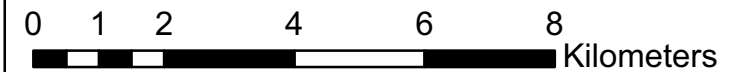


**Yellowhead Visual Quality Assessment
FL A94640 and Other
prepared by**

**RDI Resource Design Inc
October, 2016**

- Yellowhead_Camera_Points
- 2016-2017 Yellowhead Blocks
- Yellowhead_Waterlines
- Yellowhead_Trans
- HWY5
- BCGS_grid20K

Yellowhead FL A94640 Cutblocks (from north to south):
YH93Q YH93R, YH93S, YH8ZH, YH93T; and YH8ZF (no licence #)



| Contents | |
|----------|--------------------------------|
| 1 | Cover Map |
| 2 | Contents / VIA Summary Table 1 |
| 3 | VIA Summary Tables 2 and 3 |
| 4 | Camera #10 Simulations |
| 5 | Camera #9 Simulations |
| 6 | Camera #1 Simulations |
| 7 | Camera #1 Percent Alteration |
| 8 | Camera #8 Simulations |
| 9 | Camera #7 Simulations |
| 10 | Camera #6 Simulations |
| 11 | Camera #5 Simulations |
| 12 | Camera #4 Simulations |
| 13 | Camera #4 Percent Alteration |
| 14 | Camera #3 Simulations |

Visual Impact Assessment Summary Table

District: BCTS Clearwater Licensee: BCTS

| | | | | | | | | | | | | | | |
|--|--------|----------------------|--|------------------|---------------------------------------|--------------------------|-----------|----------------------|------|---------------|------|---------|-------|--|
| Licence Number | A94640 | CP# & BLK #, or RP#: | YH93Q YH93R YH93S YH93T YH8ZH YH8ZF | Map Reference #: | 83D045 83D035 83D025 | Proposed year of Harvest | 2016-2017 | Proposed Silv System | | CC with WTPAs | | | | |
| Type of Proposed Alteration (e.g. Cutblock, Road or Pipeline R/W, Oil lease, etc.) | | | | | Cutblock | | | | | | | | | |
| VISUAL LANDSCAPE INVENTORY LABEL (old) | | | | | VLU#: | | | | | | | | | |
| VISUAL LANDSCAPE INVENTORY LABEL Kamloops LRMP | | | | | VSU#: | | VSR: | | VAC: | | EVC: | | EVQO: | |
| DOES EVC EXCEED THE ESTABLISHED VQO? | | | | | No known recent alteration in VSU 282 | | | | | | | EVQO: M | | |

VIEWPOINTS & VIEWING CONDITIONS

Number & Name of Viewpoints from which the proposal is visible?
 Indicate Viewpoint Importance. (Major/minor/potential)
 Viewing Distance (Fg, Mg or Bg.) to visible

| |
|---------------------|
| All VP's |
| Major (significant) |
| FG-MG |

| Camera # | VSU / VQO | Block # | Mapsheet | Condition | Description | VQO Achievement |
|----------|-----------|---------|----------|-----------|---|-----------------|
| 10 | 12 M | YH93Q | 83d045 | NVS | FG, NVS | Yes |
| 9 | 19 PR | YH93R | 83d045 | Visible | FG, near road clearing edge, flat parallel strip, likely visible | Yes |
| 1 | 24 M | YH93S | 83d045 | Visible | FG, low, small on hillside in direct view | Yes |
| 1 | 24 M | YH8ZH | 83d045 | Visible | close MG, focal, small to moderate on hillside | Yes |
| 8 | 24 M | YH93S | 83d045 | Visible | FG, potential see-through glimpse near highway | Yes |
| 8 | 24 M | YH8ZH | 83d045 | NVS | FG, NVS | Yes |
| 7 | 24 M | YH93S | 83d045 | Visible | FG, potential see-through glimpse through trees | Yes |
| 6 | 24 M | YH8ZH | 83d045 | NVS | FG, NVS | Yes |
| 5 | 29/33 M | YH93T | 83d035 | NVS | FG, NVS | Yes |
| 4 | 39 M | YH8ZF | 83d035 | Visible | FG, focal, small to moderate on hillside, fringe trees on skyline | Yes |
| 3 | 39 M | YH8ZF | 83d035 | NVS | FG, NVS | Yes |

Contents and Visual Impact Assessment Summary Table 1

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?

| | | | | |
|---------------------------------|---|---|------------------------------------|---|
| VSU 12 M Yes, no change; NVS | VSU 19 PR Yes - YH93R from Cam#9 potential open change along roadside – residue clean-up | VSU 24 M Yes Cam #1 YH8ZH focal; Camera #'s 8, 7, 6 Offer glimpses through trees | VSU 29/33 M Yes, no change, NVS | VSU 39 M Yes Cam #4 YH8ZF focal. Avoid leaving fringe trees on skyline |
|---------------------------------|---|---|------------------------------------|---|

“Partial Retention PR” 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.

“Modification (M)” Visual Quality Class means an alteration of a forest landscape resulting from the presence of cutblocks or roads, such that, when assessed from a viewpoint that is representative of significant public viewing opportunities, the alteration is very easy to see and is either (a) large in scale with a design that is natural in its appearance, or (b) small to moderate in scale but with a design that has some angular characteristics (FREP Visual Quality Class Definitions from Protocol for Visual Quality Effectiveness Evaluation Procedures and Standards, 2008.

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

Do the proposed alterations exhibit elements of good visual design? YES NO

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

If No why?

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.):

YH93R from Cam#9 potential open change along roadside – residue clean-up recommended.
 YH8ZH focal from Cam #1 – follows ridgeline shape; moderate scale;
 YH93S focal from Cam #1. Low and small but focal – good shape.
 YH8ZF focal from Cam#4; good shape and scale. Avoid leaving fringe trees on skyline
 Glimpses through trees of other blocks near the highway may be greater or less than predicted in the simulations. Be observant and do clean-up if required.

Each of the viewpoint simulations are presented separately in the report, progressing from north to south. Bare land simulations added for reference and validation of model. Map insert on each camera page indicates block shape and Camera orientation.

Are there existing human made alterations visible in the unit showing no or poor design?
 NO YES

ASSESSING SCALE OF ALTERATION - see viewpoint image sheets

Camera 1 Percent Alteration

| VSU/Block | AREA | % Alt |
|-----------|----------|-------|
| VSU24-M | 25928.39 | |
| YH8ZH | 654.16 | 2.52% |
| YH93S | 110.23 | 0.43% |
| Sum Alt | 764.39 | 2.95% |

Camera 4 Percent Alteration

| VSU / Block | AREA | % Alt |
|-------------|----------|-------|
| VSU39 M | 12975.59 | |
| YH8ZF | 583.31 | 4.50% |

Scale of alteration from both Camera #1 and #4 is far below the lower limit of Modification. The alteration meets the Modification VQO in both cases.

Scale of alteration from Camera #9 towards YH93R which parallels the Highway was not measured. Variable roadside vegetation may increase or decrease visibility. Good clean-up recommended. Minor roadside glimpses may occur towards YH93S from Cam #8 and Cam #7; percent alteration was not measured, but should be monitored during harvesting. In consideration of overall experience from all viewpoints, alteration is well-within the VQO's.

FOREGROUND ALTERATIONS AND SCREEN DESIGN

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

Does vegetative or landform screening exist? YES Variable 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.)

Clean-up predicted to be required for YH93R. Other blocks close to road require monitoring and clean-p if needed.

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:

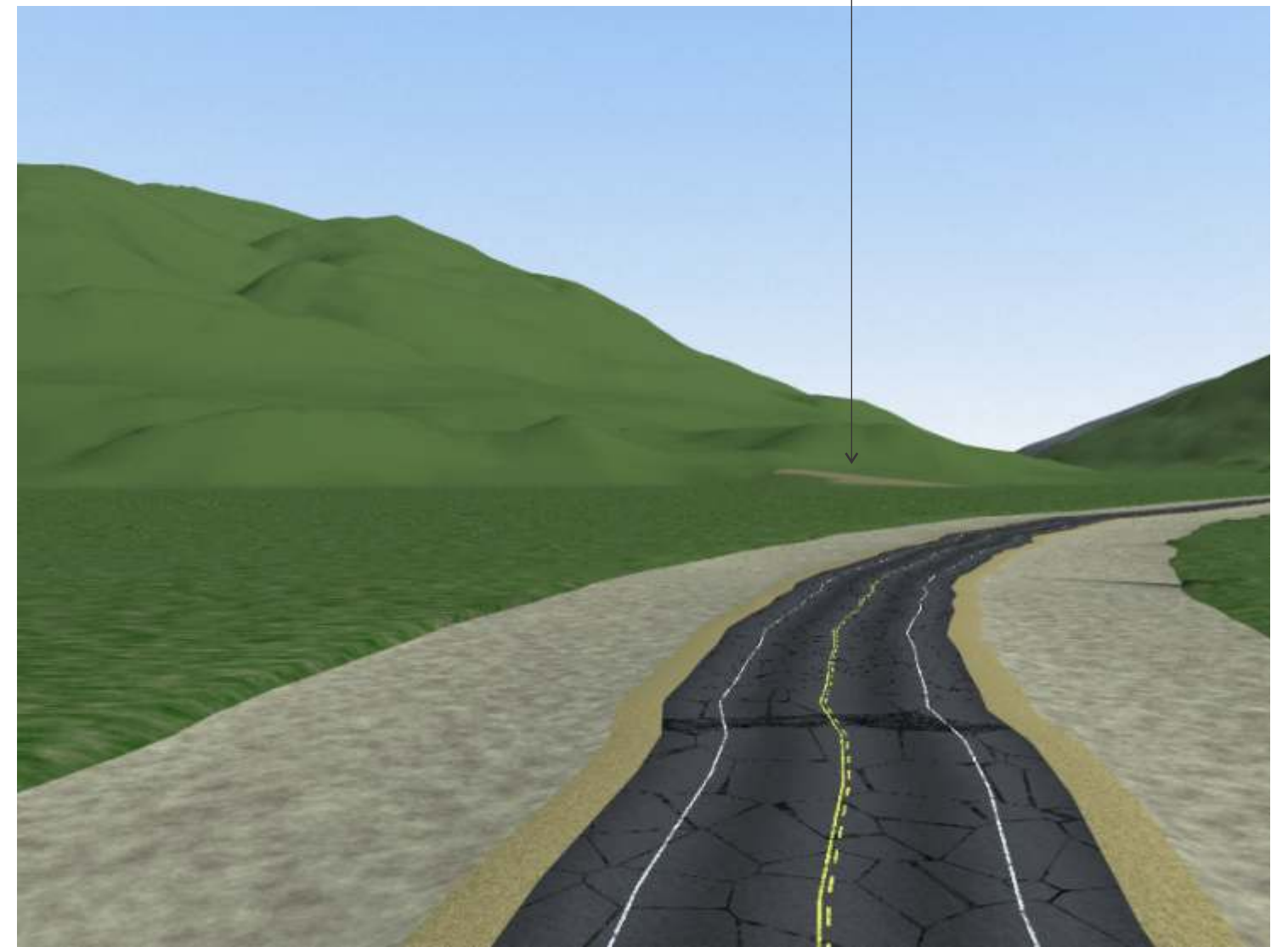
Ken B. Fairhurst

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

Date Completed: October 22, 2016

Visual Impact Assessment Summary Tables 2 and 3

RDI Resource Design Inc
 October 22, 2016



Bare land simulation for confirmation of block presence only.



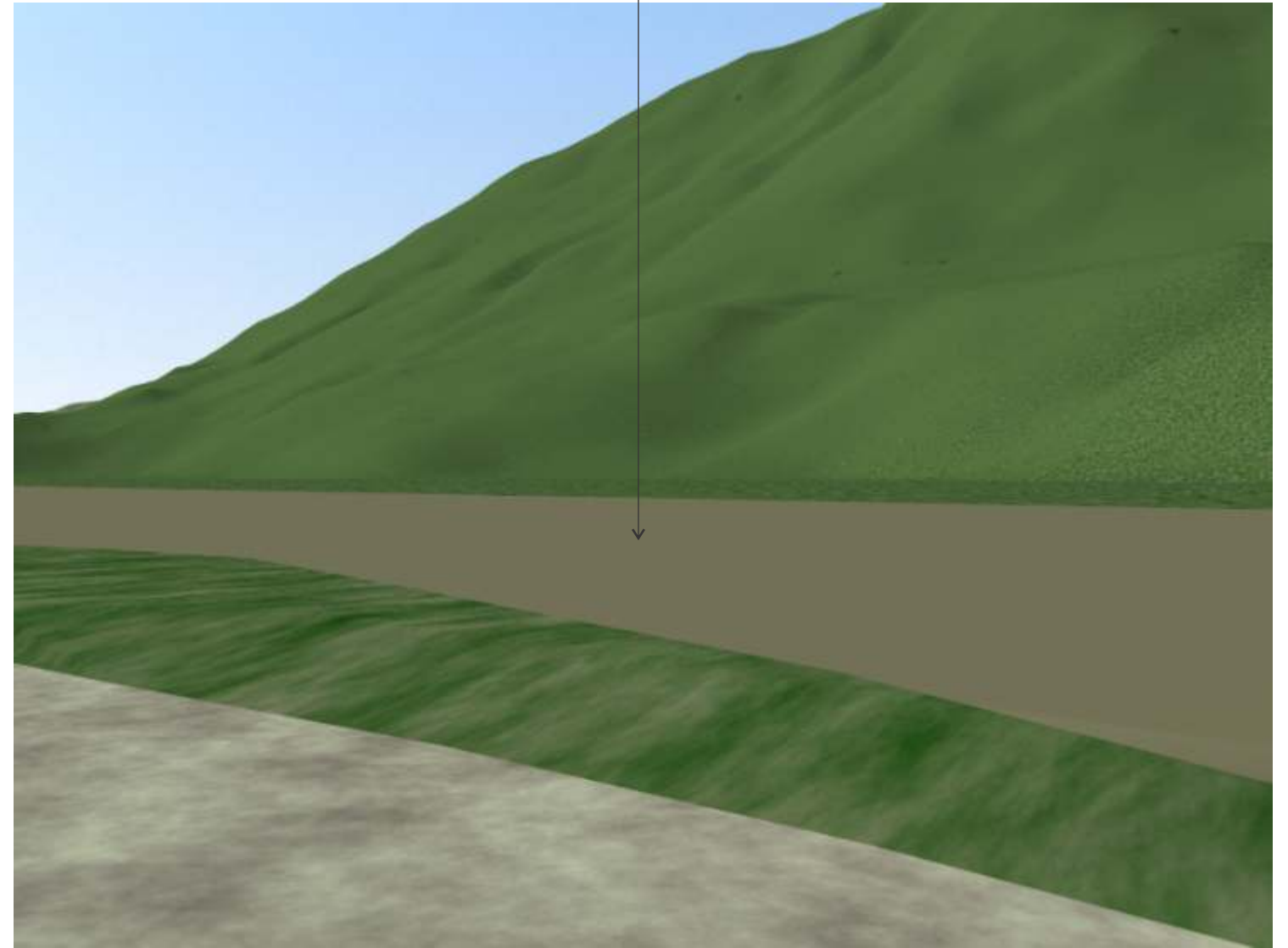
YH93Q from Camera #10 NVS (estimated from forest cover VRI - no on-site evaluation)

Camera #10

YH93R



YH93R

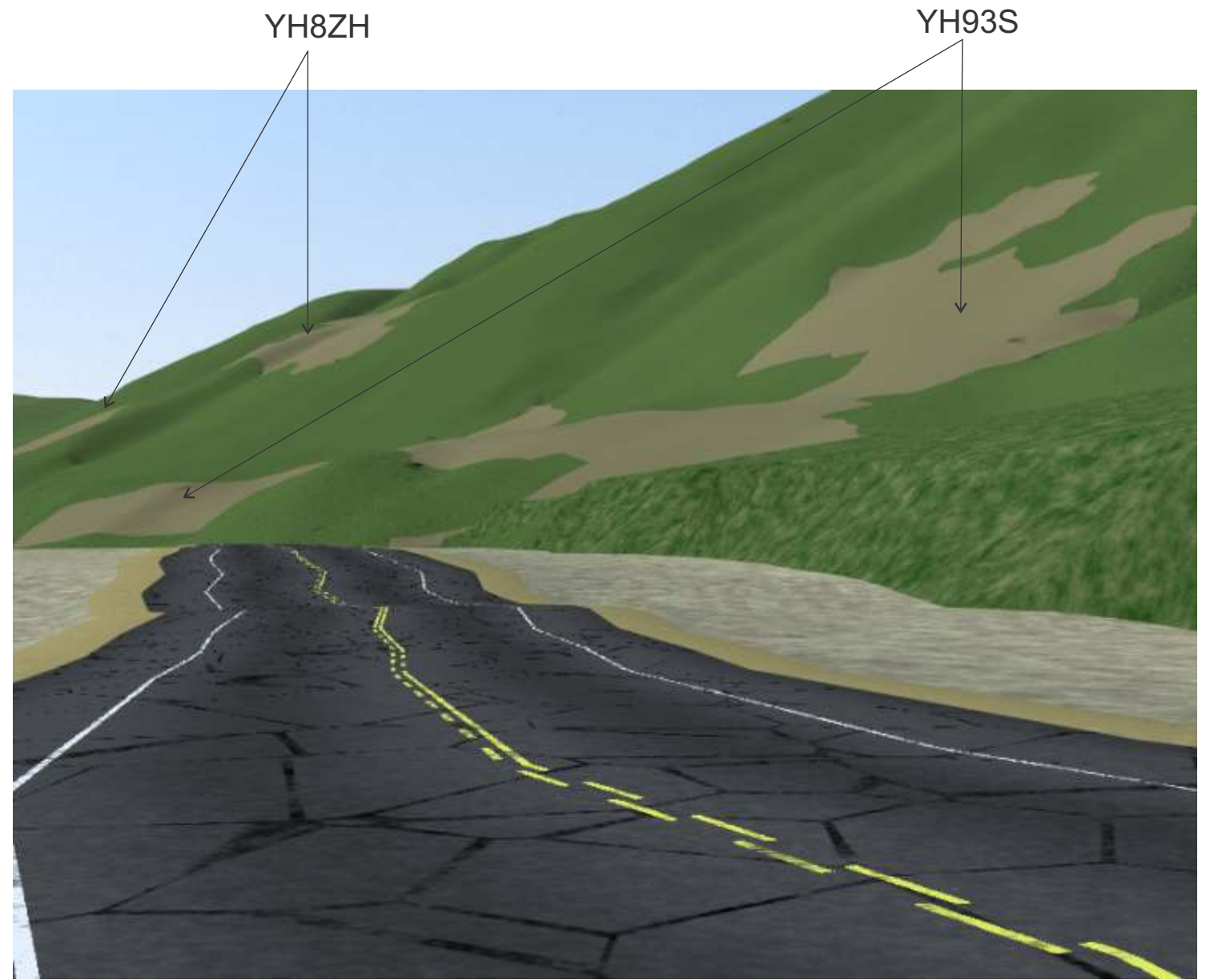


Bare land simulation for confirmation of block presence only.



YH93R from Camera #9 with roadside vegetation (estimated from forest cover VRI - no on-site evaluation).

Camera #9

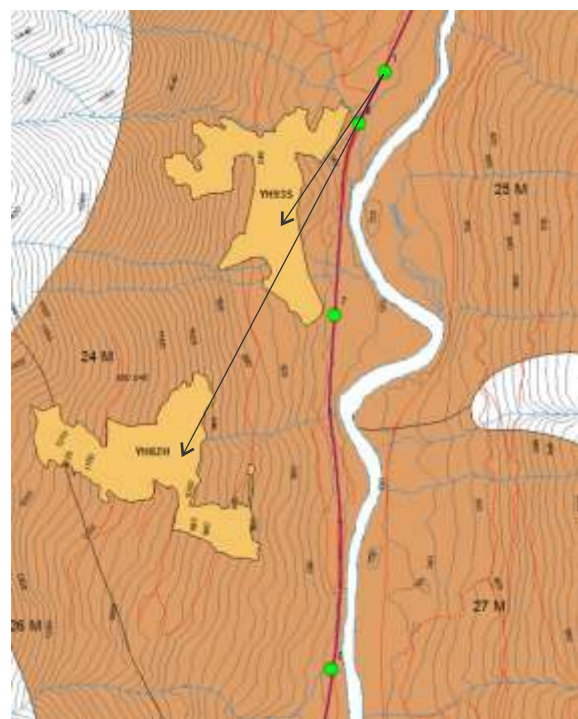


Bare land simulation for confirmation of block presence only.



YH8ZH and YH93S from Camera #1 with roadside vegetation (estimated visibility in forest cover VRI).

Camera #1



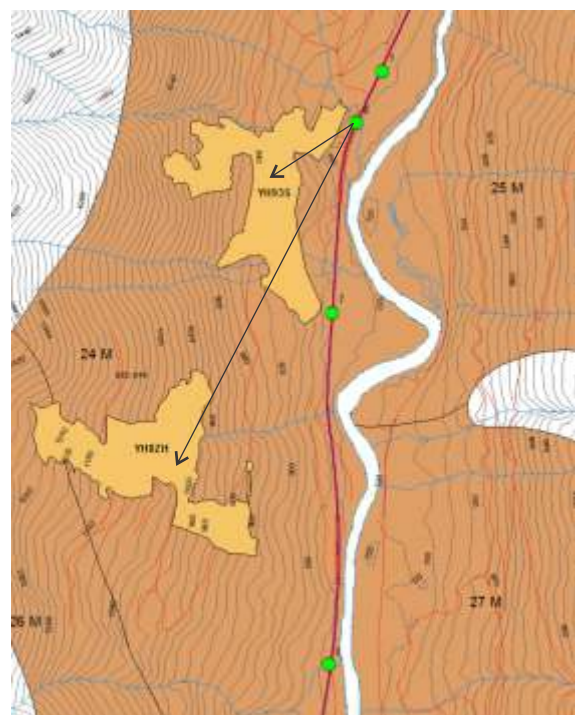
Percent Alteration of VSU 24 landform (outlined), as seen from Camera #1 (estimated visibility in forest cover VRI- no on-site evaluation). Meets Modification VQO of VSU 24 in Percent Alteration (2.95%) with shape in conformity with landform and visual force. Focal view from Highway 5.

Camera #1

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October 22, 2016



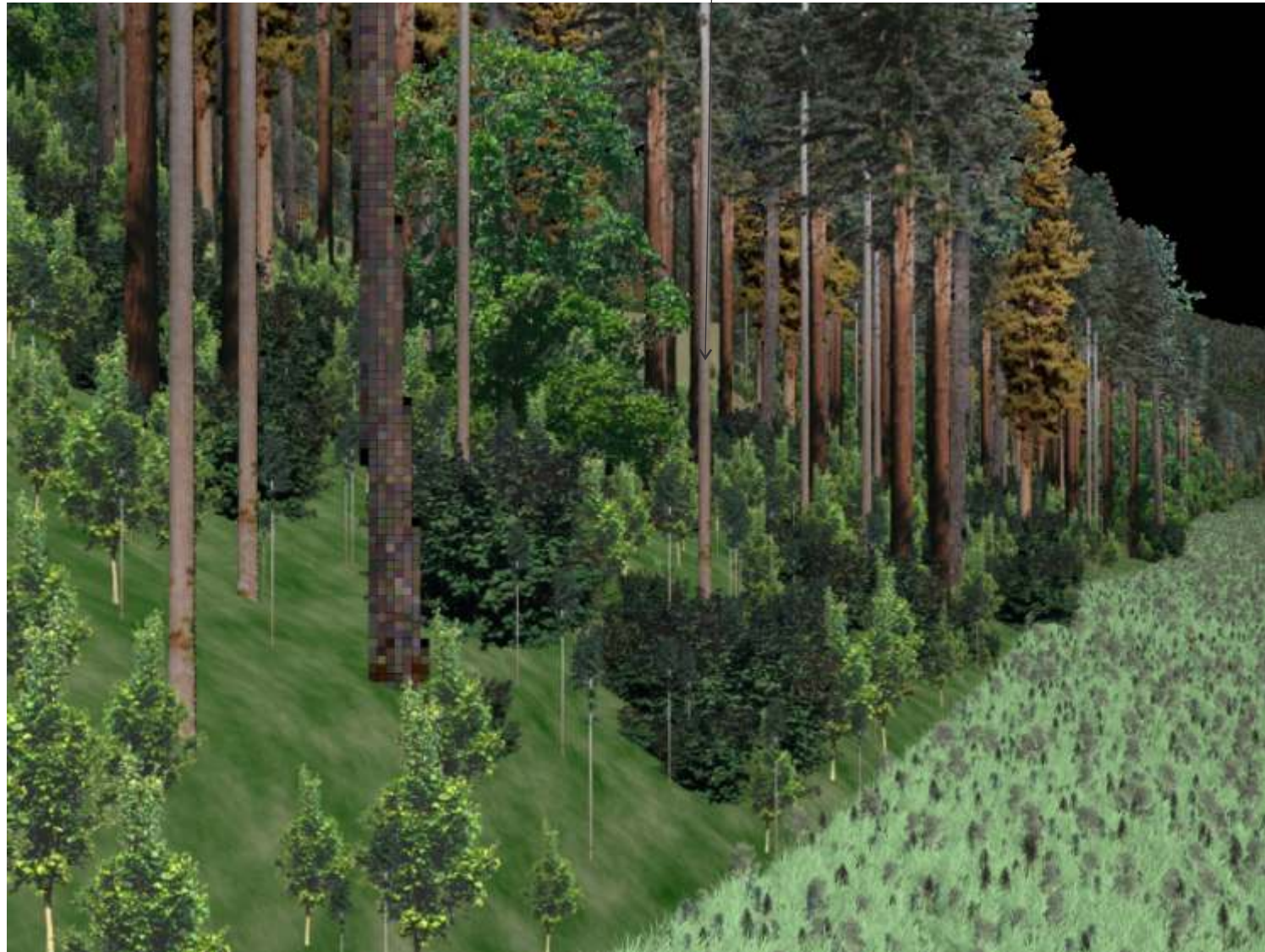
Bare land simulation for confirmation of block presence only.



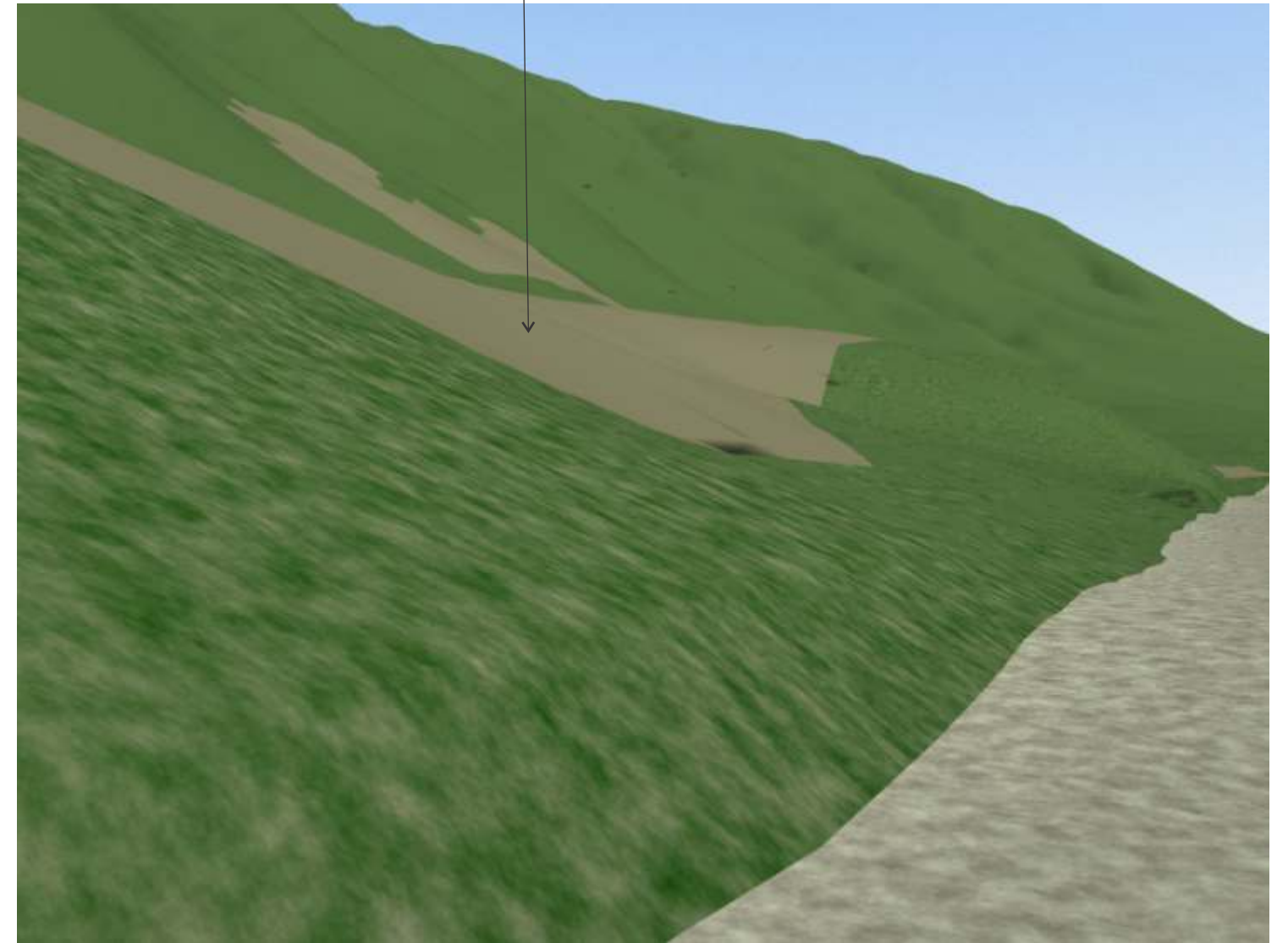
YH93S and YH8ZH from Camera #8 with possible see through (estimated from forest cover VRI - no on-site evaluation).

Camera #8

YH93S



YH93S



Bare land simulation for confirmation of block presence only.



YH93S from Camera #7 potential glimpse through roadside vegetation (estimated - no on-site evaluation).

Camera #7

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October 22, 2016



Bare land simulation for confirmation of block presence only.



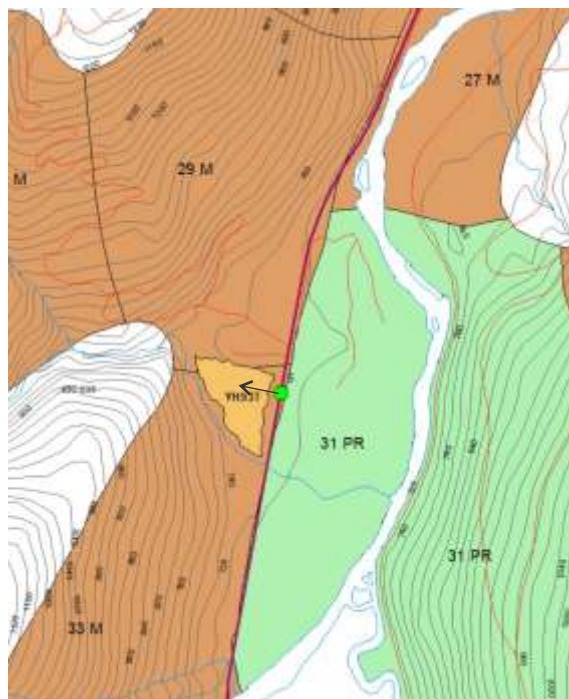
YH8ZH from Camera #6 NVS (estimated from forest cover VRI - no on-site evaluation).

Camera #6

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Bare land simulation for confirmation of block presence only.



YH93T from Camera #5 NVS (estimated from forest cover VRI - no on-site evaluation).

Camera #5

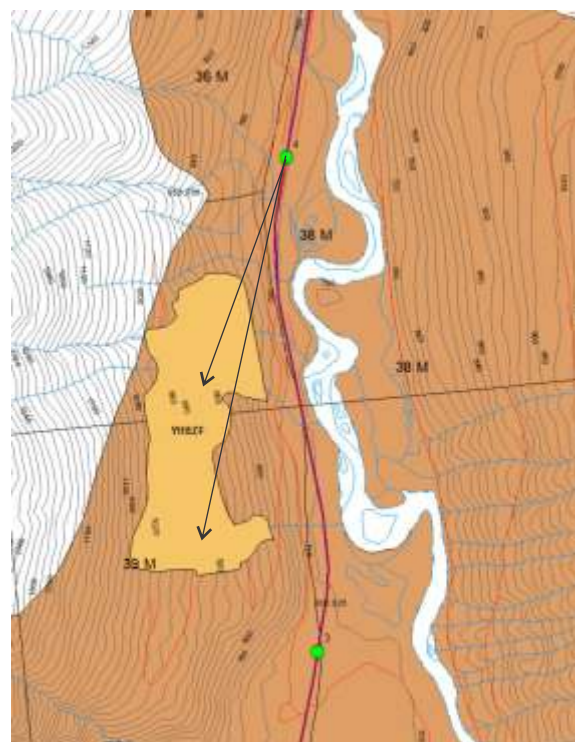
YH8ZF



YH8ZF

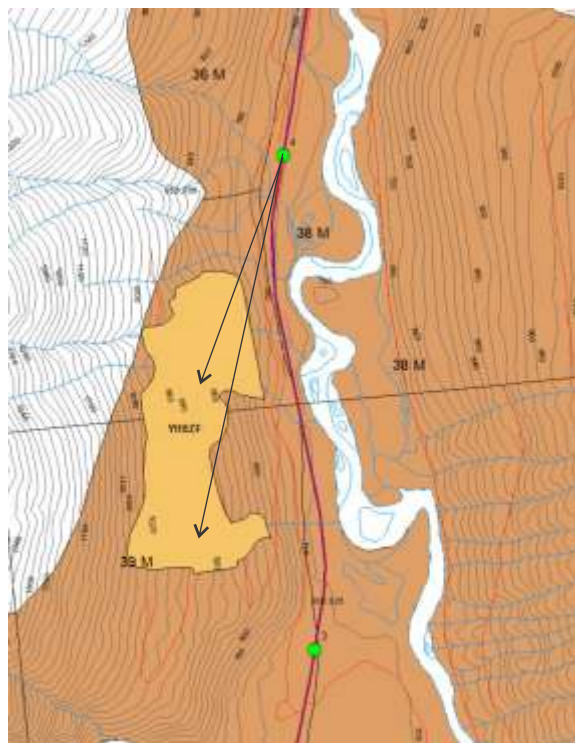


Bare land simulation for confirmation of block presence only.



YH8ZF from Camera #4 (estimated visibility in forest cover VRI- no on-site evaluation).

Camera #4



YH8ZF Percent Alteration of VSU39 outlined, as seen from Camera #4 (estimated visibility in forest cover VRI- no on-site evaluation). Meets Modification VQO of VSU 39 in Percent Alteration (4.5%) with shape in conformity with landform and visual force. Focal view from Highway 5. Avoid leaving isolated trees on skyline if possible.

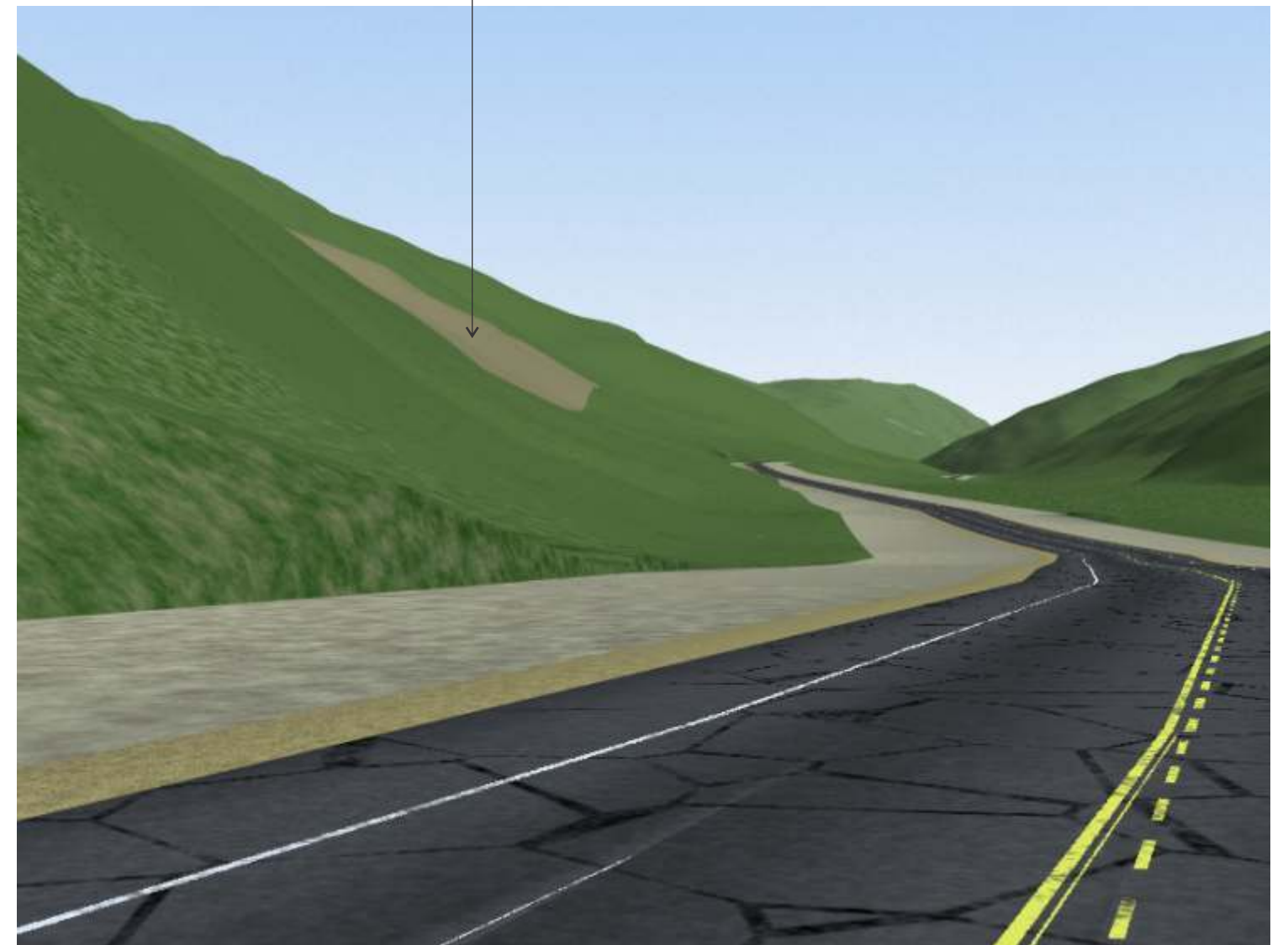
Camera #4 Percent Alteration

RDI Resource Design Inc
October 22, 2016

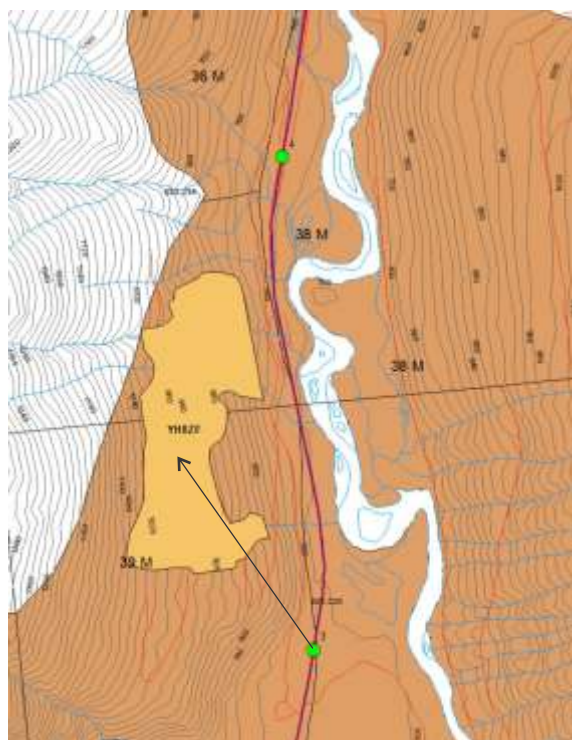
YH8ZF (NVS)



YH8ZF



Bare land simulation for confirmation of block presence only.



YH8ZF from Camera #3 NVS (estimated from forest cover VRI- no on-site evaluation).

Camera #3