

BC Timber Sales - Kamloops Business Area Avola A90300 Blocks AM7WC, AM7WZ, AM7U2

Visual Assessment

RDI Resource Design Inc
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Visual Impact Assessment Summary Table

District: Kamloops

Licensee: BCTS Kamloops Business Area, Clearwater Field Team

Licence Number	A90300	CP# & BLK #, or RP#:	AM7U2 AM7WC AM7WZ	Map Reference #:	82M084	Proposed year of Harvest	2012	Proposed Silv System	CC
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Type of Proposed Alteration (e.g. Cutblock, Road or Pipeline R/W, Oil lease, etc.) Cutblock

VISUAL LANDSCAPE INVENTORY LABEL (old) VLU#: VSR: VAC: EVC: EVQO:

VISUAL LANDSCAPE INVENTORY LABEL Kamloops LRMP VSU#:
 VSC: VAC: EVC: EVQO:
DOES EVC EXCEED THE ESTABLISHED VQO? None established. Yes No

VIEWPOINTS & VIEWING CONDITIONS

Number & Name of Viewpoints from which the proposal is visible? 1720

Indicate Viewpoint Importance. (Major/minor/potential)

Viewing Distance (Fg, Mg or Bg.)

Major transitory on bridge			
MG (2km-6km)			

ASSESSING BASIC VQO DEFINITION

Does the proposed alteration, in combination with any existing Non-Veg alterations, achieve the basic VQO definition for the established VQO from each of the identified viewpoints?

Yes			
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If applicable state reasons why the proposal does not achieve the basic definition.

If applicable, which basic VQO definition would the proposed alteration in combination with any existing Non-VEG alterations meet?

N/A or P R PR M MM EM

ASSESSING VISUAL DESIGN

Does the proposed alteration(s) exhibit elements of good visual design? YES NO

Does the proposed alterations respond to the lines of force analysis? YES NO

If No why?

Describe the design principles and practices used to blend the proposed alteration(s) with the landscape (e.g. edge treatment & feathering, irregular boundaries, leave trees/patches, etc.)

Blocks AM7WC and AM7WZ are not visible from the bridge (3.5km) or glimpses from points further south along the highway. AM7U2 can be seen as a very small, opening with good shape. The block is integrated with the high VAC landform and follows the (visual force). Block AM7U2 may be potentially visible from the highway south of the bridge over a stretch of 1-2km. A few tiny recent patches are visible in the VSU. Block AM597 (2011 VIA) presents a distant sliver above and further to the left of AM7U2 as seen from VP 1720.

“Partial retention” 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 (a) is easy to see, (b) is small to moderate in scale, and (c) has a design that appears natural and is not angular or geometric (Visual Quality Effectiveness Evaluation definition).

Is there existing human made alterations visible in the unit showing no or poor design?

NO YES The power line right of way grabs the eye but is green

ASSESSING SCALE OF ALTERATION

(Use photographs or computer simulation output for calculations) (See Appendix 4 for example of calculation)

VPT #1720

See viewpoint page for details

1. Total area of landform/VSU in perspective view as seen from each viewpoint.(measured in cm ²)				
2. Visible portion of proposed alteration(s) in perspective from each viewpoint.(measured in cm ²)				
3. Visible Ground area of all existing alterations in Non-VEG state in perspective view from each viewpoint.				
4. Total % alteration of the viewshed in perspective view from each viewpoint. [(#2+#3), #1] 100=#4	0.45% of VSU 924			

Does the total % alteration in perspective view from each viewpoint fall within the VQO guidelines?
(P=0%; R=0-1.5%; PR=1.6-7.0%; M=7.1-18.0%)

YES NO YES NO YES NO YES NO

FOREGROUND ALTERATIONS AND SCREEN DESIGN

Is the proposed alteration within 1 kilometre of the viewing locations? YES NO

Does vegetative or landform screening exist? YES NO

If yes, what type: Deciduous Coniferous Mixed Forest Landform

Would the screen hide proposed operations? YES NO

Is vegetative screen designed properly ie responds to lines of force, shape & scale and remains a viable unit for future removal? YES NO N/A

Is vegetative screen expected to be windfirm? YES NO N/A

If alteration would not be screened or only partially screened, describe the actions proposed to reduce the visual impact in the immediate foreground (e.g. landing location, roadside clean-up, etc.)
N/A

ADDITIONAL CONSIDERATIONS

Does the EVC in adjacent units exceed the established VQO for those units and how would this affect the management of the present unit proposed for alteration? YES NO

Comments:

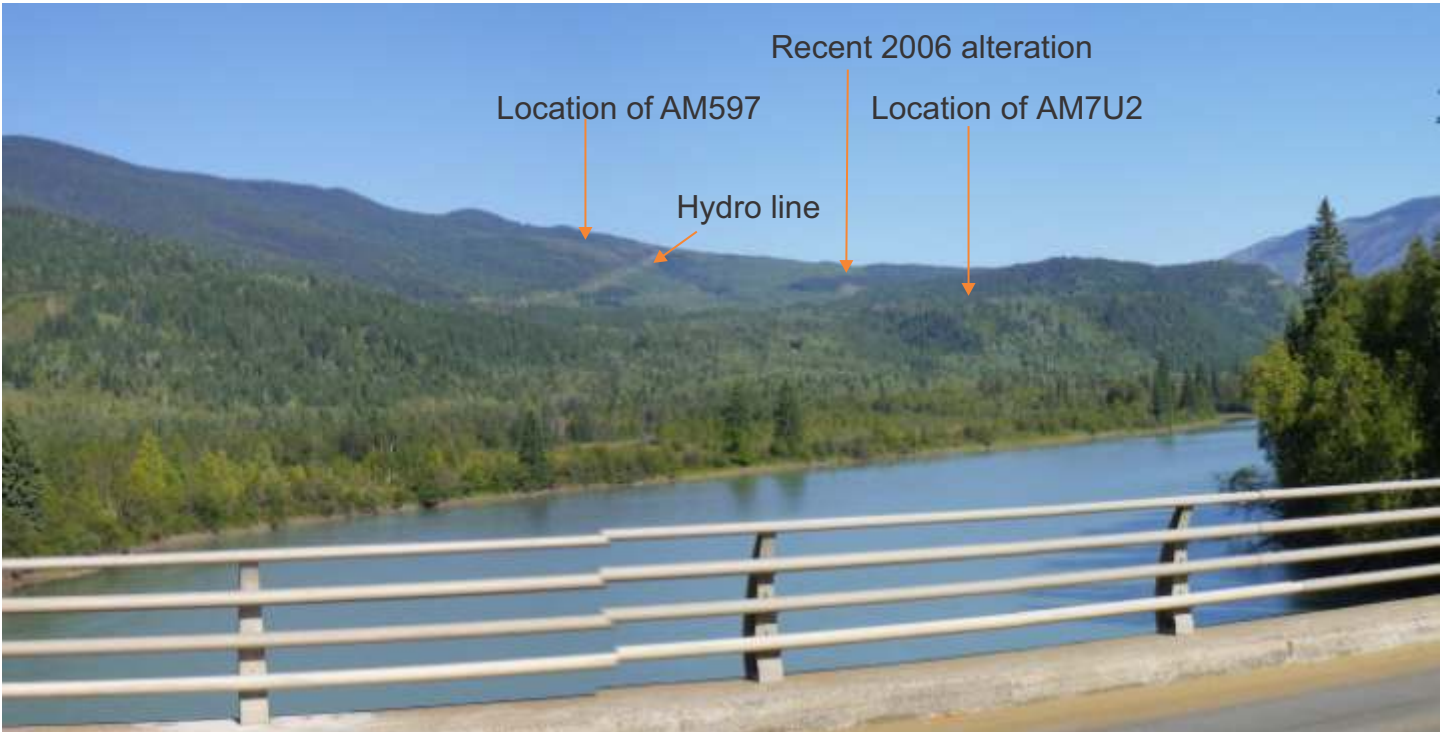
Has this VIA submission incorporated all known alterations proposed within the Visual Sensitivity Unit for the next 5 years? (i.e. all blocks proposed by the same or different licensees) YES NO

Comments:

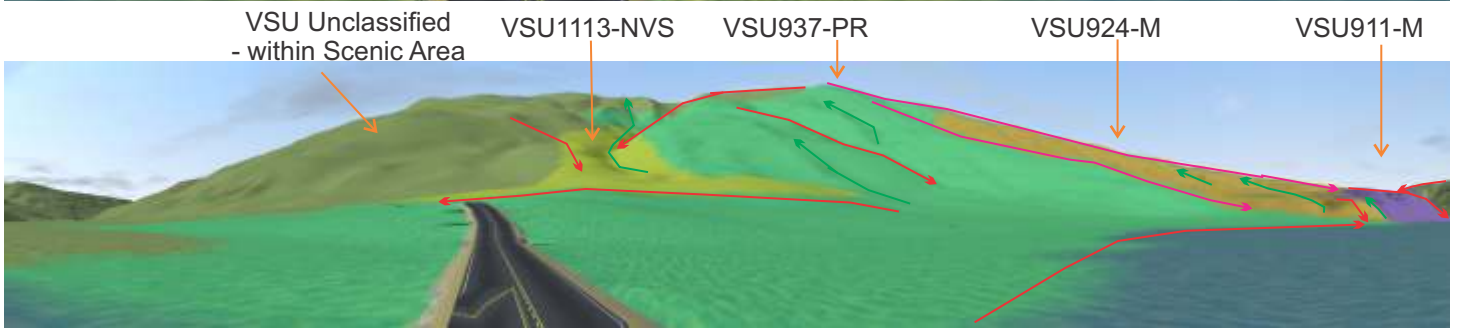
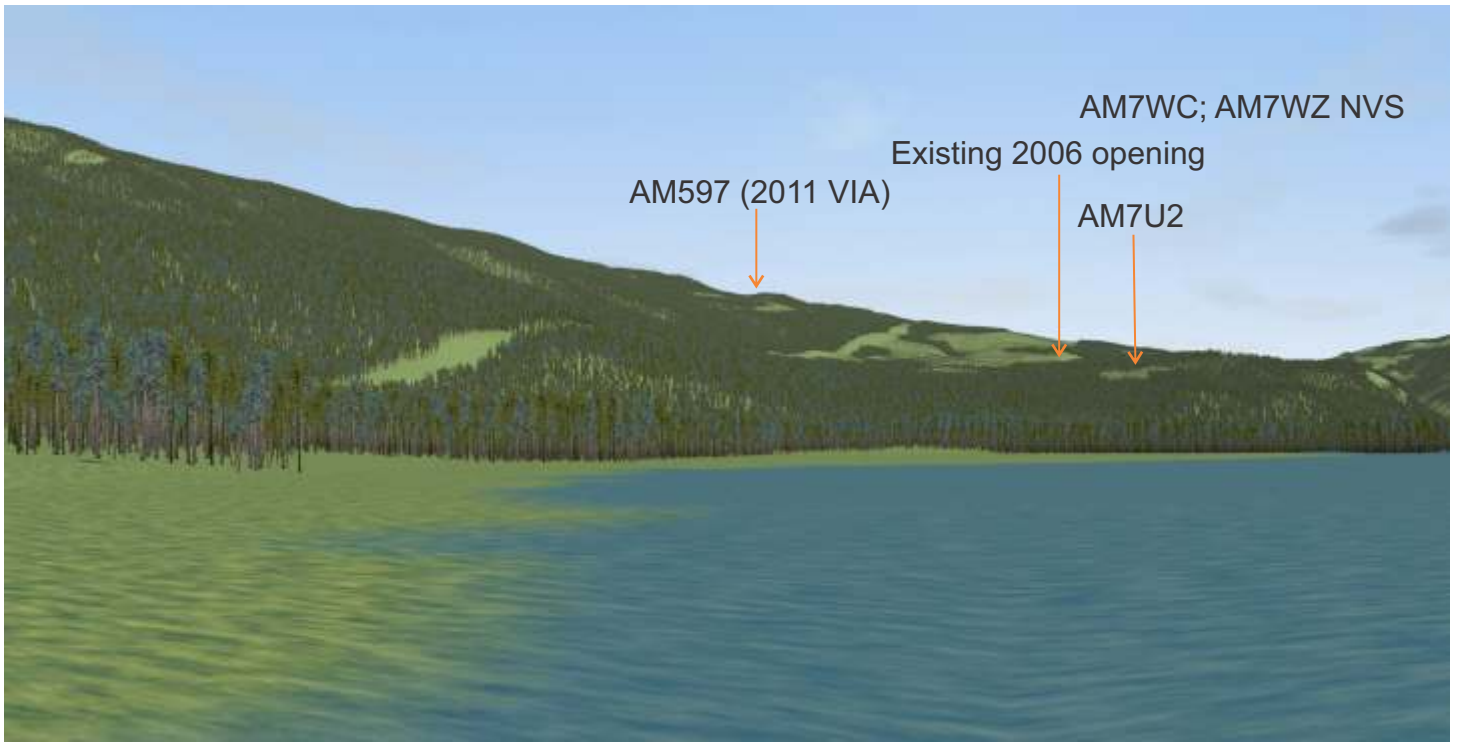


Completed by: Ken B. Fairhurst, R.P.F.

Date Completed: September 19, 2012

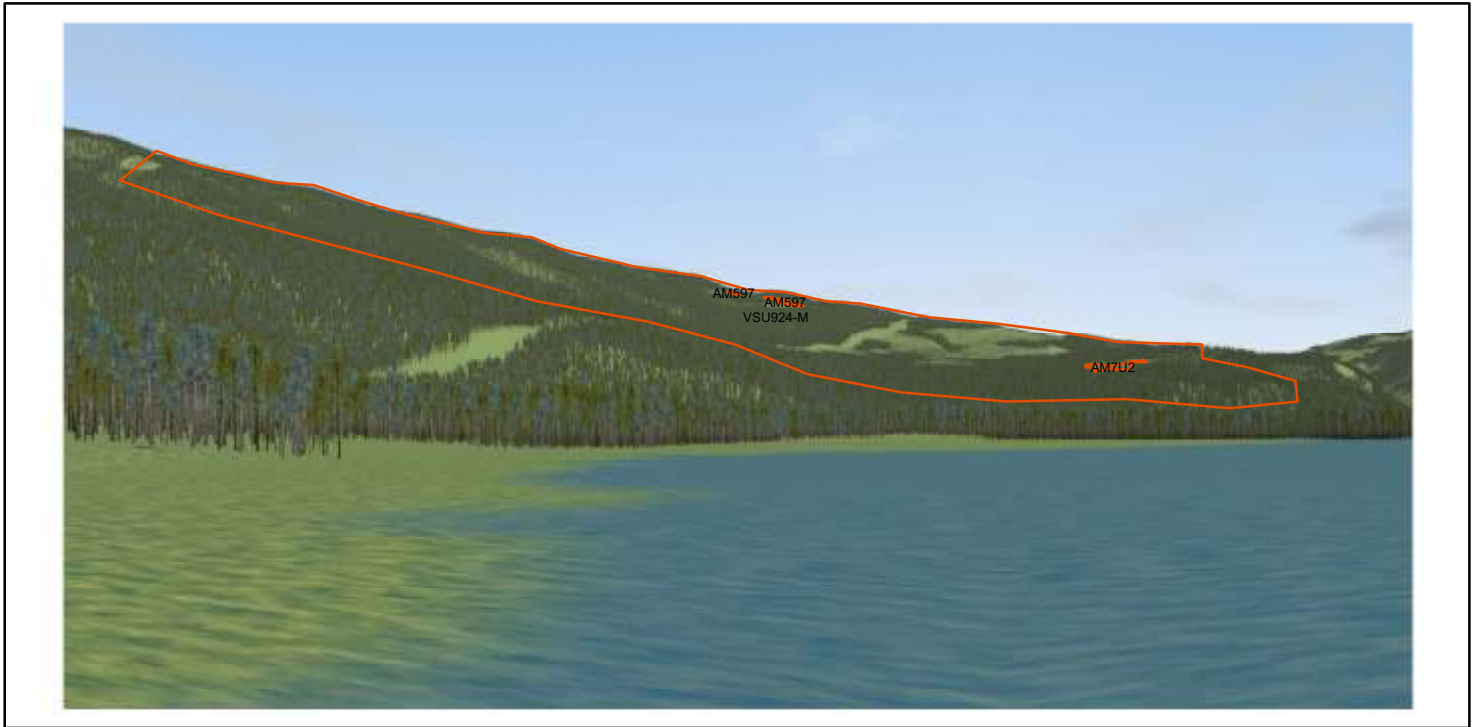


VP 1720 Photos



- Visual Force Convexity
- Visual Force Concavity

View from Bridge Deck



Percent Alteration of VSU 924 from VP 1720 (Bridge)	
Desc	Area2
VSU924-M	421832713.40
AM7U2	1472249.57
AM597	536312.91
AM597	77716.96
Sum Alt. AM7U2 & AM597	2086279.44
Percent Alt. in VSU924	0.49%

Viewpoint 1720 Percent Alteration