

**BC Timber Sales
Albreda 2015
Visual Assessment and Recommendation
RDI Resource Design Inc**

- AlbredaPhotopoints_ok
- Albreda-Messiter-Photopoints
- CENGEA_blk_shape_AL8PQ_Nov_13_2015
- AL7NF_and_AL8BQ_blk_shapes_for_Ken_Nov_2_2015
- RDI_Drawn_Reserves
- AL8PR_and_AL8PS_shapefiles
- A85646_Leave_Poly
- RDI_Landform_Break
- AL787_Cut
- Albreda Blocks for Ken_Roads
- RDI_trim_transportation2
- RDI_results_FC2

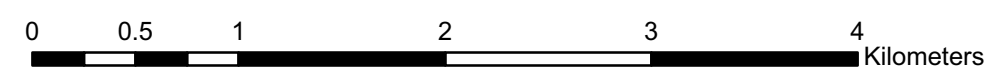
**VQO_Kamloops
REC_EVQO_CODE**

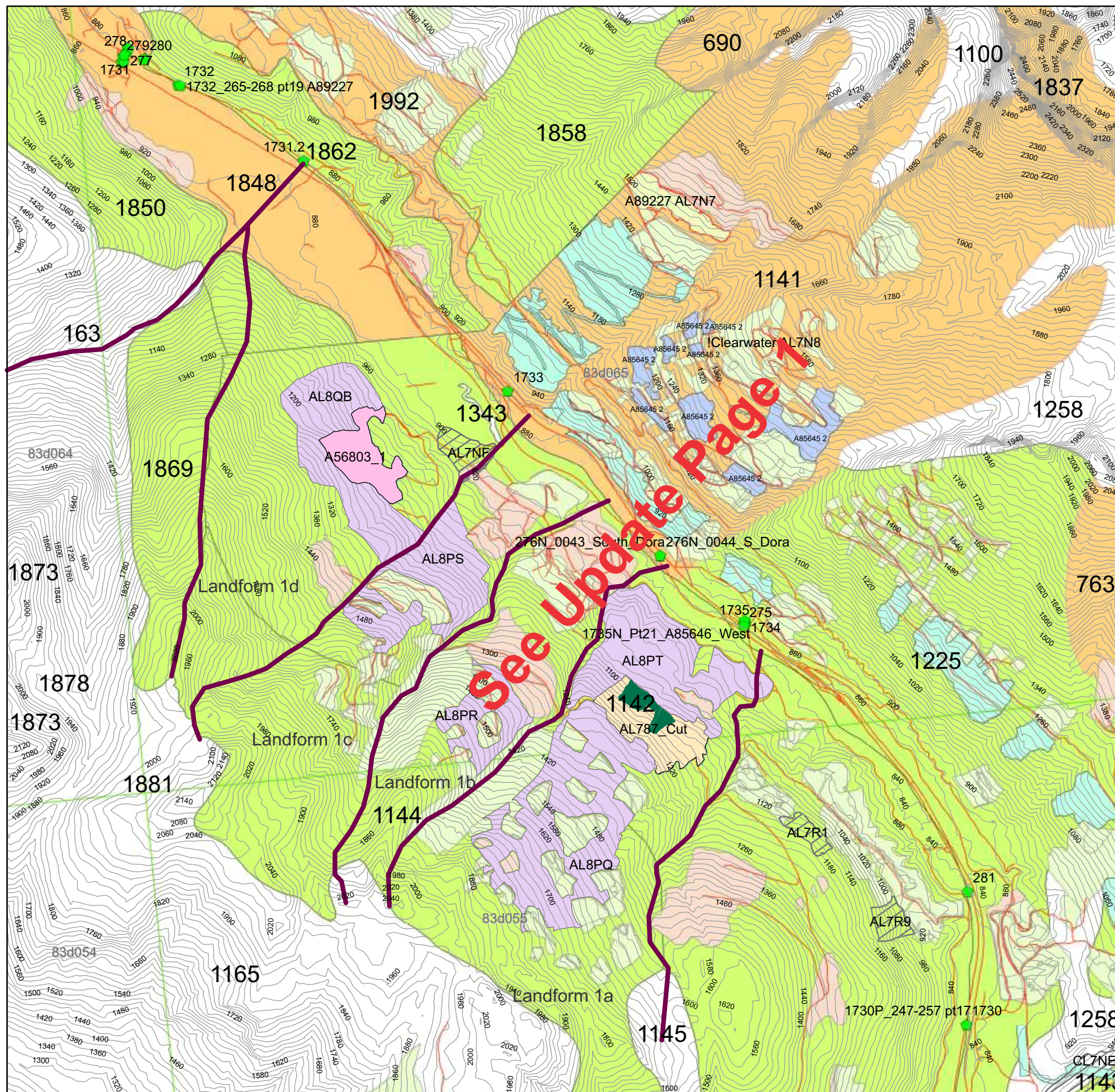
- M - Modification
- MM - Maximum Modification
- P - Preservation
- PR - Partial Retention
- R - Retention

Blocks Investigated November 19, 2015 (update):

- Landform A
 - AL8PQ (revised)
 - AL787 (already harvested)
- Landform B
 - AL8PR (revised)
- Landform C
 - AL8PS (revised)
- Landform D
 - AL8QB (revised)
 - AL7NF (updated)

See Page 2 for September 18 Map Comparison





**BC Timber Sales
Albreda 2015
Visual Assessment and Recommendation
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- Albreda Blocks for Ken_Block
- A56803-1
- RDI_Landform_Break
- Blocks_for_RDI_July_23_2013?
- AL787_Cut
- Albreda Blocks for Ken_Roads
- RDI_trim_transportation2
- RDI_ften_blks2
- RDI_results_FC2
- RDI_Results_opening2

**VQO_Kamloops
REC_EVQO_CODE**

- M - Modification
- MM - Maximum Modification
- P - Preservation
- PR - Partial Retention
- R - Retention
- A85646 Leave Poly

Blocks As Originally Investigated September 19, 2015:

- Landform 1a
 - AL8PT (now deleted)
 - AL8PQ (now revised)
 - AL787 (already harvested)
- Landform 1b
 - AL8PR (now revised)
- Landform 1c
 - AL8PS (now revised)
- Landform 1d
 - AL8QB (now revised)
 - AL7NF (now revised)
 - A56803-1 (now deleted)



Notes for Current Proposal Assessment 151119

Cutblock discussions and verification of landforms were conducted during a field trip on October 8, 2015 with RDI, BCTS, and field resource people in attendance.

Following that field trip, a revised proposal was received from BCTS which introduces significant improvements to all cutblocks compared to the original plan, with a great reduction in scale and much improved design meeting Partial Retention VQO. Deletion of the entire cutblock AL7PT is most responsible for plan improvement. This current assessment incorporates all of those changes.

Combined VSUs are delineated into landforms, which are most apparent as one travels by the broadest portion of each landform. These depict fairly obvious breaks in topography. The 4 identified landforms comprise approximately 50% of the width of VSU 1142 which has a VSC of 2 and eVQO of Partial Retention. Laying above VSU 1142 is VSU 1144 with the same ratings. The landforms combine both VSUs visually. Each landform is seen tangentially in the view from Highway 5 except when the viewpoint is directly opposite each landform. Viewpoints are presented sequentially, travelling from the furthest north on Highway 5 (1731.2) to the closest to the existing AL787 alteration seen from the start of the Clemina FSR and from the nearby high-use snowmobile parking lot (1734). Each landform is addressed separately, and summarized in the table opposite. Percent alteration was calculated from Viewpoints 1733 (Pit Road) and 1734 (Snowmobile Lot):

Landform A: Existing AL787 is moderate in scale from VP's 1734.5 Clemina FSR, and 1734 Snowmobile lot, both perpendicular views. AL8PQ is nearly non-visible and does not add significantly to the existing alteration in Landform A. Percent alteration in Landform A calculated from the snowmobile staging area is 4.7%, mainly attributed to existing AL787.

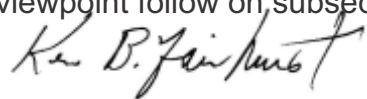
Landform B: AL8PR is small in scale and is only a sliver from VP's 1734.5 and 1733. The block is seen next to the existing AL787 in Landform A, and somewhat exaggerates the scale already present in A, but is on a distinct landform.

Landform C: AL8PS is now greatly reduced in scale compared to the original proposal, and very subordinate.

Landform D: AL8QB is now greatly reduced in scale compared to the original proposal. Fairly broad still, and crosses two minor visual force lines, but seen obliquely which diminishes the relative scale. There are few additional opportunities to view directly. AL7NF is mainly NVS except from 1733 where it small. Percent Alteration in Landform D from 1733 is 3.7%. attributed mainly to AL8QB. A56803-1 has been deleted. The image sheet is present at the end of the document.

My conclusion is that all cutblocks have been re-worked sufficiently to meet the VQO of Partial Retention. Responsiveness to visual quality considerations is very evident, and is to be lauded. The percent alteration of 4.7% in the 1734 viewpoints is somewhat greater than reality. Existing AL787 appears larger on its left side in the rendering compared to photo. Landform D Percent Alteration from 1733 at Pit Road is worst-case as there is substantial intervening road-side vegetation along Highway 5. Other viewpoints were not checked for percent alteration as they displayed much smaller scale of alteration.

See Cutblock/Landform summary by viewpoint on the table opposite. Images from each viewpoint follow on subsequent pages.



Ken Fairhurst, Ph.D., RPF
RDI Resource Design Inc
November 19, 2015

Summary of Cutblock / Landform Findings

Landform	Cutblock	Viewpoint			
		1731.2	1733	1734.5	1734 (Snowmobile)
A	AL787 (existing)	OK, small.	OK, small in A.	Moderate in perpendicular view.	Moderate in perpendicular view.
A	AL8PQ	OK, tiny sliver.	OK, 2 minor slivers.	Minor sliver addition to A.	Minor sliver addition to A.
B	AL8PR	OK, sliver.	OK, small sliver.	OK, small, conforms to landform.	OK, small, conforms to landform.
C	AL8PS	OK, moderate on C.	OK, Moderate size, draped over convexity; greatly reduced in size from original.	OK, sliver.	OK, sliver.
D	AL8QB	OK, moderate on C.	Broad, moderate, horizontal, shape OK, greatly reduced in size from original. Provides balance in wider viewscape.	Ok, sliver.	Ok, sliver.
D	AL7NF	NVS	OK, small; mainly NVS along highway.	NVS	NVS

Notes for September 19 Assessment

The assessment is pictorial without number calculations as I am waiting for some updates on WTPA's. I have shown the combined VSUs segmented into landforms, most apparent as one travels by the broadest portion of each landforms. These depict fairly obvious breaks in topography.

Given this recommended approach, there is little latitude to accept the planning blobs as they are, with the exception of AL7PQ (Landform 1a) and AL7PR as seen from VP 1734.5.

Landform 1a: AL8PT together with existing AL7PT would be excessive (VP 1734.5), though AL8PQ looks OK generally.

You can see the individual effect of AL8PQ in the singles page for that viewpoint in the report.

Landform 1b: AL8PR looks OK generally from VP's 1734.5 and 1733. You can see the individual effect of AL8PQ in the singles page for that viewpoint in the report.

Landform 1c: AL8PS is very large seen from VP 1733.

Landform 1d: AL8QB together with A56803-1 are very large as seen from VP's 1733 and 1734.5.

My conclusion is that AL8PT, AL8PS, AL8QB and A56803-1 all need considerable work, and greatly exceed the PR VQO presently.

AL7NF (cross-hatch on map) needs update. I would also like to know how to deal with several other blocks showing as "Blocks for RDI July23, 2013".

These are cross-hatches only in the key map and not entered into the simulations. Cross-hatched AL7NF (needs update).

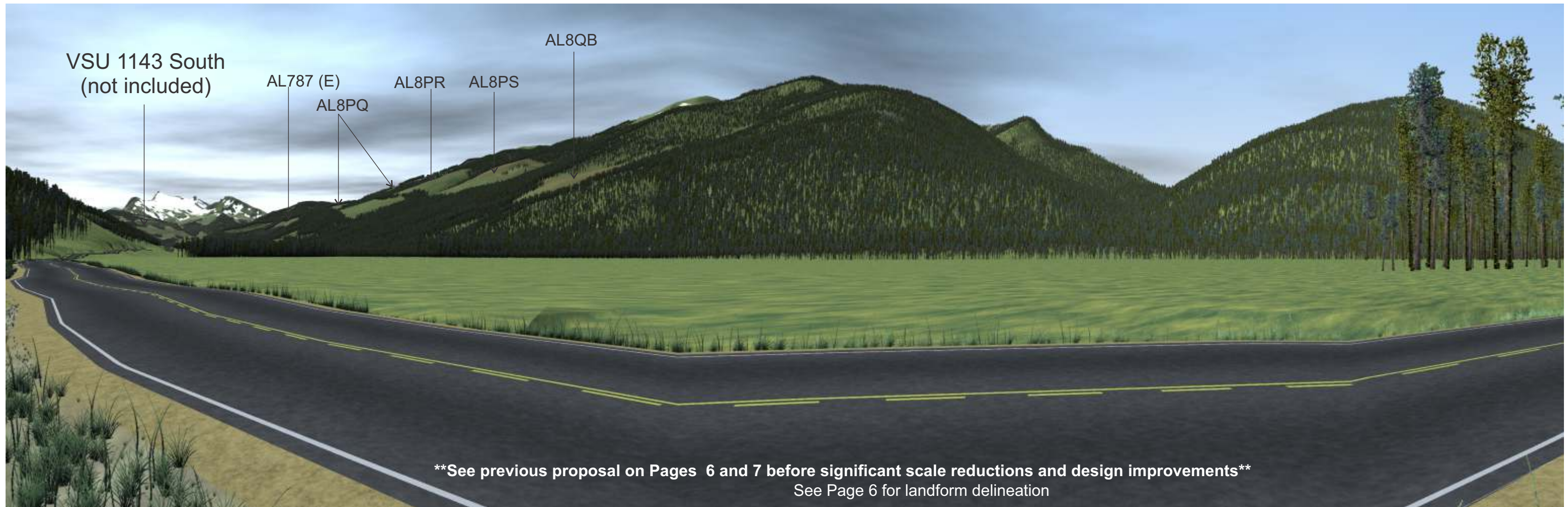
Clint Fenton reports that AL8PT and some other blobs are 5 to 10 years into the future.

Please let me know which to turn on for this assessment only.

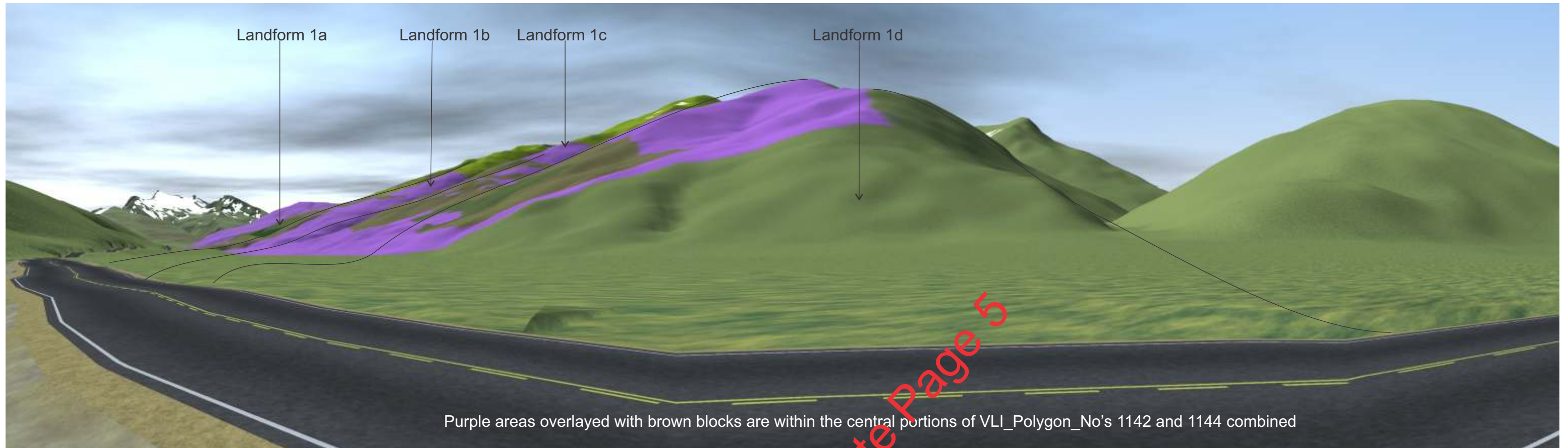
Ken Fairhurst
RDI Resource Design Inc



Photo by RDI 2015



Current Proposal - Viewpoint 1731.2 - 151119



Purple areas overlaid with brown blocks are within the central portions of VLI_Polygon_No's 1142 and 1144 combined

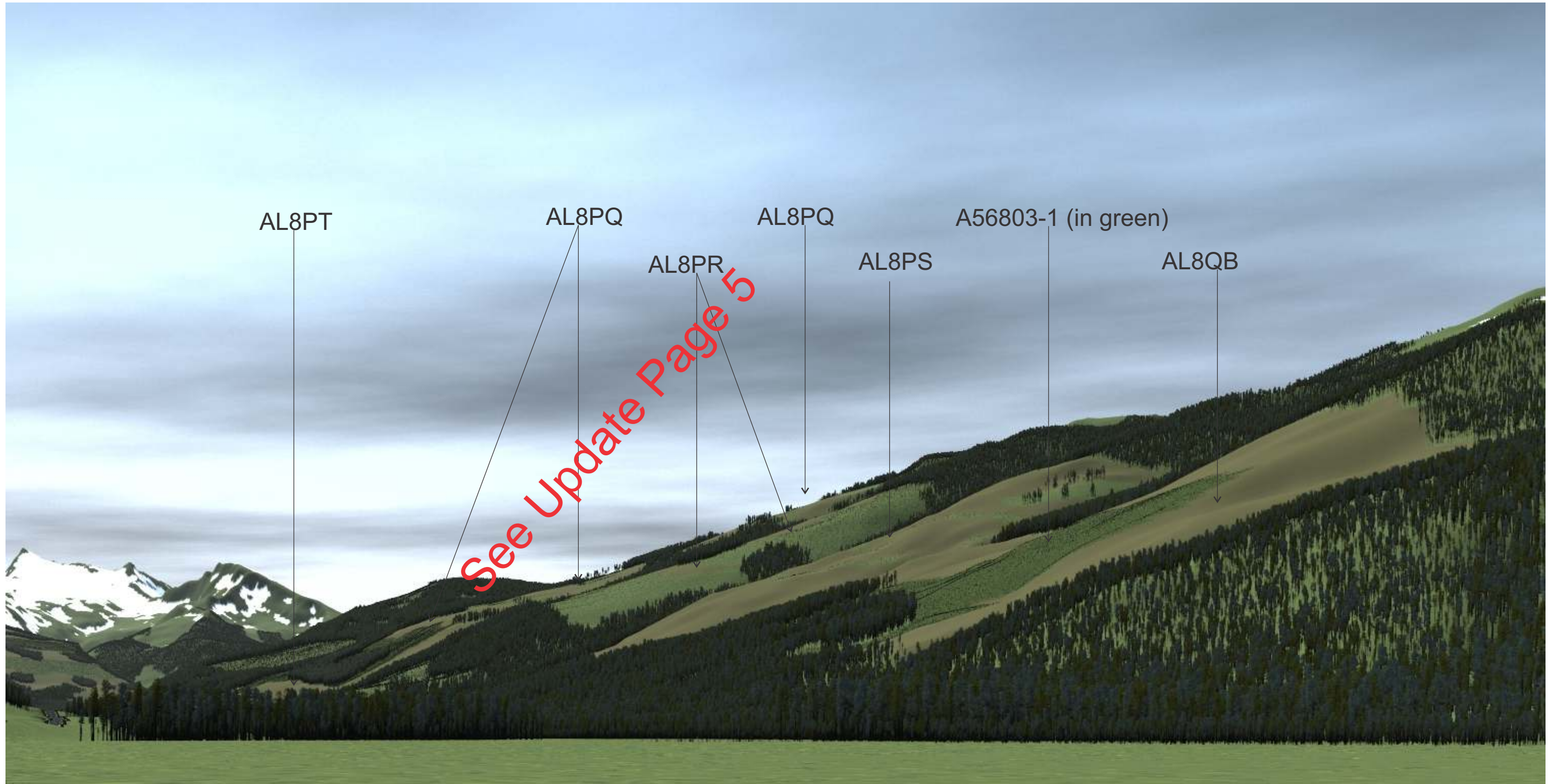


See Update Page 5

****See current proposal on Page 5 demonstrating significant scale reductions and design improvements****

Proposed blocks are in light brown colour

Original Proposal - Viewpoint 1731.2 - 150919



Proposed blocks are in light brown colour except light green for A56803-1

****See current proposal on Page 5 demonstrating significant scale reductions and design improvements****

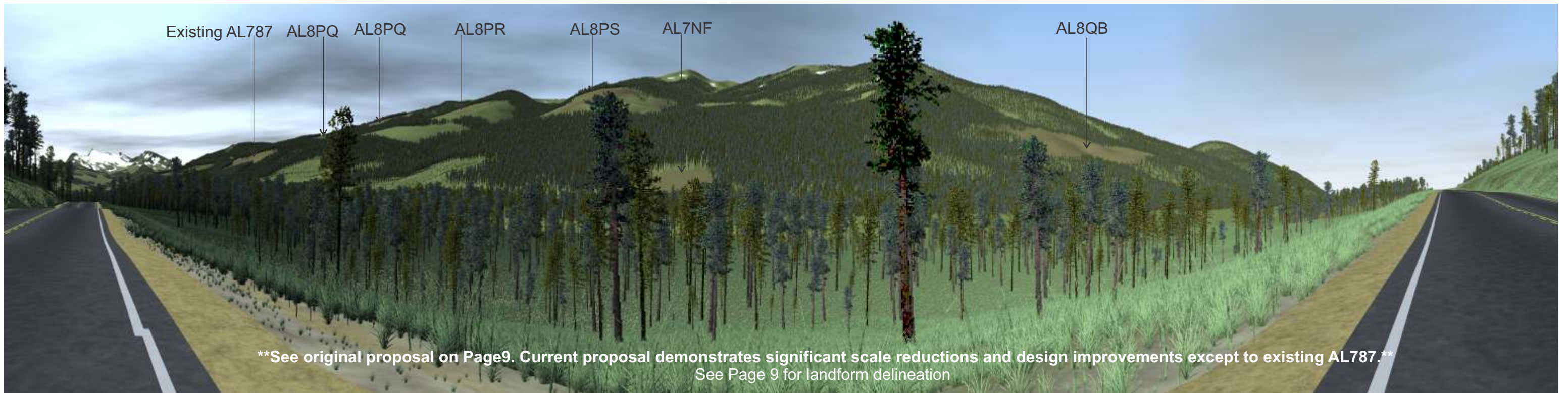
Original Proposal - Viewpoint 1731.2 - 150919 - Close-up

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RDI Resource Design Inc
September 19, 2015



Pit Road Junction with Highway 5

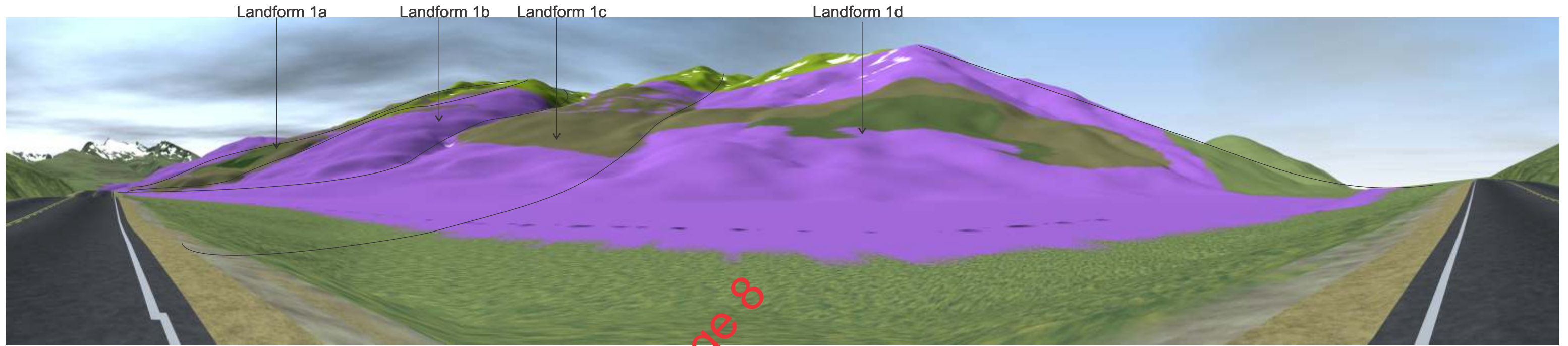
Photo by RDI 2015



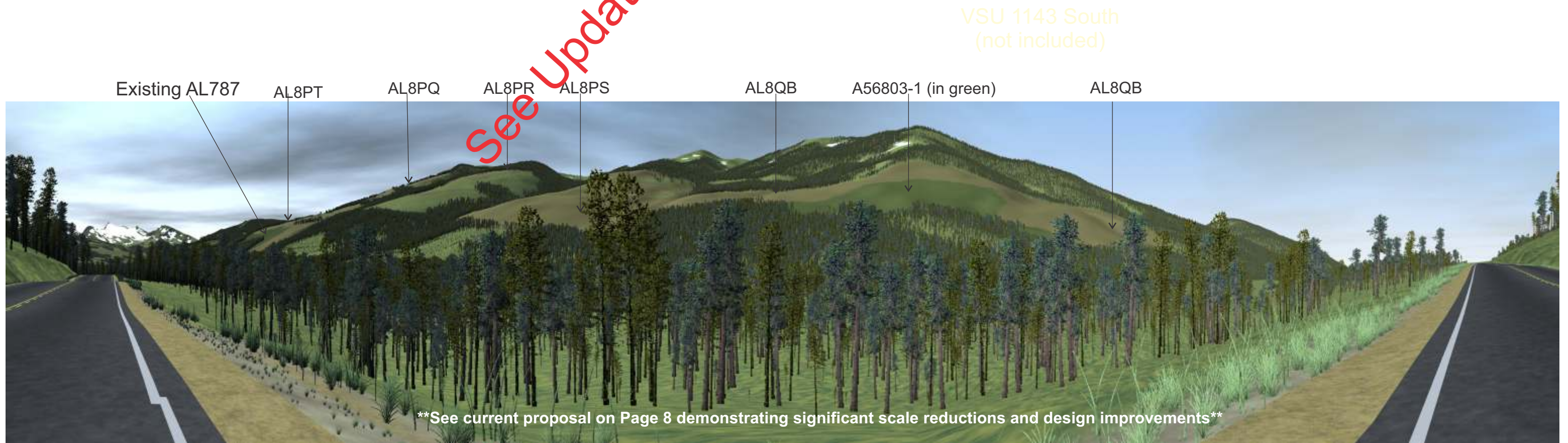
****See original proposal on Page9. Current proposal demonstrates significant scale reductions and design improvements except to existing AL787.****
 See Page 9 for landform delineation

Current Proposal - Viewpoint 1733 - 151119

Prepared by:
 RDI Resource Design Inc
 November 19, 2015



Purple areas overlaid with brown blocks are within the central portions of VLI_Polygon_No's 1142 and 1144 combined



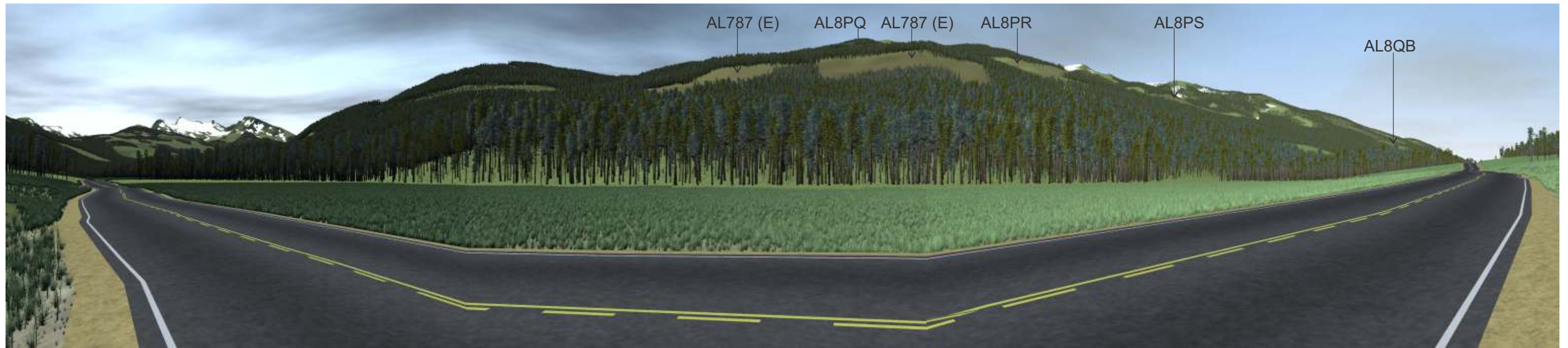
****See current proposal on Page 8 demonstrating significant scale reductions and design improvements****

Proposed blocks are in light brown colour except light green for A56803-1

Original Proposal - Viewpoint 1733 - 150919



Photo by RDI 2015



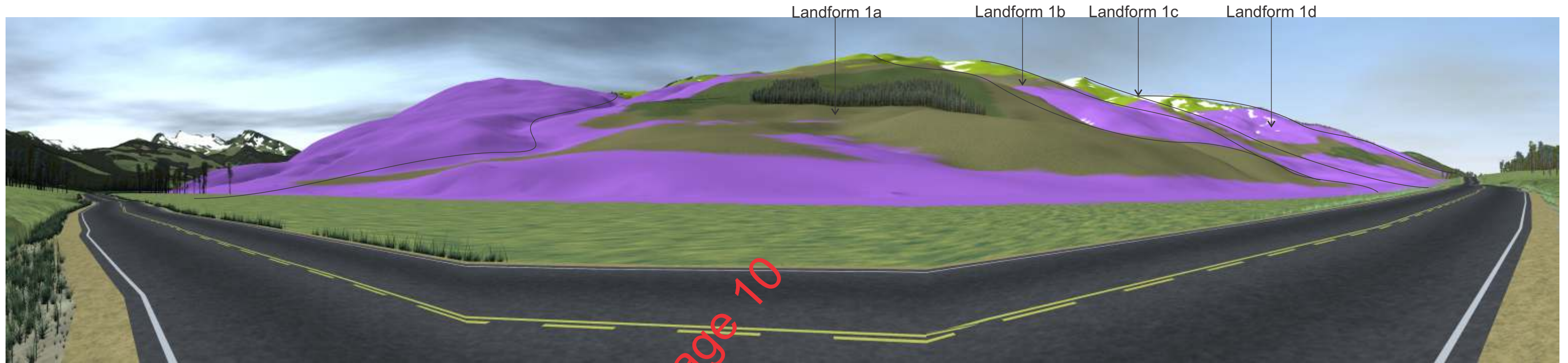
Existing AL787 as provided in BCTS shapefile - appears larger on left side in rendering compared to photo).

Proposed and existing nonVEG blocks are in light brown colour. See Page 11 for landform delineation.

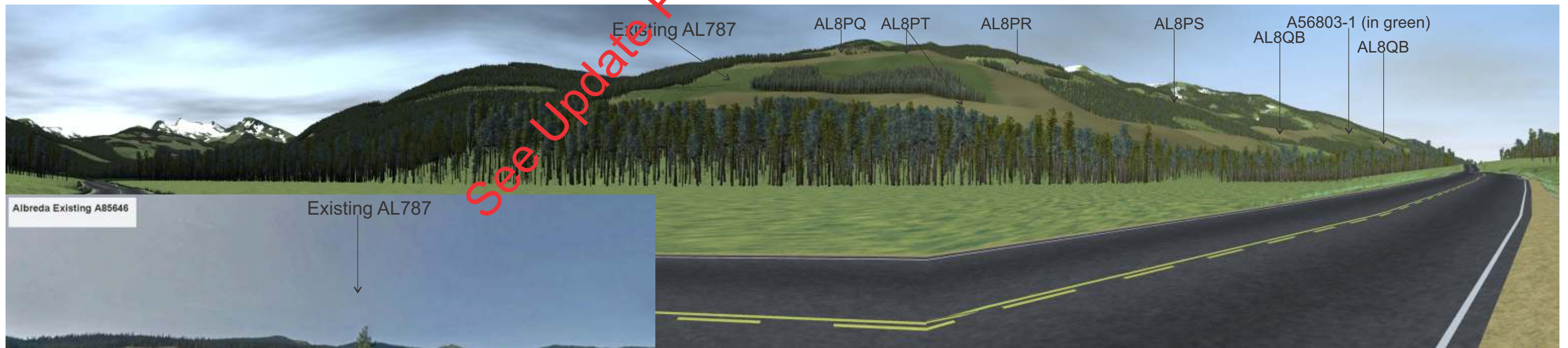
****See original proposal on Pages 11 and 12. Current proposal demonstrates significant scale reductions and design improvements except to existing AL787****

See Page 13 for Percent Alteration (Snowmobile Lot)

Current Proposal - Viewpoint 1734.5 151119



Purple areas overlaid with brown blocks are within the central portions of VLI_Polygon_No's 1142 and 1144 combined

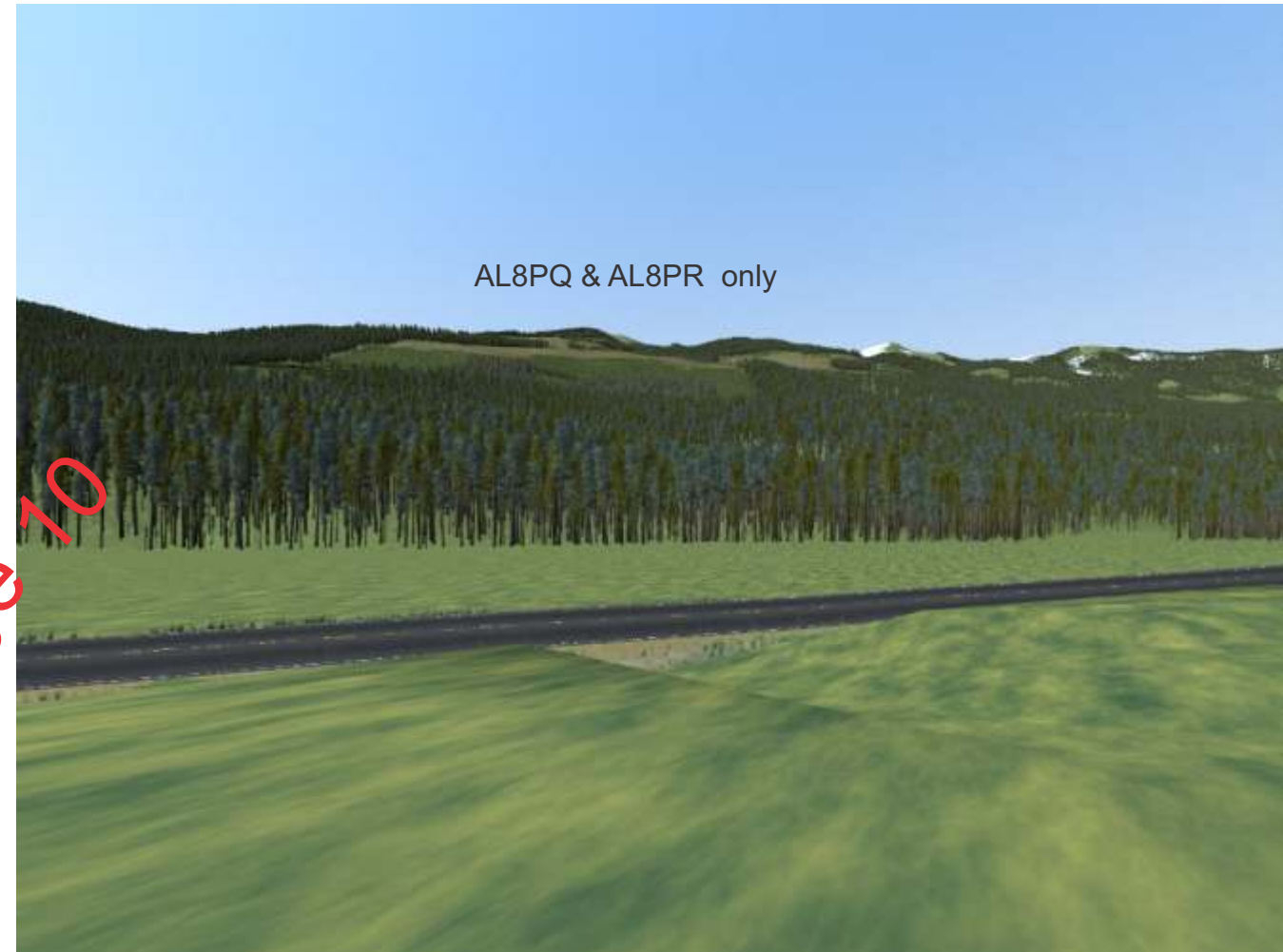
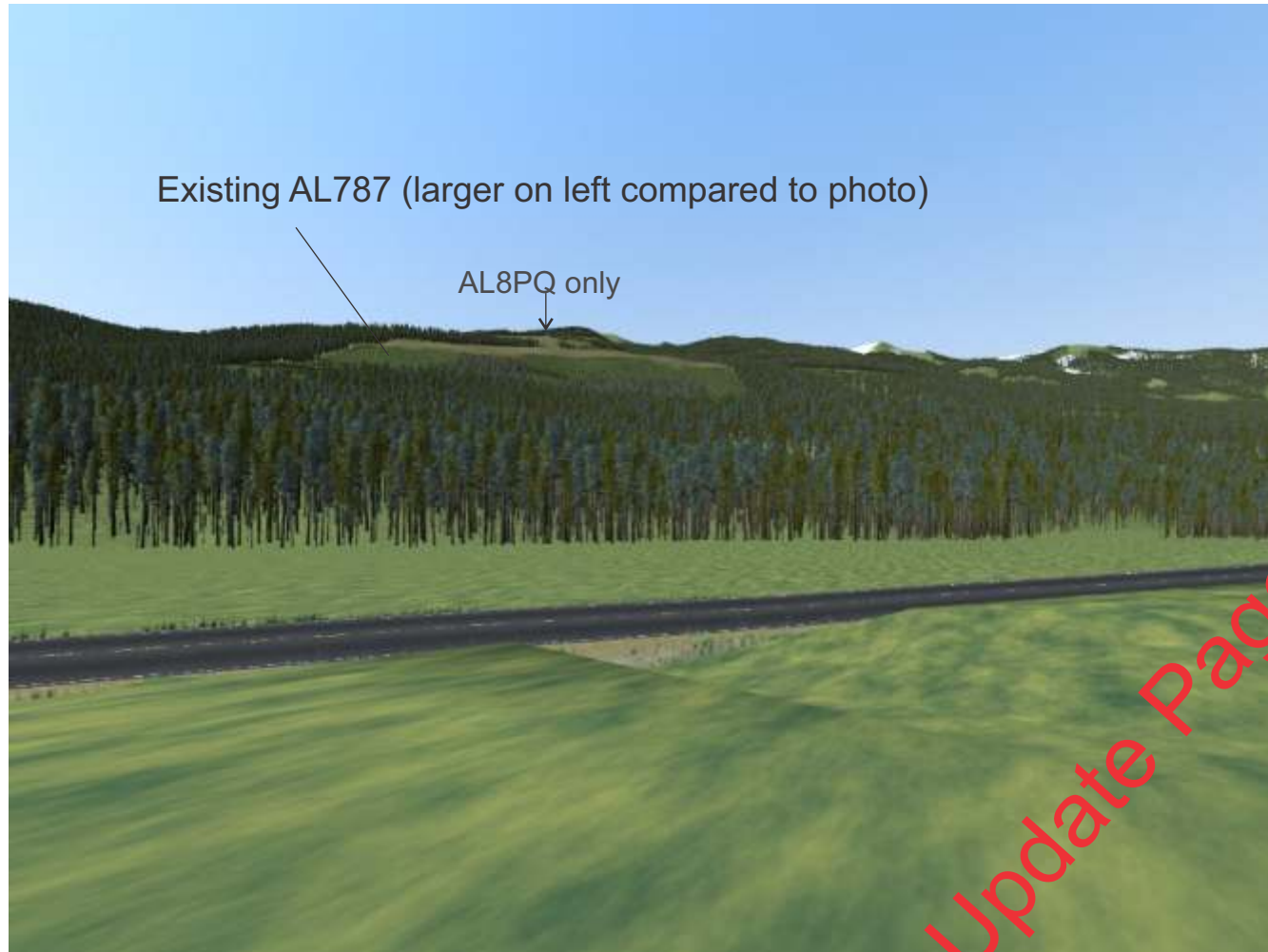


Existing AL787 appears larger on left side in rendering compared to photo). See next page for images by block.

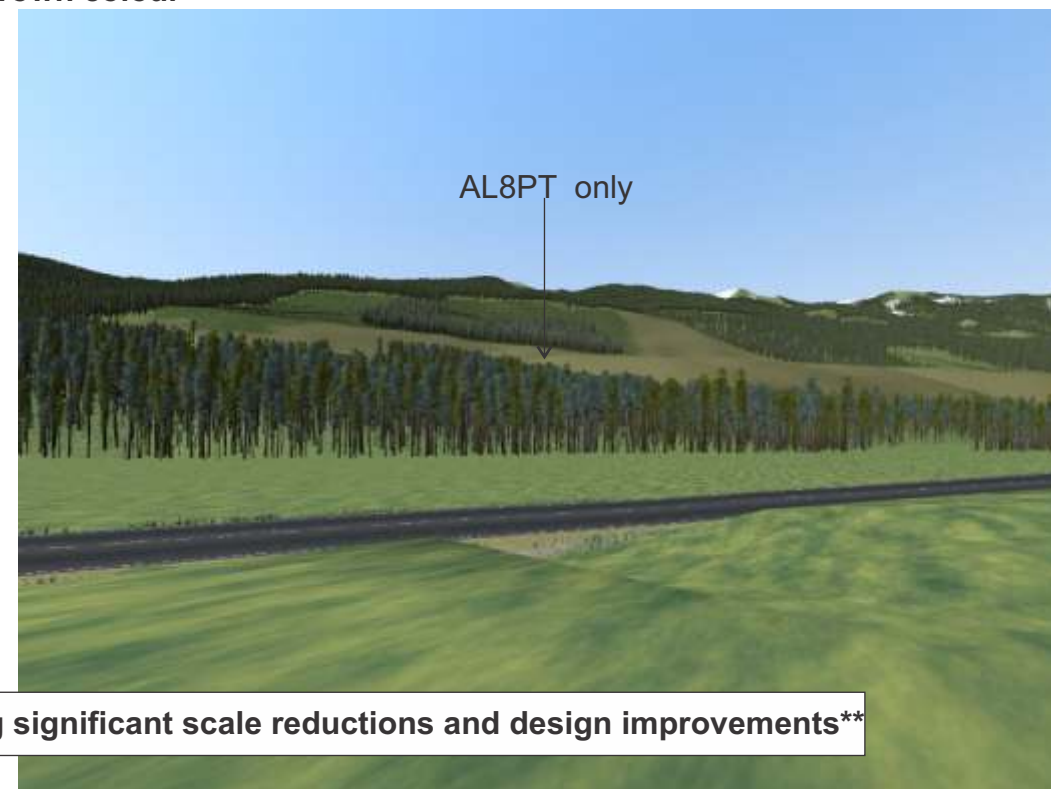
Proposed blocks are in light brown colour except light green for A56803-1

****See current proposal on Page 10 demonstrating significant scale reductions and design improvements****

Viewpoint 1734.5 - 150919

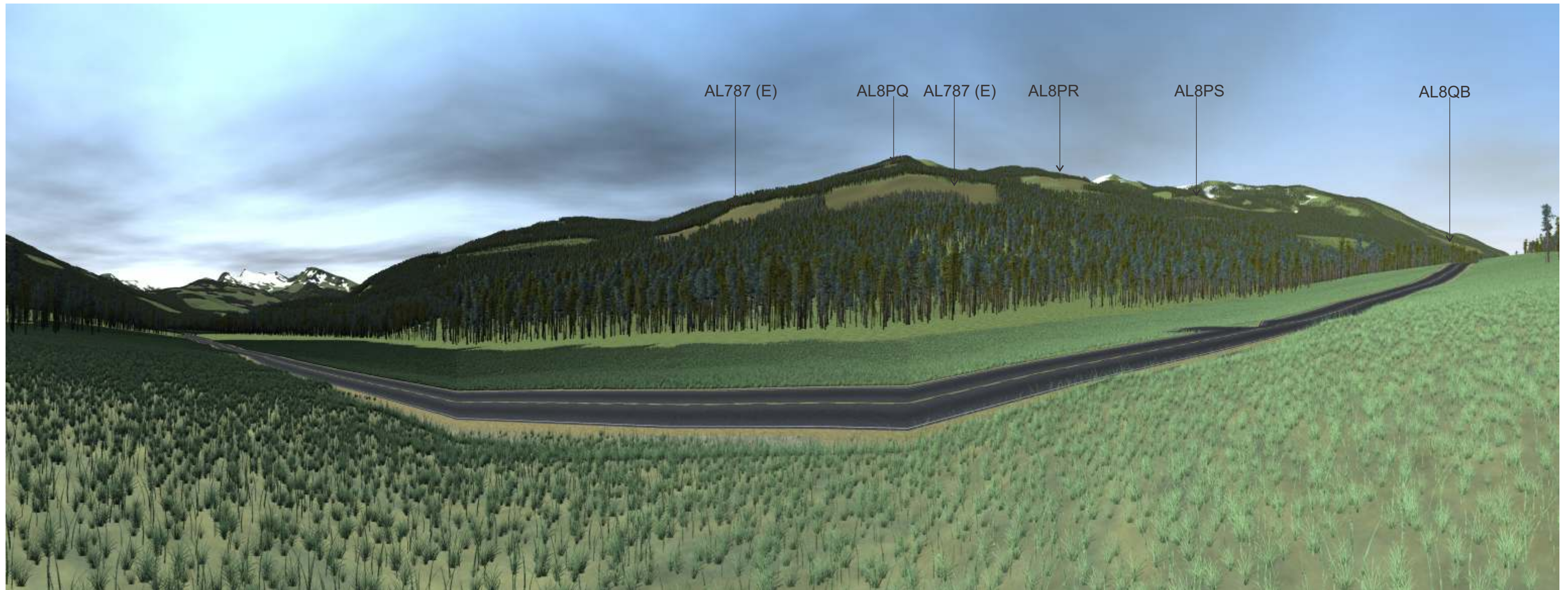


Proposed blocks are in light brown colour



****See current proposal on Page 10 demonstrating significant scale reductions and design improvements****

Original Proposal - Viewpoint 1734.5 - Individual Blocks



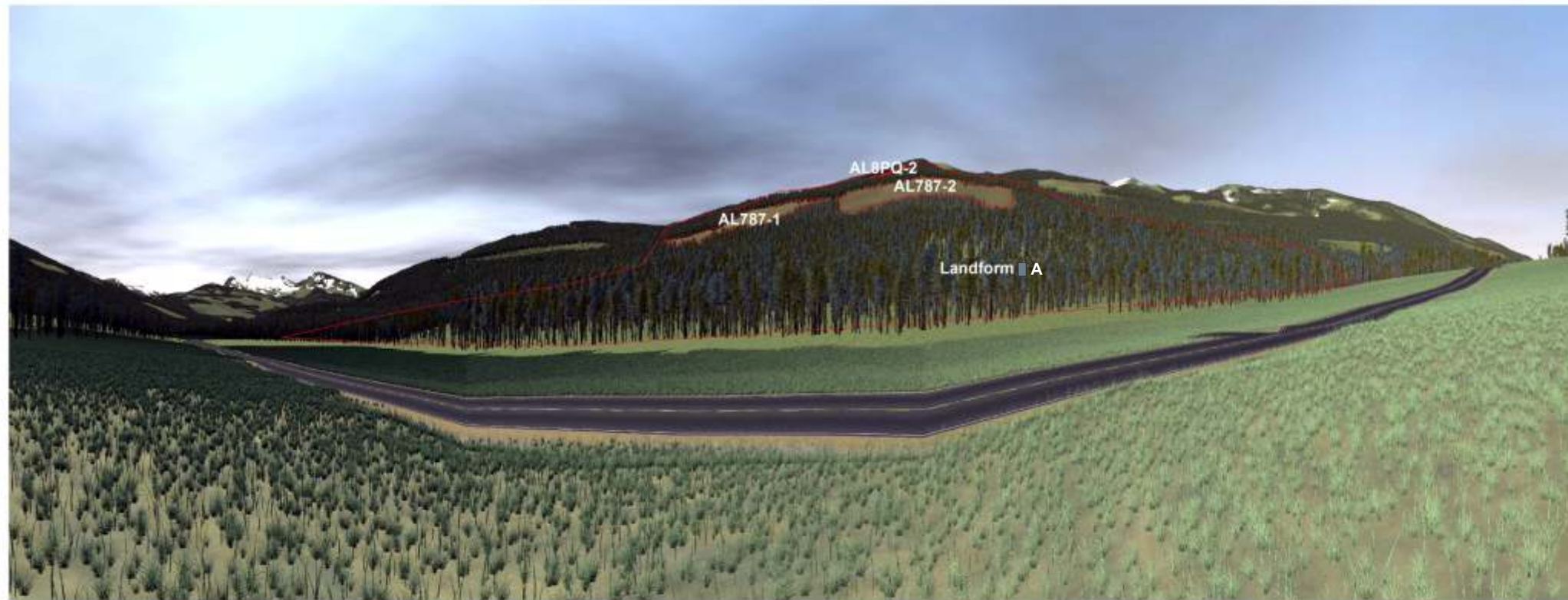
****See original proposal on Pages 11 and 12 from 1734.5. Current proposal demonstrates significant scale reductions and design improvements except to existing AL787****

See Page 9 for landform delineation and Page 14 for Percent Alteration

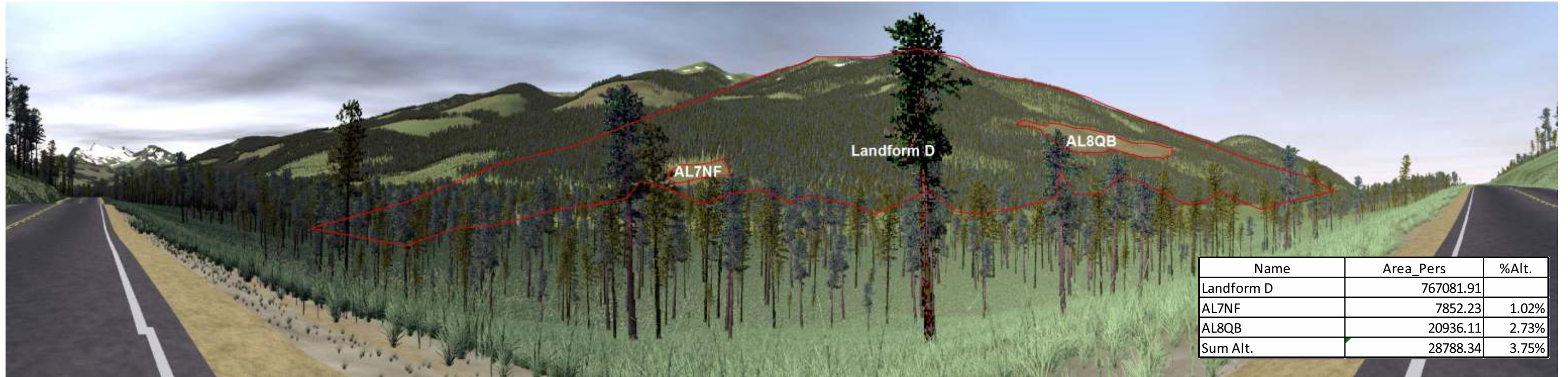
Current Proposal - Viewpoint 1734 - 151119 - Snowmobile Area

Prepared by:
RDI Resource Design Inc
November 19, 2015

Name	Area_Pers	%Alt
Landform A	849082.97	
AL787-1	12692.35	1.49%
AL787-2	27208.49	3.20%
AL8PQ-1	194.92	0.02%
AL8PQ-2	259.57	0.03%
Sum Alt	40355.32	4.75%

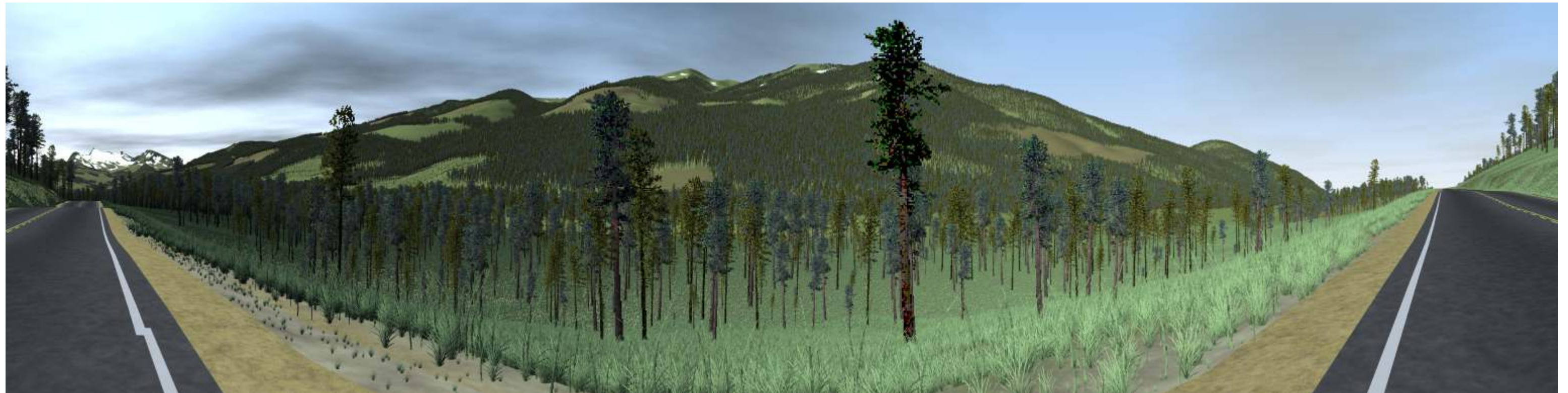


Current Proposal - Viewpoint 1734 - 151119 - Snowmobile Area Percent Alteration



Name	Area_Pers	%Alt.
Landform D	767081.91	
AL7NF	7852.23	1.02%
AL8QB	20936.11	2.73%
Sum Alt.	28788.34	3.75%

See page 9 for original proposal



Current Proposal - Viewpoint 1733 - 151119 - Percent Alteration

Prepared by:
RDI Resource Design Inc
November 19, 2015