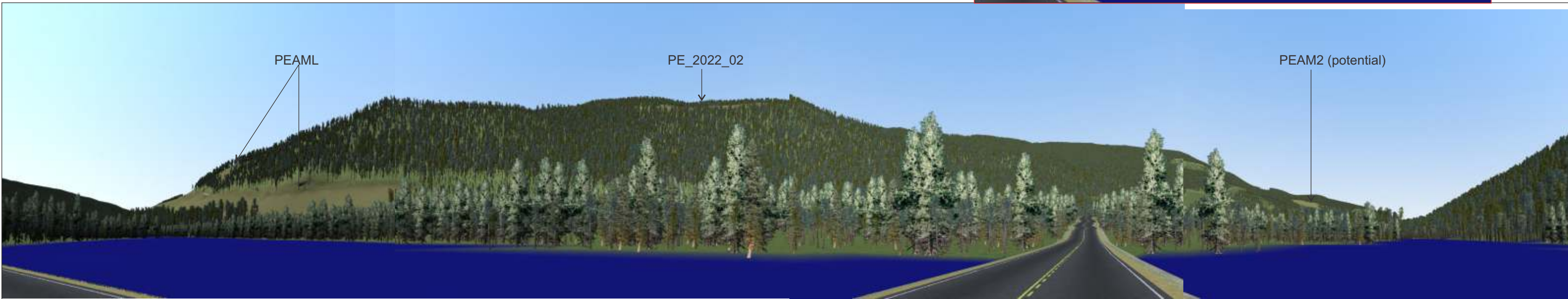
RDI Visual Nature Studio Simulation
Viewpoint CC6 2022 Highway 5 Mapsheet 83D014 - PetroCanada Station



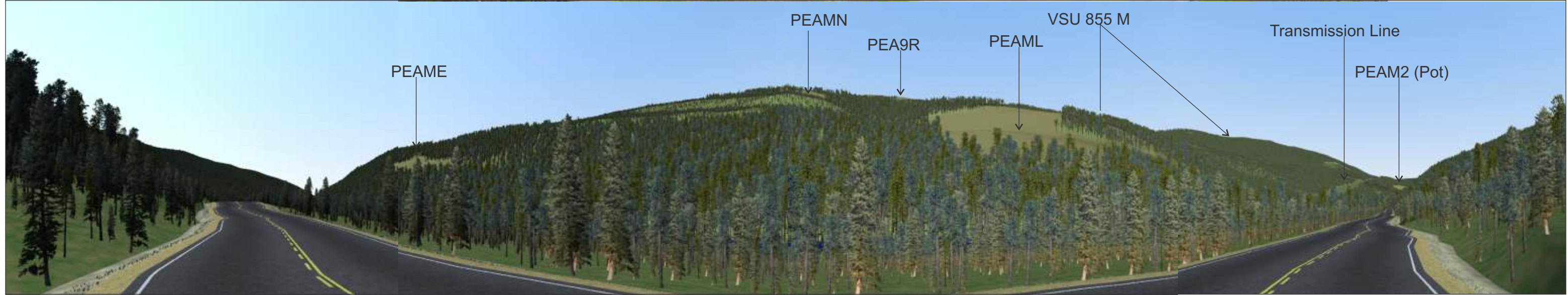
Ches Clem Photos 2022; RDI Panorama



RDI Visual Nature Studio Bare Ground VQO Simulation



RDI Visual Nature Studio Simulation



RDI Visual Nature Studio Simulation



Percent Alteration Peddie 2022 from Viewpoint CC4		
NAME	AREA2	% Alt
VSU 855-2 M	1447771.06	
PEAML	42277.13	2.92%
PEAML	689.31	0.05%
PEA9R	628.96	0.04%
PEAMN	790.68	0.05%
PEAMN	55.95	0.00%
PEAMN	29.86	0.00%
PEAME	3263.93	0.23%
Sum Alt VSU 855-2 (M)	47735.83	3.30%

Ches Clem Photos 2022; RDI Panorama

VSU 855 M

PEAML to be partially obscured

VSU 855 M

Transmission Line

VSU 855 M

Transmission Line

Transmission Line

VSU 847 PR

VSU 855 M

RDI Visual Nature Studio Bare Ground VQO Simulation

PEAME

VSU 855 M

PEAMN

PEA9R

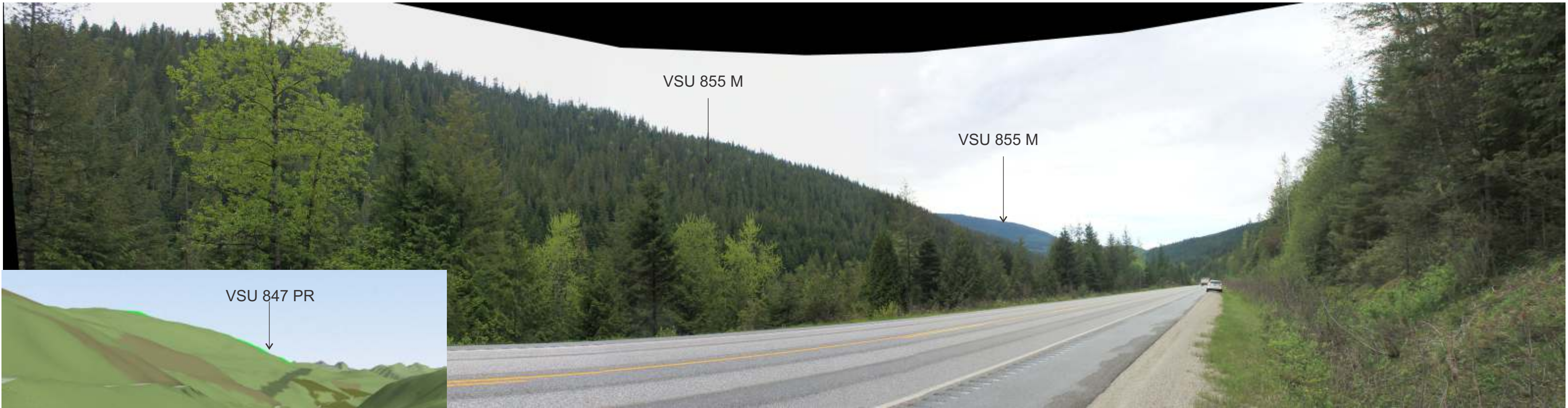
PEAML

Transmission Line

VSU 855 M

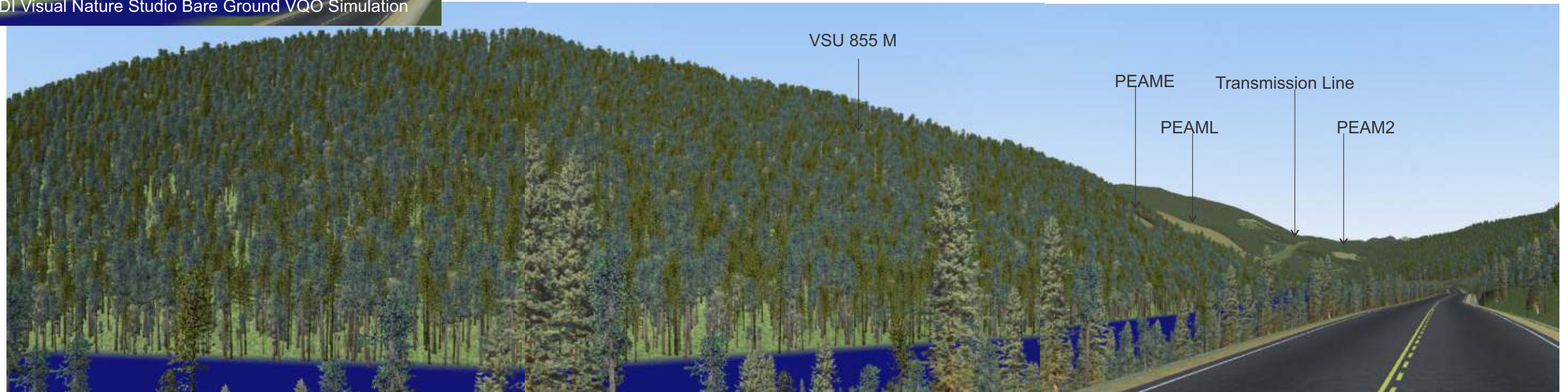
PEAM2

RDI Visual Nature Studio Simulation



Ches Clem Photos 2022; RDI Panorama

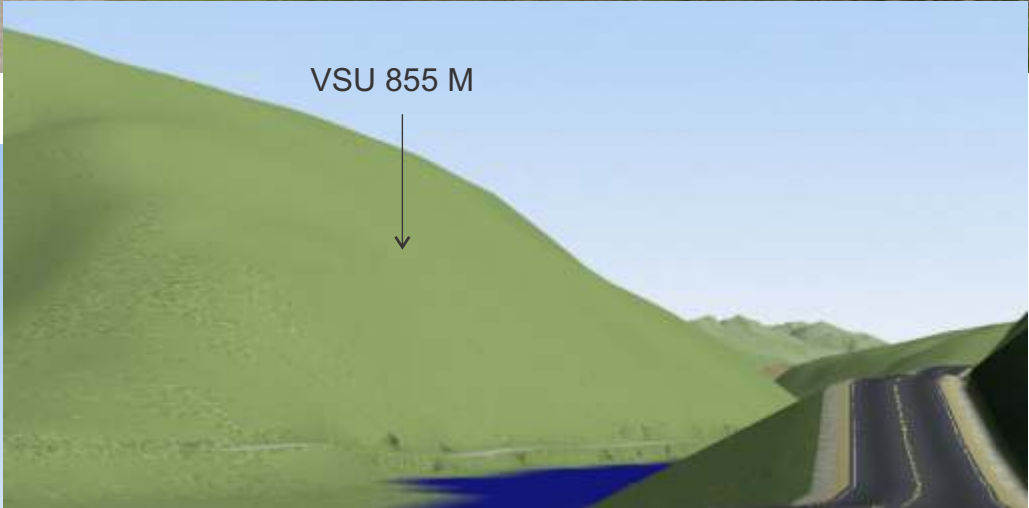
RDI Visual Nature Studio Bare Ground VQO Simulation



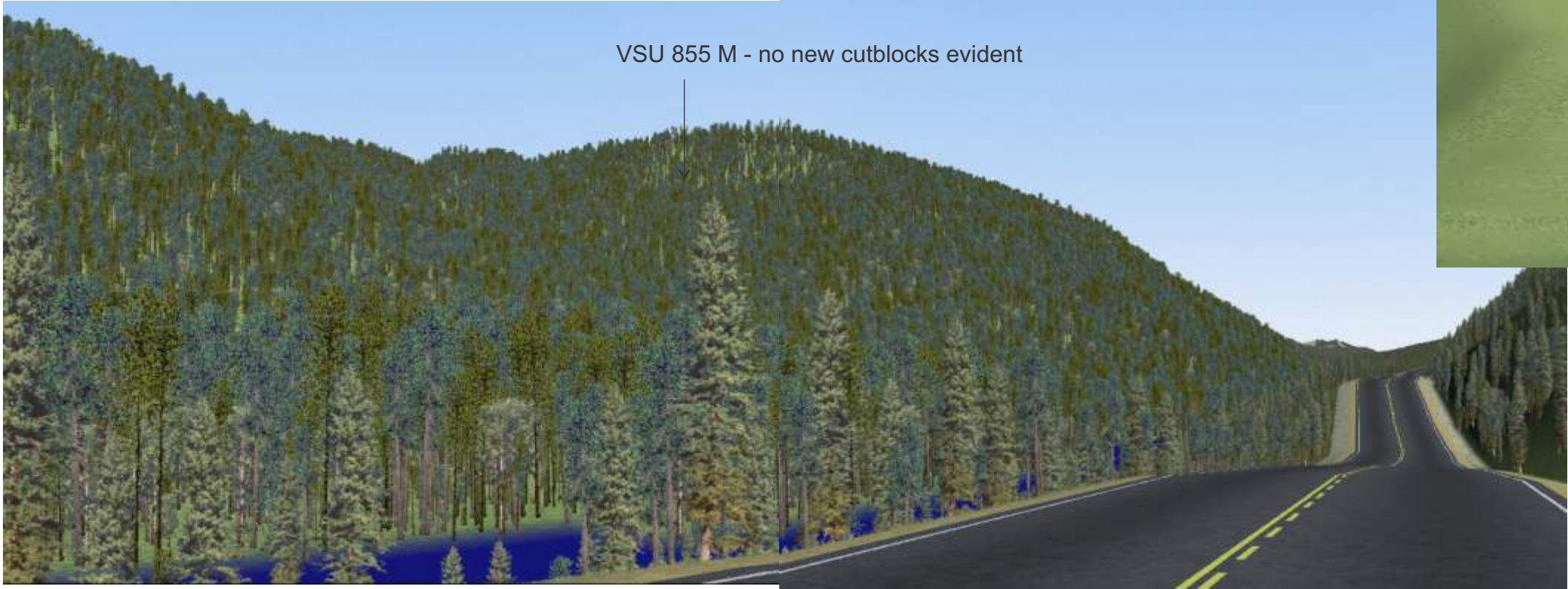
RDI Visual Nature Studio Simulation



Ches Clem Photos 2022; RDI Panorama



RDI Visual Nature Studio Bare Ground VQO Simulation



RDI Visual Nature Studio Simulation