

**North Midday Visual Assessment
RDI Resource Design Inc
December, 2020**

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- CTR100
- waterbody_2
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- 309-CollectorRoute
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- FTEN_Roads
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- road_segment_1
- Highway
- Results_WTRA
- waterbody_2
- FTEN_Blocks
- Proposed_Blocks_FTEN
- Proposed_Blocks
- BCmapgrid



Draft December 17, 2020

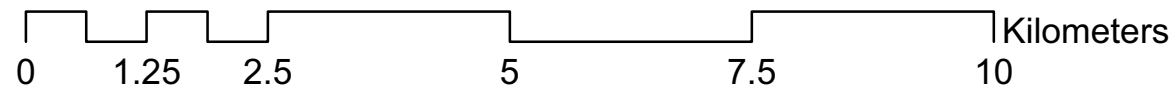


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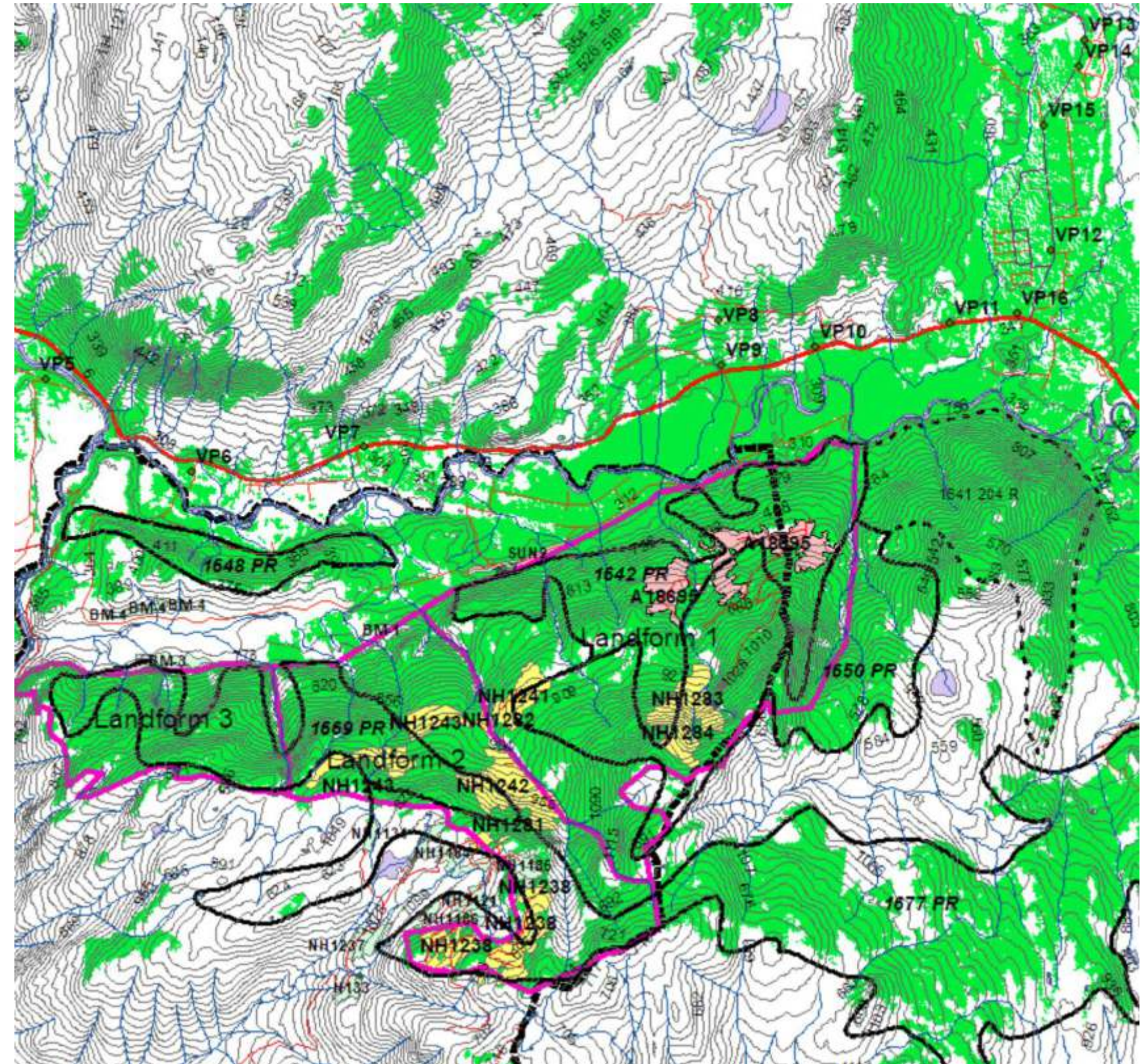


Table of Contents and Viewshed/VRI Map

Background

Jeff O'Hara, RPF, Planning Forester, and Christian Shears, RPF, Practices Forester, BCTS Merritt Field team assembled a project file for the North Midday Visuals Project. Jeff forwarded it to Ches Clem on October 26, 2020. Ches provided the link to the project file to RDI on October 29, 2020.

The file included proposed cutblocks NH1238, NH1240, NH1241, NH1242, NH1243, NH1281, NH1282, NH1283, and NH1284 and the Operating Area boundary. In addition, the file also contained FTEN proposed cutblocks within Licence A18695, scattered existing FTEN openings, proposed and FTEN roads, and a few WTRA's. The link also included 21 viewpoints and the cutblocks placed in a KML file complete with viewpoints descriptions for reading in Google Earth. The viewpoints each had associated photography which were excellent for interpretation.

RDI converted the KML viewpoints into a layer file then into shapefiles in ArcMap and created a project file with blocks, roads, etc. RDI acquired a 3-D digital elevation model (DEM), hydrology, and additional roads from Maps Canada. RDI used the Visual Landscape Inventory area and the current forest VRI from our archive.

The 20m DEM was entered into Visual Nature Studio along with the cutblock data and viewpoints for simulation. Cameras were set at each of the 21 viewpoints, 2m above ground. Preliminary simulations were produced from each viewpoint. A significant effort was required to determine the Landforms as the VLI was complex within the Operating Area. All relevant units were assigned a Partial Retention VQO.

The Operating Area is bounded by the north side of Nicola River to the north, west side of Spius Creek to the west, then traverses the height of land generally forming the Mount McInnes landform. The viewpoints are located along and near Highway 8 (Merritt to Spences Bridge Highway), a single view from Miller Estates, and views along Aberdeen Road and Highway 97c which goes from Merritt to Logan Lake. The viewpoints are shown on the key map on page 1 and are listed on page 5.

RDI produced simulations from each of the viewpoints. For continuity and interpretation, RDI re-sorted the viewpoints as listed in the Table of Contents on page 2. The order is Highway 8 and associated viewpoints from west to east, then along Aberdeen Road from south to north, then along Highway 97c from south to north. Where Christian took a series of photo from a viewpoint, RDI placed them into panoramas using Kolor Autopana Giga.

Jeff O'Hara made recommendations for viewpoint assessment from Viewpoints 3, 5, 6, 16, and 8. Although Viewpoint 8 was considered most revealing, Christian was unsure if the cul-de-sac at Miller Estates would be significant, being off-highway. Using the simulations together with the excellent Shears photography, I decided to produce full analyses from Viewpoints 6, 7, 8, 9, 10, 15 and 18. Significant Shears viewpoints 3 and 5 are covered by Viewpoint 6 which is more open, 1800m SE of VP 5. I did not discount the Canco Gas Station "city view" (Viewpoint 16) but buildings intervened in the lower parts of the view whereas open views were available at nearby Viewpoint 10. I consider Viewpoint 8 to be significant, being an open, long-term, residential view and therefor was included in detailed analysis. It is closely replicated in Viewpoint 9 views from the mailboxes at the bottom of Miller Estates Road.

Five of the seven viewpoints selected by RDI for detailed assessment had panoramic photography built from multiple images provided by Christian. These were Viewpoints 6, 7, 8, 9, and 10. The additional two views, VP15 on Aberdeen Road, and VP18 on Highway 97a had single photos only. We produced panoramic simulations and percent alteration calculations from the panoramic viewpoints and single images and percent alteration calculations from the two single viewpoints. Renderings were produced for all remaining viewpoints for documentation without further analysis.

RDI produced a composite bare-land viewshed from all 21 viewpoints. The viewshed was instrumental in the delineation of the Landforms, together with the VLI polygons which were less precise in covering the visible areas (page 2) with the viewshed significantly expanding into formerly NVS (not seen) areas. The operating area includes all or parts of 7 VSU's, two of which are un-rated as they are either considered NVS or UA in the inventory (VLI_No 1655 and VLI_No 1390). All rated VSU's have VQO's of Partial Retention. By extension, RDI has assigned PR to the NVS or un-rated units containing proposed cutblocks. The landform contents are as follows:

Landform Contents by VLI_No, VSU_No and Cutblock_No				
Landform #	VLI_No	VSU_No	EVQO	Comments
L1	1642	205	PR	FTEN_Prop, NH1284w
L1	1650	213	PR	FTEN_Prop (south), NH1283, NH1284, NH1241E
L1	1655	216	"PR"	NH1241w, NH1242w, NH1243e, NH1282 in "NVS" - no VQO
L2	1669	219	PR	NH1243, NH1243w, NH1243.
L2	1677	222	PR	NH1238, NH1240, FTEN-E
L2	1390		"PR"	in UA - no VQO
L3	1669	219	PR	L3 has no openings proposed
n/a	1648	211	PR	distinct unit - no proposed alteration in northwest op. area

All RDI landforms are comprised of either VSUs with a Partial Retention VQO or are un-rated but in close association with the PR VQO units. RDI has merged VSUs where appropriate, given their same VQOs or applied that same VQO to the neighbouring NVS units when seen in the composite viewshed.

Landform 1 is defined on the east by the topographic break between the Retention landform (VLI_No 1641) and VLI 1642 on the west, and follows the creek through VLI_No 1650 to reach and follow the heights of land of Mount McInnes until reaching Pony Creek on its west side which divides the polygon considered "NVS" in the VLI but visible in the cumulative viewshed between VLI 1642/1650 on the east and VLI 1669 on the west. L1 then travels down the creek to the bottom of the hill, then along the hill bottom elevation and the bottom of the VLI polygons to connect the polygon. Notably, the landform extends 900m east beyond the east boundary of the operating area to include all of the proposed FTEN blocks, as does VLI_No 1642, seemingly also making a more logical boundary for the operating area.

Landform 2 commences along Pony Creek in the middle of the NVS polygon, reaching the height of land of Mount McInnes and the upper proposed cutblocks, traversing westward down the heights of visibility identified in the cumulative viewshed and including a major portion of VLI 1669 to reach a concavity identified in the VLI as a distinct dip south in the linework of 1669, down to the hill bottom and then east along the bottom of the VLI polygon and viewshed to connect to L1.

Landform 3 is a continuation of VLI 1669 to the end of cumulative visibility on the west. No cutblocks are proposed for this landform. It traverses the top and bottom of the VLI polygon and the cumulative viewshed.

VLI_No 1648. A broad gap in visibility was similarly identified in the VLI and viewshed between the RDI Landforms and VLI 1648, leaving VLI 1648 (PR) isolated, and outside of consideration as part of the RDI Landforms for purposes of this analysis.

Analysis

RDI rendered VNS simulations from all 21 viewpoints to provide comparison opportunity with the related Shears photos. The preview mode allows quick rendering with the added benefit of displaying the attributes of any feature touched by the cursor, including viewing distance and elevation, and camera details. The exact location of the point is shown by a blue cross in the planimetric window. I use this function to correctly identify each and every proposed opening and existing FTEN openings, and to guide the assignment of labels in the rendered output. A sample window is provided in the adjacent image.

ESRI ArcMap is used to calculate perspective areas of the landforms and cutblocks in each view by importing the final simulation panoramas, and digitizing landforms and cutblocks in arbitrary square units as a shapefile. The dbf file from the shapefile is imported into Microsoft Excel for percent alteration calculations. The results are presented for each analysis viewpoint (VPs 6, 7, 8, 9, 10 15, and 18) and summarized in the Table on the next page.

Results

Landform 1

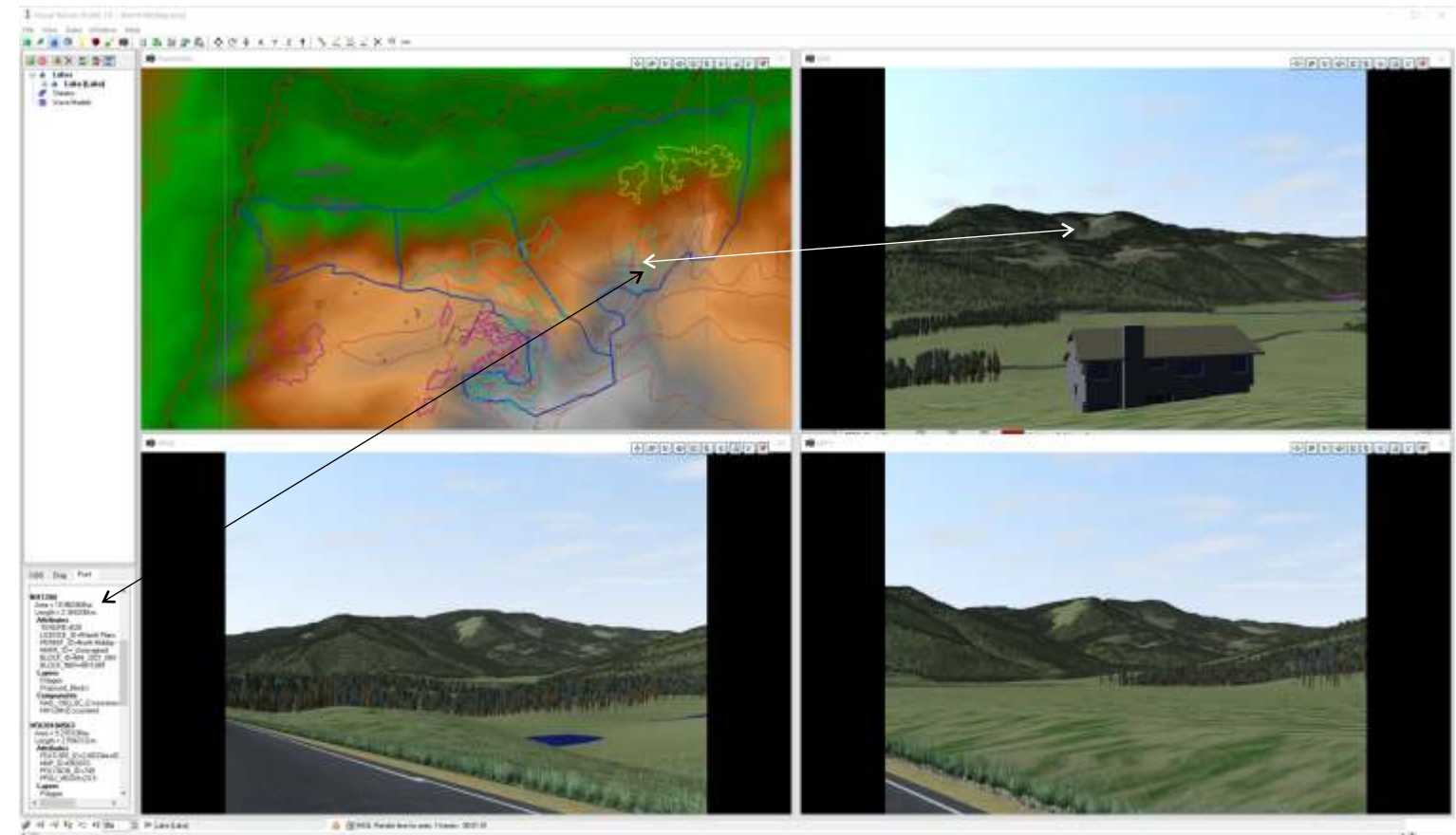
Landform 1 ranges from a low of 1.58% from VP7 to highs of 12.66% and 13.26% from VPs 15 and 18 respectively, with all but the last 2 viewpoints within or close to the PR limit of 7% perspective measure. The collective openings of the FTEN_proposed blocks are dominant from all tested viewpoints by percent measure. The design of the trio of FTEN_proposed openings are intricate, well-distributed, and lower down on the landform. No schedule was provided for the FTEN. The side-by-side openings of NH1283 and NH1284 are most focal and grab the attention, being very high on the landform, leaving only a thin weak cap of forest on top. Viewing distances to NH1284 from the assessment viewpoints are also presented in the table, ranging from 3900m from VP9 to 10300 from VP18. The position and elevation of VPs 15 and 18 may account for the higher percent alteration from those viewpoints. VP 18 is highest at 760m elv., though VP15 is 640m, slightly lower than VP 8 (660m). The side landform cuts off portions of L1 from VPs 15 and 18, contributing to greater percent alteration, but not so much that they should be considered outliers and ignored, particularly as the east face of the landform has greater visibility and extent from these viewpoints. NH1241 is scarcely seen at the western edge of the landform.

RDI was asked to recommend WTRA patches if needed, and will do so. I first recommend that BCTS review the proposals to see if any cutblocks or block components, including parts of FTEN_proposed causing the greatest percent alteration could be dropped or deferred. I have shown the trial effects of deleting NH1284 from the current plan on page 34, bringing VPs 15 and 18 closer to the target maximum of 7% alteration with some more to go. At minimum, consider reducing the height and angularity of NH1284.

Landform 2

Landform 2 ranges from a low of 4.03% alteration (VP9) to highs of 12.15% and 15.52% (VPs 15 and 18 respectively). NH1242 contributes all of the alteration from VP15 (12.15%) and most of the alteration from VP18 (9.93%). Viewing distances to NH1242 are 9000m from VP15 and 12000m from VP18. Landform 2 is cut off to a large degree by the intervening landform on the right side of the view from both high percentage viewpoints and may be considered outliers and not reliable for percent alteration measures. All other viewpoints are within the Partial Retention limit of 7%, with viewing distances to NH1243 ranging from 3000m (VP7) to 5800m (VP10) from these closer-in viewpoints. NH1243 percent alteration numbers show the sum for both openings by that number. NH1282 is scarcely seen at the eastern edge of L2, and NH138, NH1240 and nearby existing FTEN openings have little influence at the top of L2.

At this initial review stage, I have no recommendations for deletion or reductions in Landform 2 cutblocks, pending agreement that VPs 15 and 18 are outliers when considering the results for L2.



VNS Project Window - a touch of the cursor on any point shows a blue cross in the planimetric window and details at the point.

Summary

In summary, my initial review finds generally good design and achievement of the Partial Retention VQO in the landforms from several viewpoints. Landform 1 clearly exceeds the limit from 3 of the 7 viewpoints tested - VP10 on Highway (8.07%), VP15 on Aberdeen Road (12.66%) and VP18 on Highway 97A (13.26%), and is just slightly exceeded from VP8 (7.18%). L1 is cut off somewhat by intervening topography, but expands along the east face enlarging the landform. Landform 2 exceeds the limit from only 2 viewpoints - VP15 (12.15%) and VP18 (15.5%). The high percent alteration is contributed to by intervening topography cutting of much of L2. Pending discussion, those 2 viewpoint results affecting L2 may potentially be outliers.

The grouping and shapes of NH1283 and NH1284 together in their focal high position on the landscape are problematic even from viewpoints meeting the VQO in Landform 1. I have made a trial deletion of NH1284 to demonstrate the effects (page 34). Although well-designed, the openings of the FTEN_proposed cutblocks may also be the subject of your consideration. I was not provided a schedule for these openings. The overall plan requires some drastic reductions or deferrals before I might begin to suggest a few WTRAs.

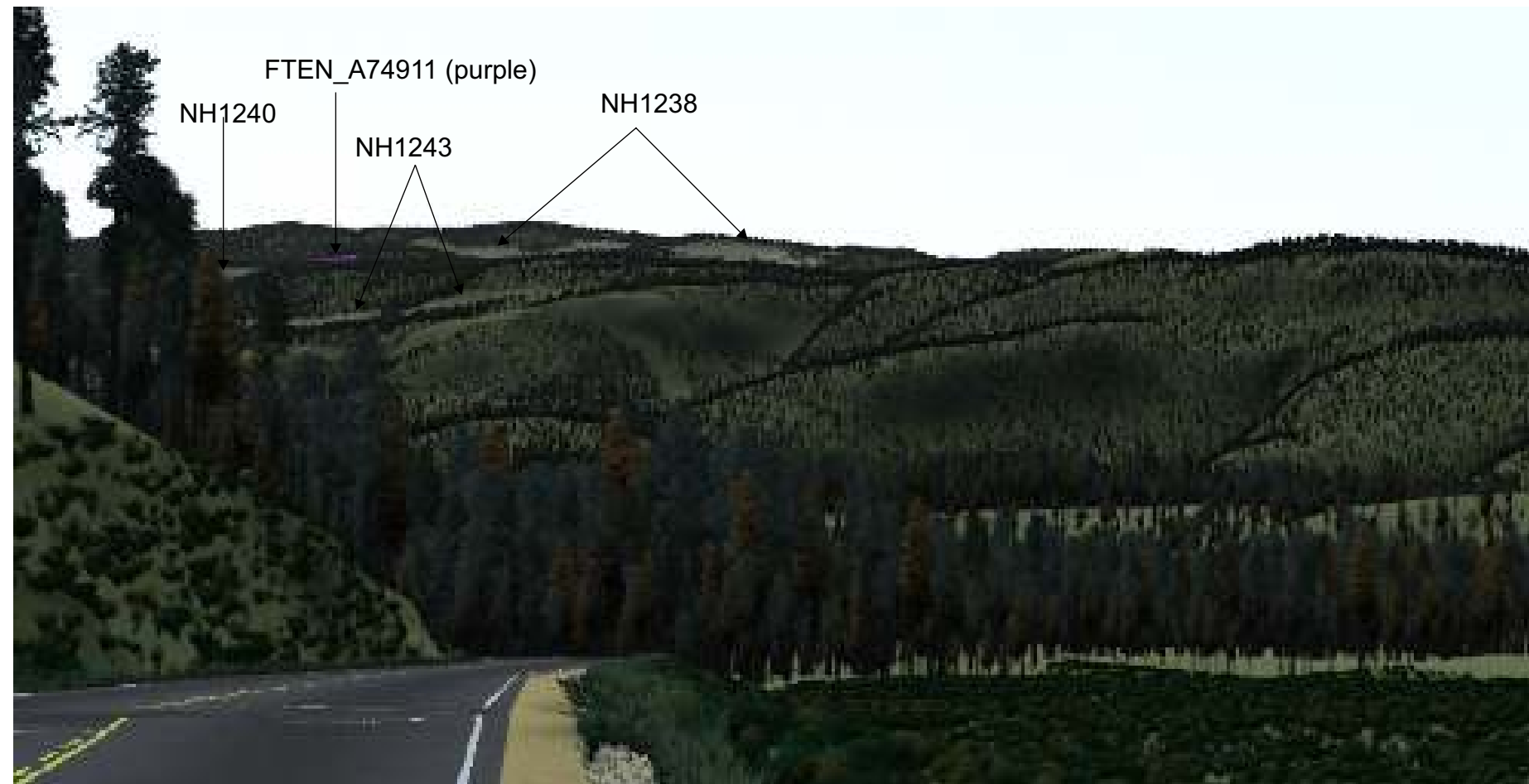
The photography and viewpoint locations in Google Earth were an excellent benefit to my assessment.

Dr. Ken B. Fairhurst, PhD, RPF
RDI Resource Design Inc
December 11, 2020

- VP 1. Pullout on Highway 8
- VP 2. At Recreation Site 2 Pictures
- VP 3. From Campsite
- VP 4. Highway
- VP 5. Pictures from Junction of Shackles Road and Petit Creek Road
- VP 6. Mailboxes on Sunshine Valley Road
- VP 7. Picture from Highway 8 Side View
- VP 8. Cul de Sac at Miller Estates
- VP 9. Pictures from Mailboxes at Bottom of Miller Estates
- VP 10. Junction of Highway 8 and Woodward Road TNRD
- VP 11. Leaving Lower Nich Pullout
- VP 12. Playground at Lower Nich
- VP 13. Junction of Yap Skim Road and Aberdeen
- VP 14. Junction of Saskatoon Ln and Aberdeen Road
- VP 15. Good View from Aberdeen Road
- VP 16. From Canco Gas Station Lower Nich
- VP 17. Highway 97c from Logan Lake
- VP 18. From Highway 97c
- VP 19. Highway 97c
- VP 20. Highway 97c @ Road Junction
- VP 21. Hw 97c

Percent Alteration Landform 1							Percent Alteration Landform 2									
VP	View Dist. to NH1284 (m)	Total L1	FTEN_Prop	NH1283	NH1284	NH1241	VP	View Dist. to NH1243 (m)	Total L2	NH1238	NH1240	NH1242	NH1243	NH1281	NH1282	FTEN-E*
6	6000	2.17%	0.55%	0.73%	0.26%	0.62%	6	3700	4.99%		0.21%		4.79%			
7	4500	1.58%	0.47%	0.64%	0.41%		7	3000	5.24%	0.08%		0.35%	2.82%	0.96%		1.04%
8	4300	7.18%	4.28%	1.59%	1.30%		8	5600	6.28%	0.15%		2.51%	2.38%		0.17%	1.06%
9	3900	5.71%	2.86%	1.43%	1.42%		9	5000	4.03%	0.05%		0.92%	2.38%		0.03%	0.64%
10	4400	8.07%	4.08%	1.85%	2.14%		10	5800	4.80%				4.80%			
15	7500	12.66%	5.94%	2.43%	4.29%		15	9000	12.15%			12.15%				
18	10300	13.26%	6.48%	2.75%	4.04%		18	12000	15.52%	0.19%		9.93%	4.32%		0.35%	0.72%
No alteration planned in Landform 3; not seen from VP's 15 or 18.							*FTEN-E's not checked for VEG condition (shows as red in simulations).									

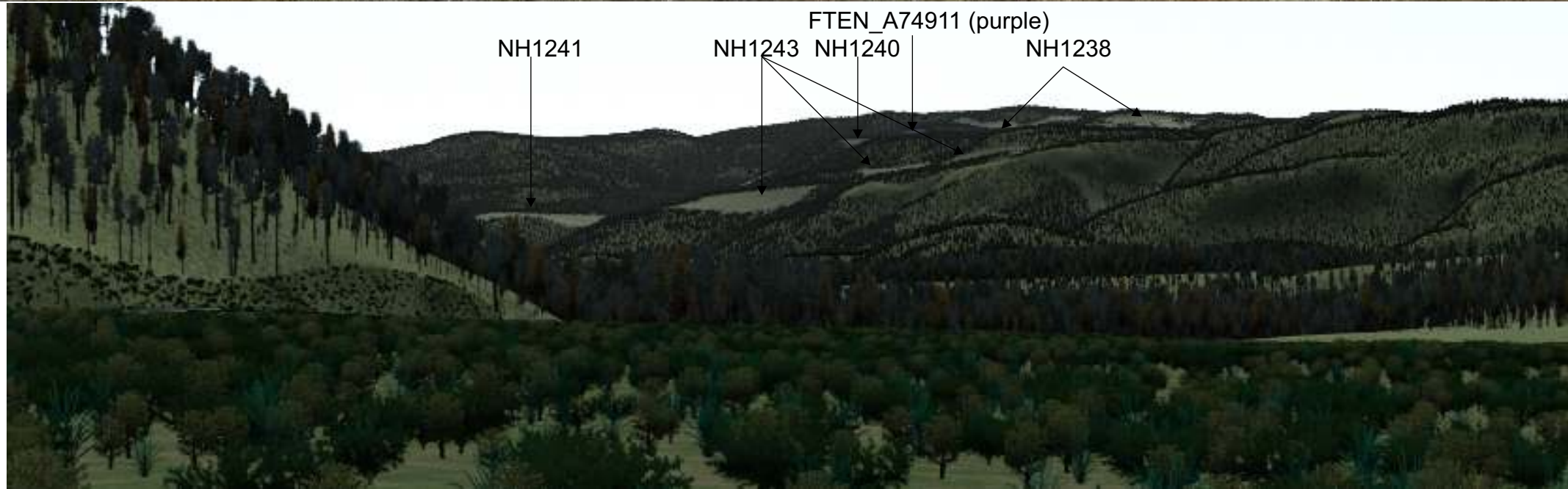
Viewpoints for Shears Photos and RDI Percent Alteration Summary



Viewpoint 1 - Pullout on Highway 8



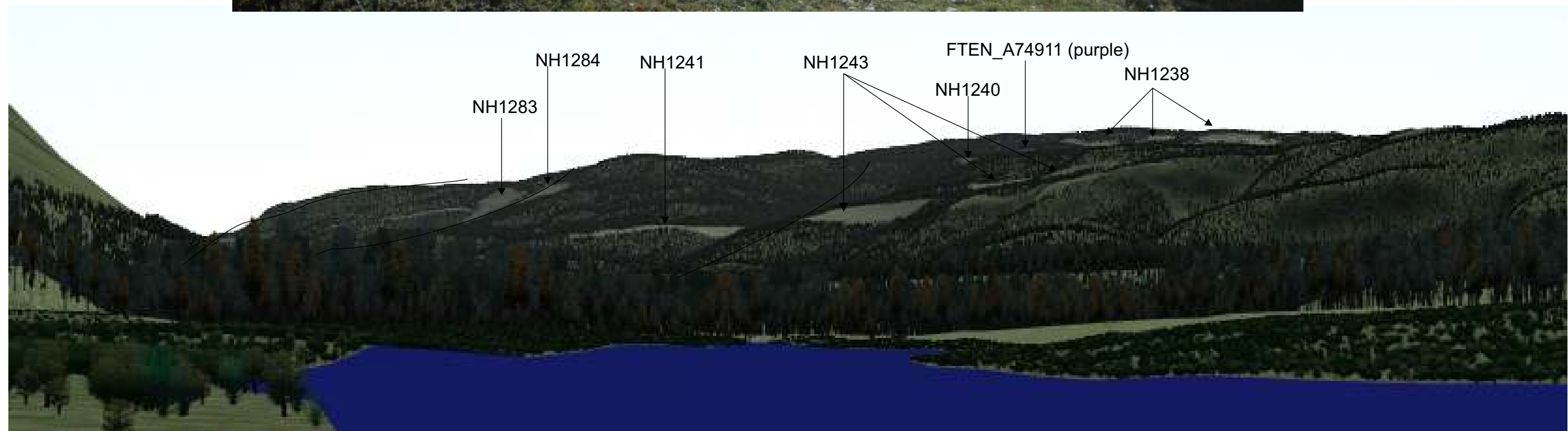
Photos by Christian Shears October 14, 2020



Viewpoint 2 - Recreation Site with lower screening than in Photos



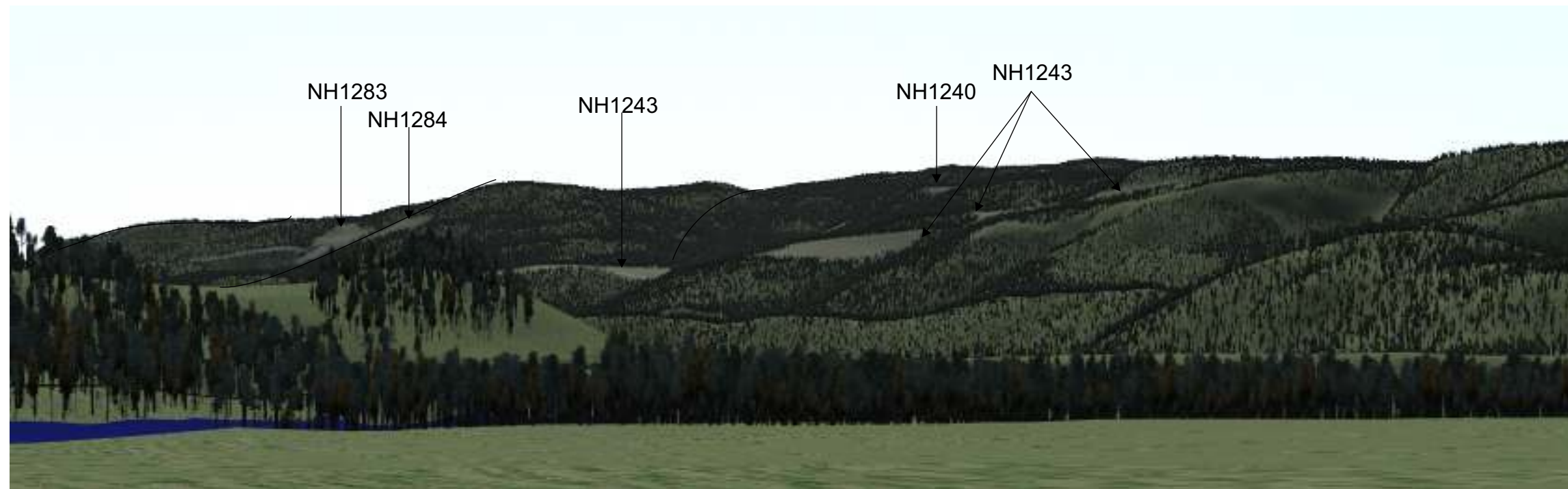
Photos by Christian Shears October 14, 2020



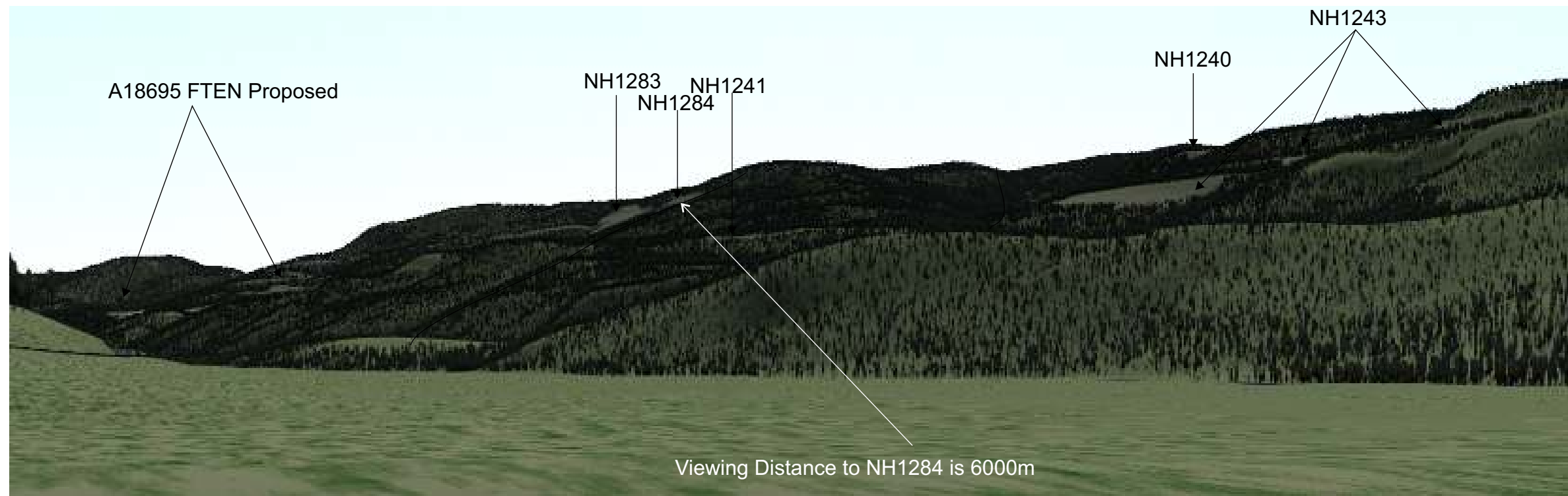
Viewpoint 3 from Campsite



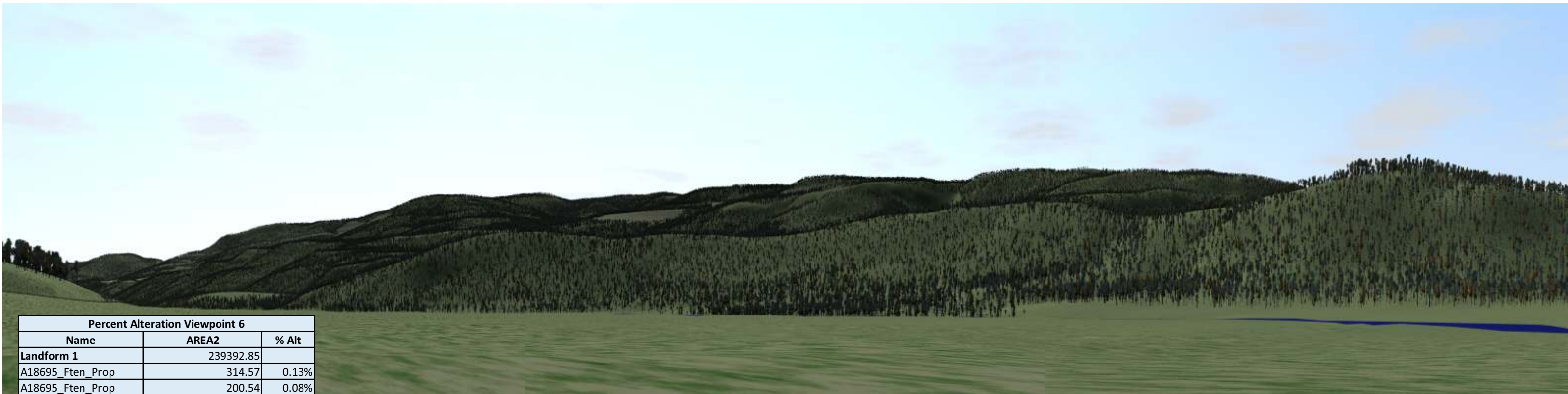
Viewpoint 4 on Highway 8



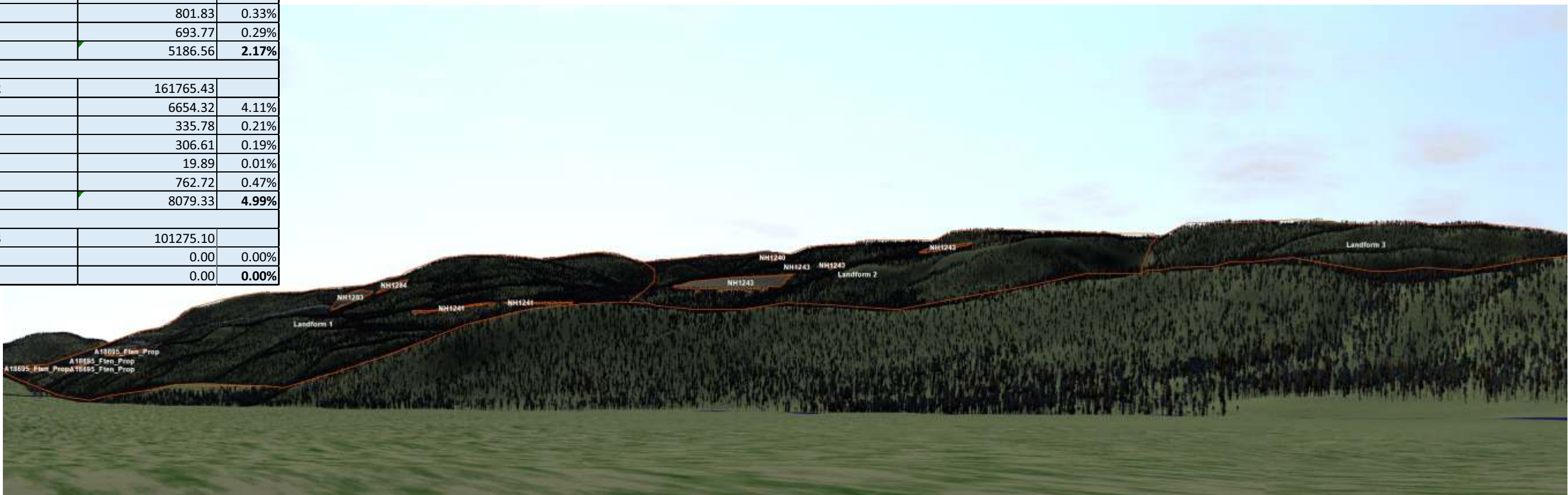
Viewpoint 5 Pictures from Junction of Shackles Road and Petit Creek Road



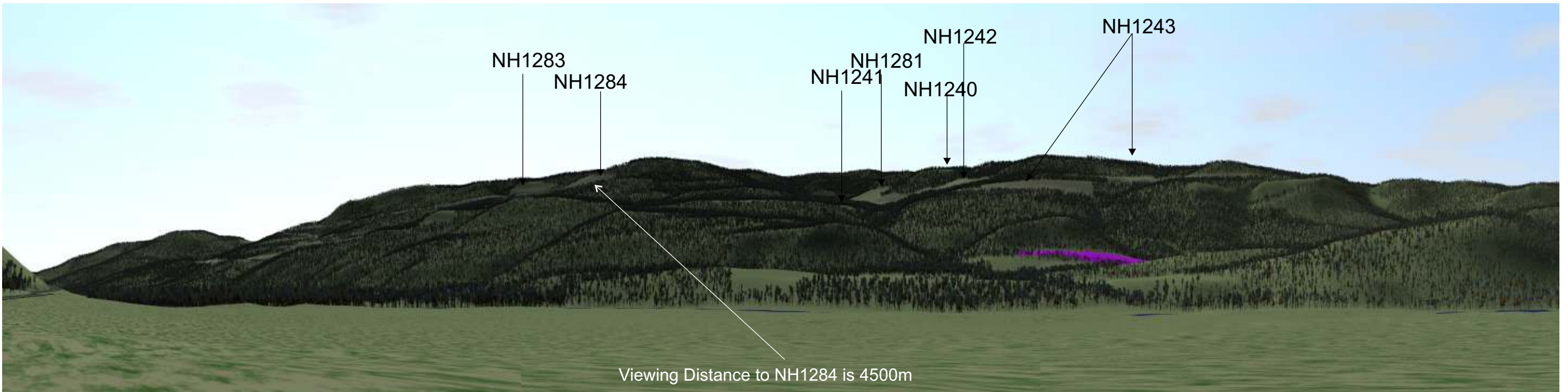
Viewpoint 6 - Mailboxes on Sunshine Valley Road



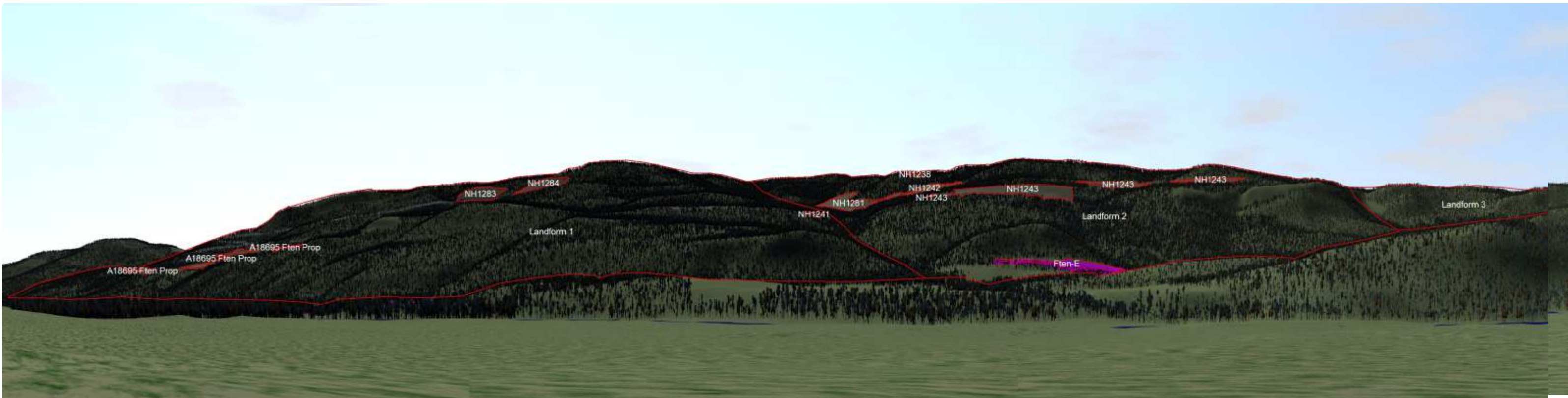
Percent Alteration Viewpoint 6		
Name	AREA2	% Alt
Landform 1	239392.85	
A18695_Ften_Prop	314.57	0.13%
A18695_Ften_Prop	200.54	0.08%
A18695_Ften_Prop	164.41	0.07%
A18695_Ften_Prop	632.45	0.26%
NH1283	1751.84	0.73%
NH1284	627.15	0.26%
NH1241	801.83	0.33%
NH1241	693.77	0.29%
Sum Alt L1	5186.56	2.17%
Landform 2	161765.43	
NH1243	6654.32	4.11%
NH1240	335.78	0.21%
NH1243	306.61	0.19%
NH1243	19.89	0.01%
NH1243	762.72	0.47%
Sum Alt L2	8079.33	4.99%
Landform 3	101275.10	
Nil	0.00	0.00%
Sum Alt L3	0.00	0.00%



Viewpoint 6 - Mailboxes on Sunshine Valley Road - Percent Alteration



Viewpoint 7. Picture from Highway 8 Side View

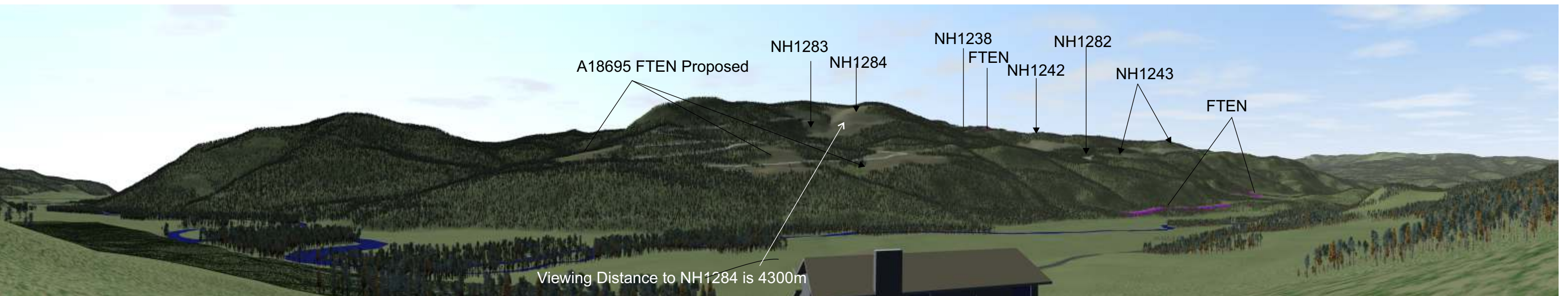


Percent Alteration Viewpoint 7		
Name	AREA2	% Alt
Landform 1	644726.38	
A18695 Ften Prop	734.01	0.11%
A18695 Ften Prop	1856.18	0.29%
A18695 Ften Prop	420.90	0.07%
NH1283	4140.91	0.64%
NH1284	2645.55	0.41%
NH1241	356.91	0.06%
Sum Alt L1	10154.45	1.58%
Landform 2	476222.32	
NH1281	4560.81	0.96%
NH1242	1650.56	0.35%
NH1243	112.67	0.02%
NH1243	9557.70	2.01%
NH1243	2336.18	0.49%
NH1243	1413.30	0.30%
NH1238	359.51	0.08%
Ften-E	4955.03	1.04%
Sum Alt L2	24945.77	5.24%
Landform 3	62205.76	
Nil	0.00	0.00%
Sum Alt L3	0.00	0.00%

Viewpoint 7. Picture from Highway 8 Side View - Percent Alteration

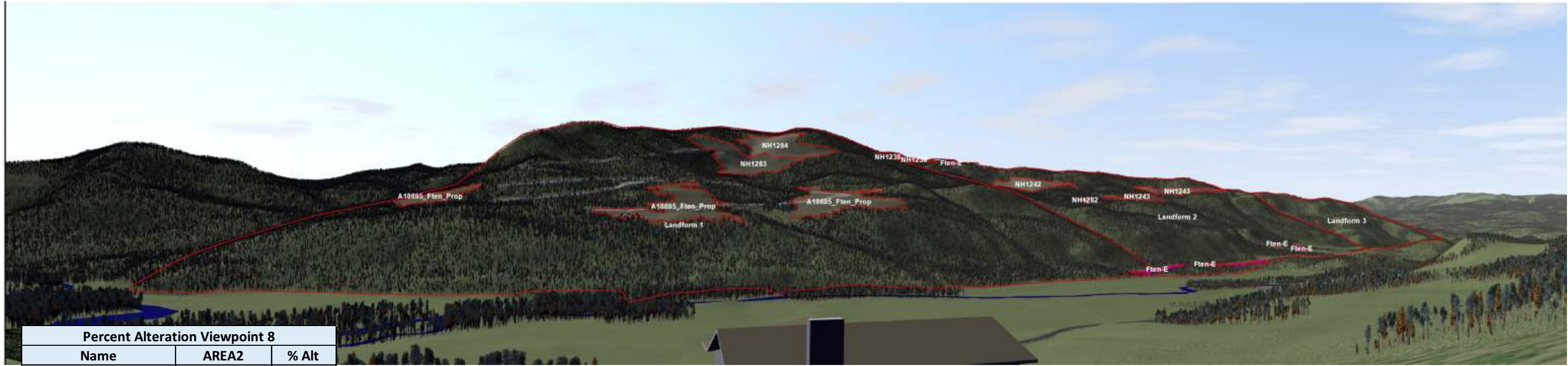


Photos by Christian Shears October 14, 2020, Panoramas by RDI



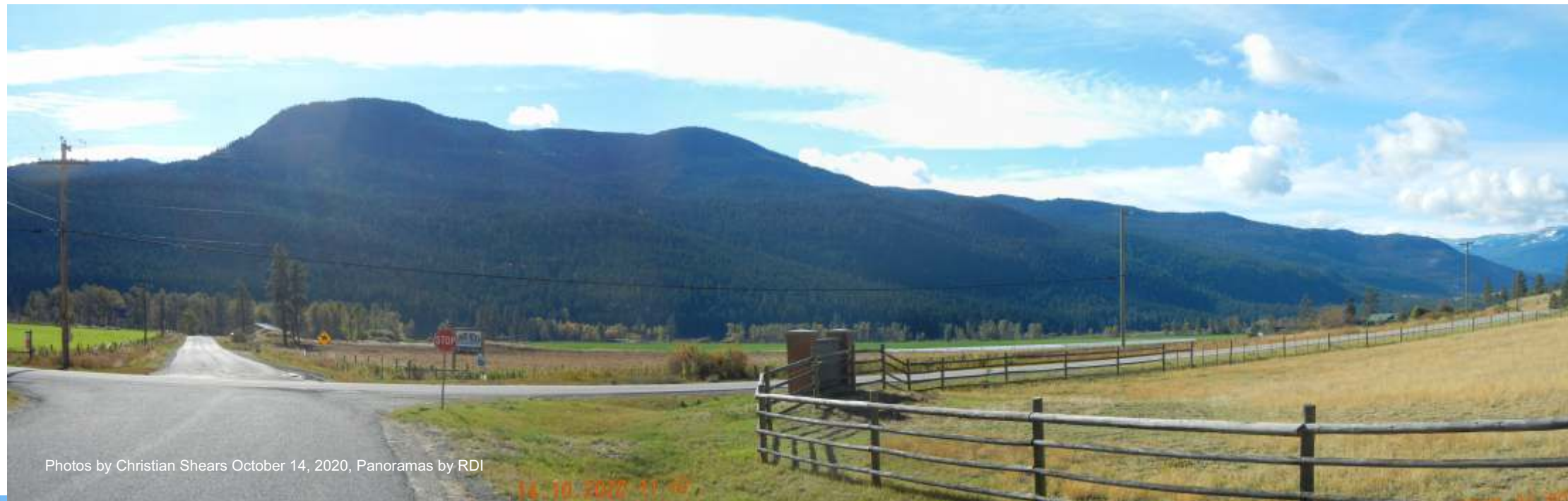
Viewing Distance to NH1284 is 4300m

Viewpoint 8 Cul-de-Sac at Miller Estates



Percent Alteration Viewpoint 8		
Name	AREA2	% Alt
Landform 1	658669.74	
A18695_Ften_Prop	3001.80	0.46%
A18695_Ften_Prop	14386.34	2.18%
A18695_Ften_Prop	10831.60	1.64%
NH1283	10482.65	1.59%
NH1284	8587.81	1.30%
Sum Alt L1	47290.21	7.18%
Landform 2	132070.45	
NH1242	3317.68	2.51%
NH1282	226.00	0.17%
NH1243	1226.38	0.93%
NH1243	1918.05	1.45%
Ften-E	616.02	0.47%
Ften-E	493.45	0.37%
NH1238	63.14	0.05%
NH1238	81.71	0.06%
NH1238	53.78	0.04%
Ften-E	91.93	0.07%
Ften-E	163.92	0.12%
Ften-E	36.35	0.03%
Sum Alt L2	8288.43	6.28%
Landform 3	25720.68	
Nil	0.00	0.00%

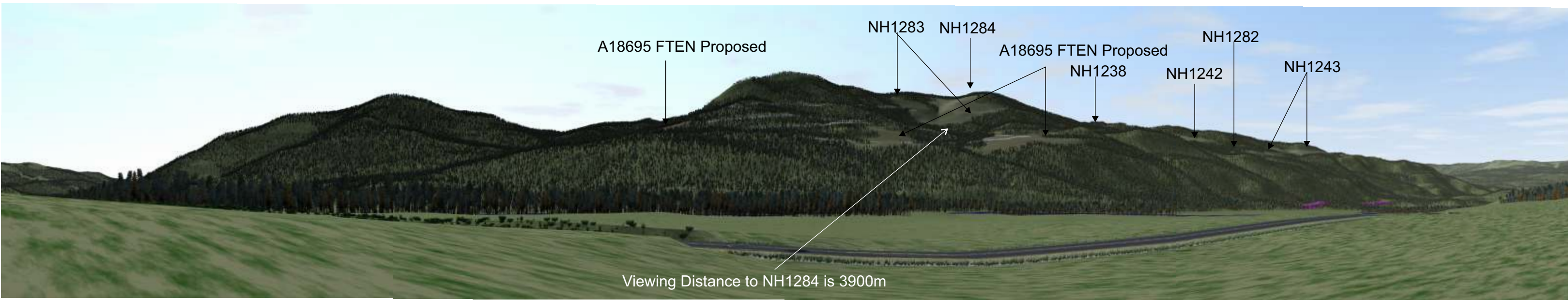
Viewpoint 8 Cul-de-Sac at Miller Estates - Percent Alteration



Photos by Christian Shears October 14, 2020, Panoramas by RDI

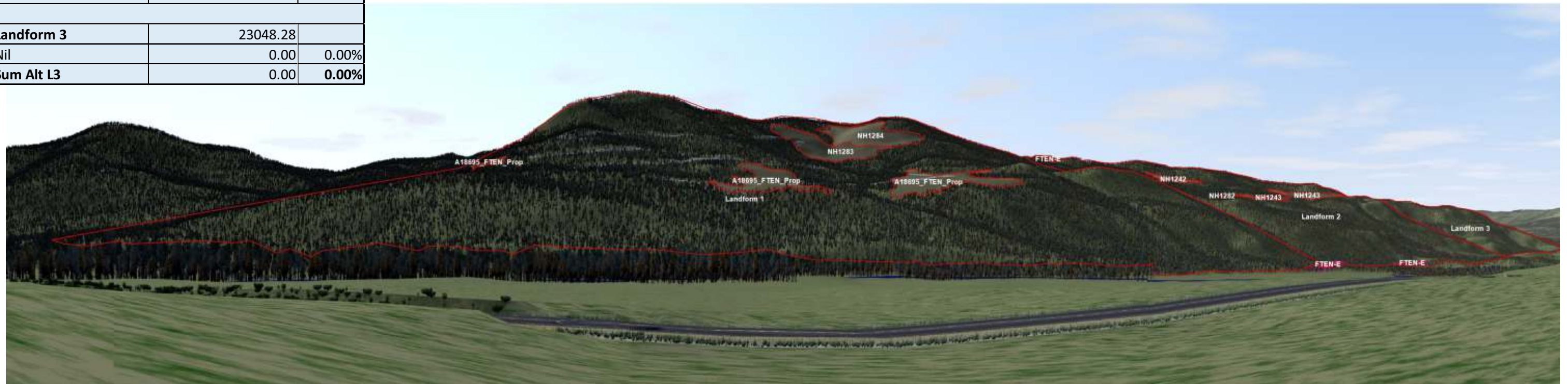
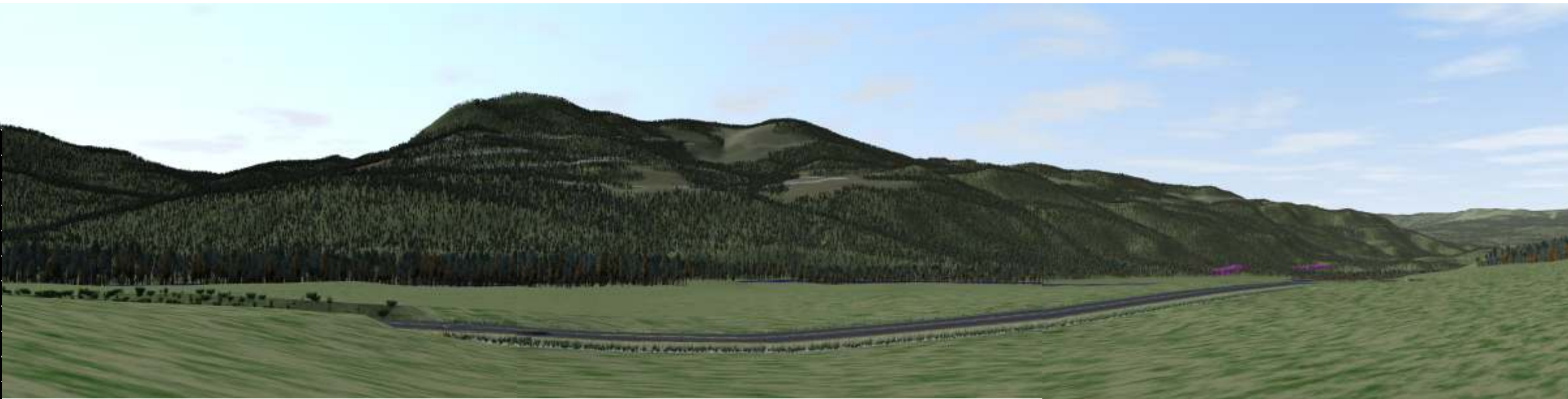


Photos by Christian Shears October 14, 2020

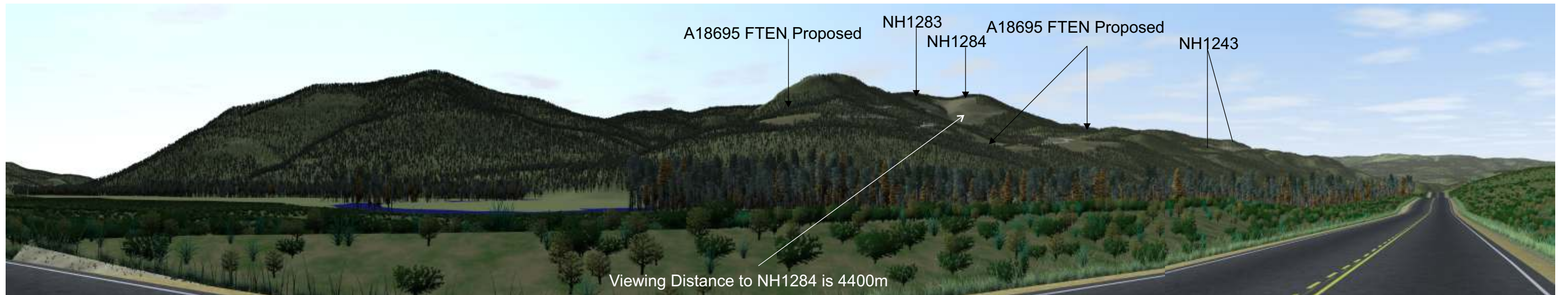


Viewpoint 9 Pictures from Mailboxes at Bottom of Miller Estates

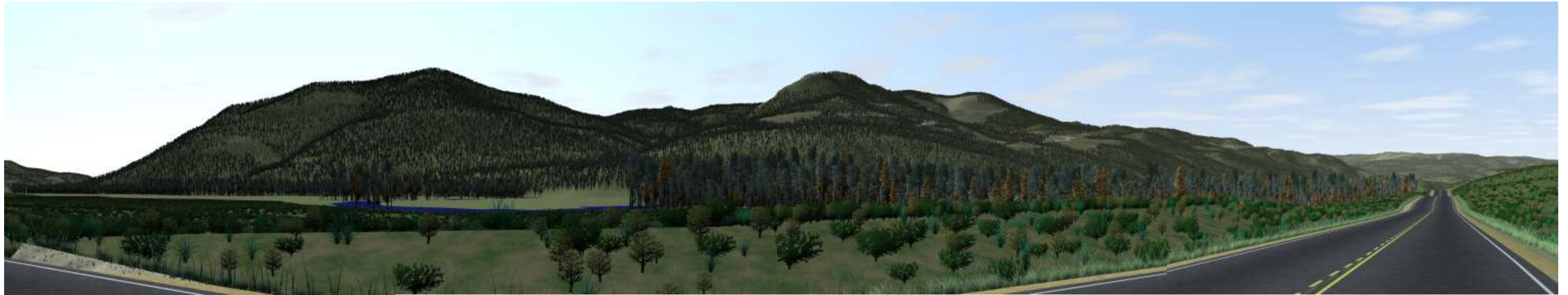
Percent Alteration Viewpoint 9		
Name	AREA2	% Alt
Landform 1	675923.55	
A18695_FTEN_Prop	680.13	0.10%
A18695_FTEN_Prop	8695.03	1.29%
NH1284	9574.45	1.42%
NH1283	9679.30	1.43%
A18695_FTEN_Prop	9936.71	1.47%
Sum Alt L1	38565.62	5.71%
Landform 2	100280.27	
NH1238	41.53	0.04%
NH1238	14.08	0.01%
FTEN-E	48.36	0.05%
NH1242	919.27	0.92%
NH1243	1572.99	1.57%
NH1243	818.42	0.82%
NH1282	31.86	0.03%
FTEN-E	355.61	0.35%
FTEN-E	239.56	0.24%
Sum Alt L2	4041.68	4.03%
Landform 3	23048.28	
Nil	0.00	0.00%
Sum Alt L3	0.00	0.00%



Viewpoint 9 Pictures from Mailboxes at Bottom of Miller Estates - Percent Alteration



Viewpoint 10 - Junction of Highway 8 and Woodward Road TNRD

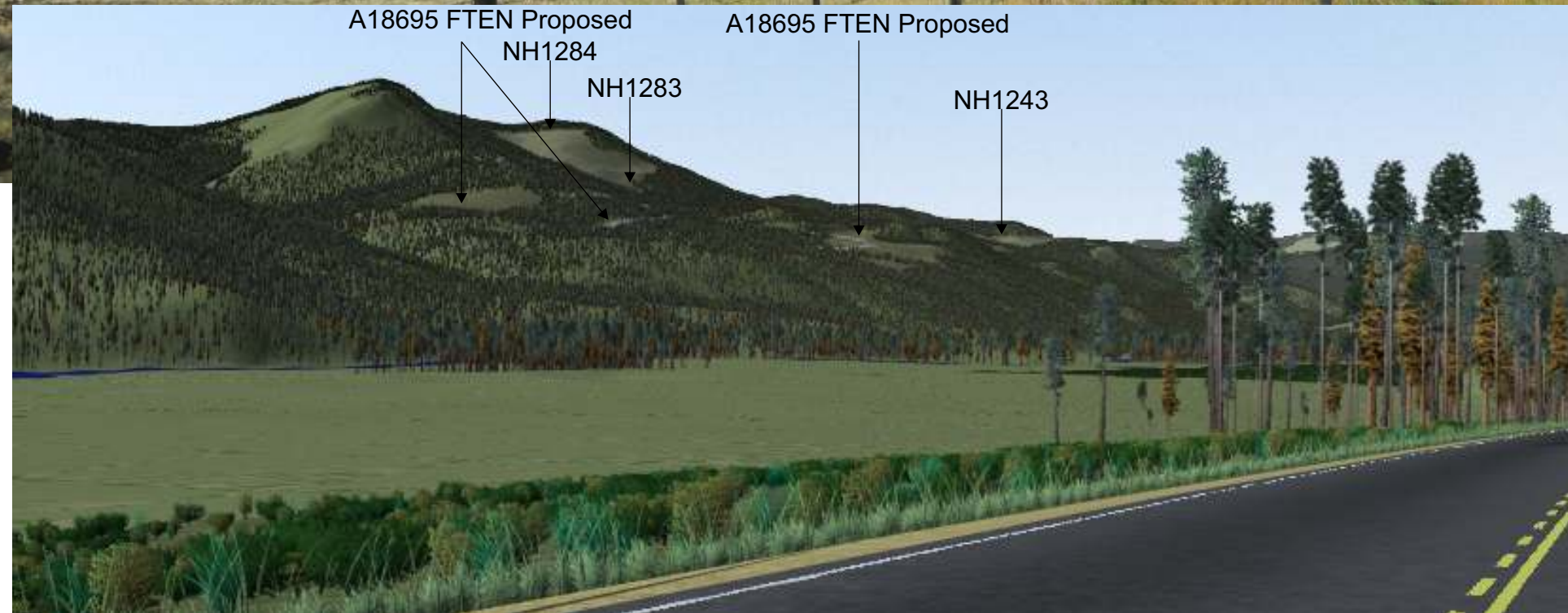
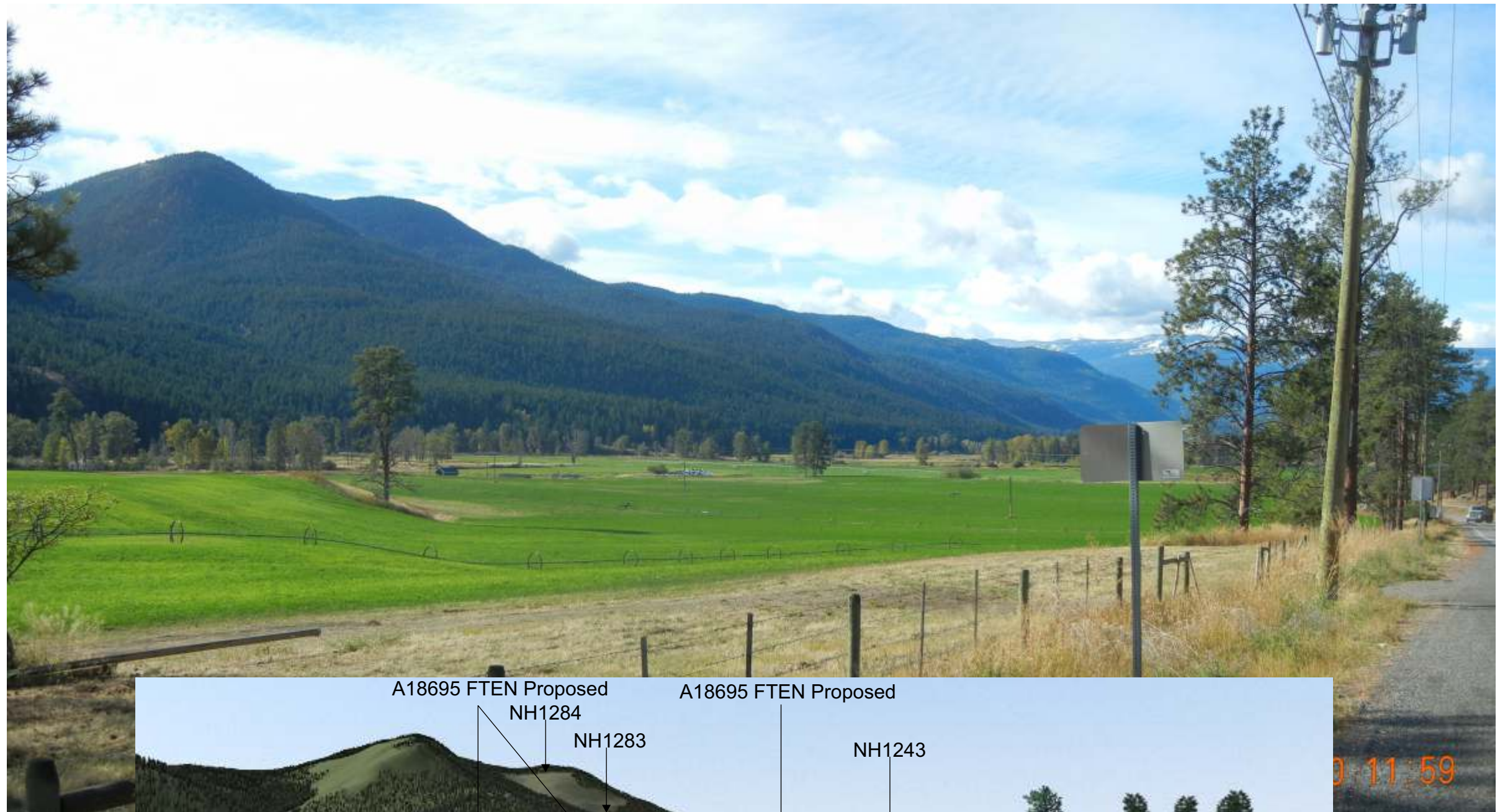


Percent Alteration Viewpoint 10		
Name	AREA2	% Alt
Landform 1	315315.85	
A18695_Ften_Prop	3465.93	1.10%
A18695_Ften_Prop	3073.06	0.97%
NH1284	6762.80	2.14%
NH1283	5824.89	1.85%
A18695_Ften_Prop	257.82	0.08%
A18695_Ften_Prop	6069.62	1.92%
Sum Alt L1	25454.12	8.07%
Landform 2	36132.83	
NH1243	1271.28	3.52%
NH1243	464.34	1.29%
Sum Alt L2	1735.62	4.80%
Landform 3	10965.14	
Nil	0.00	0.00%
Sum Alt L3	0.00	0.00%



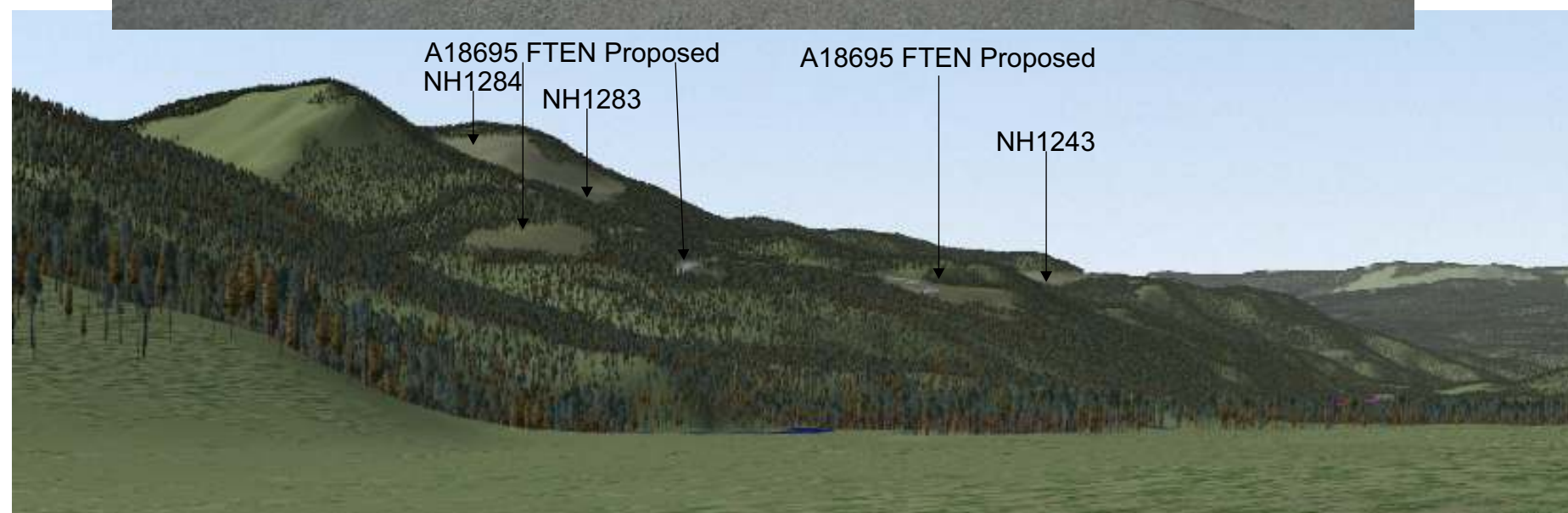
Viewpoint 10 - Junction of Highway 8 and Woodward Road TNRD - Percent Alteration

Photos by Christian Shears October 14, 2020



Viewpoint 11 - Leaving Lower Nicola Pullout

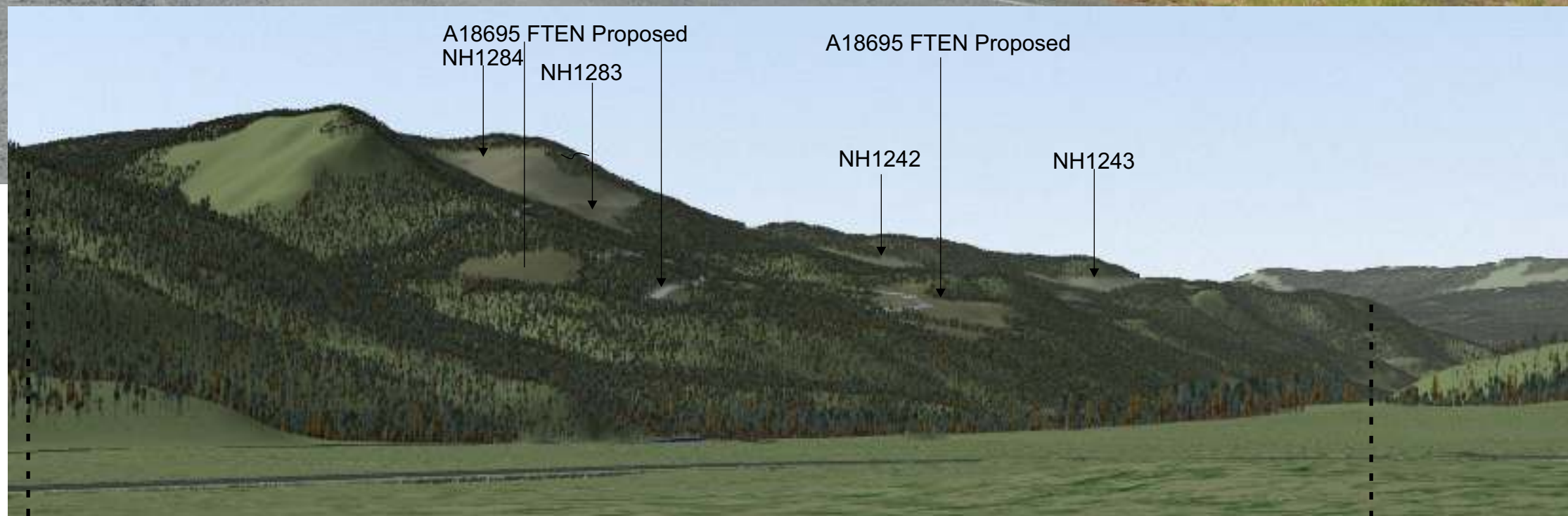
Photos by Christian Shears October 14, 2020



Viewpoint 16 - from Canco Gas Station Lower Nicola



Photos by Christian Shears October 14, 2020



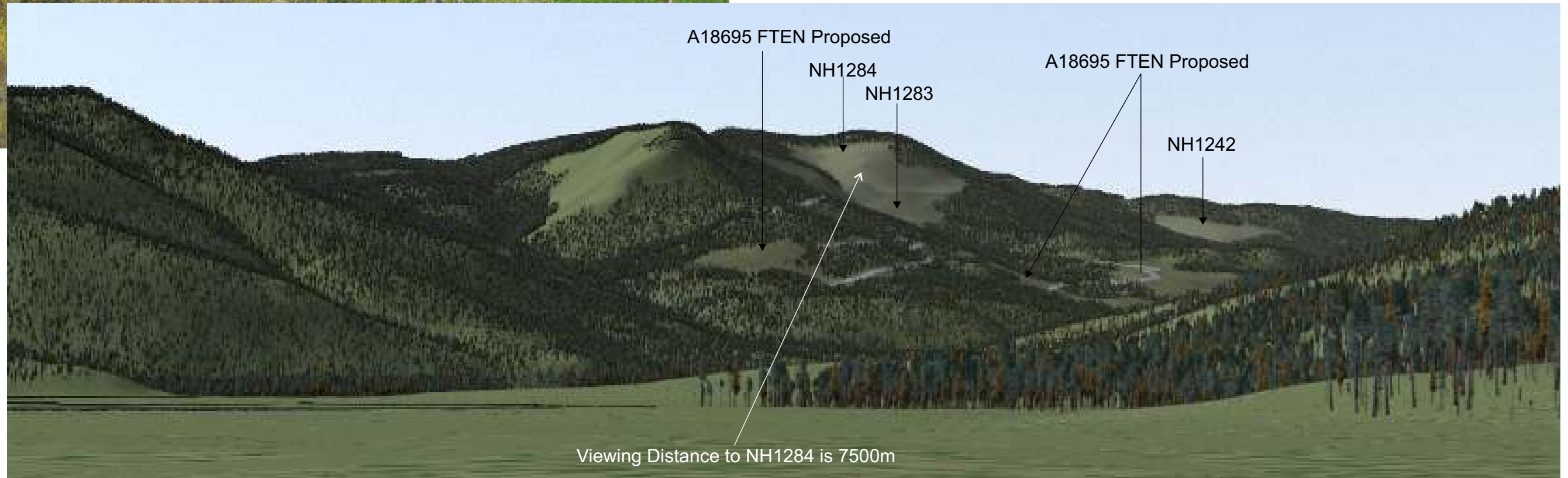
Partial Roadside Screening

Viewpoint 12 - Playground at Lower Nichola



Area of Interest

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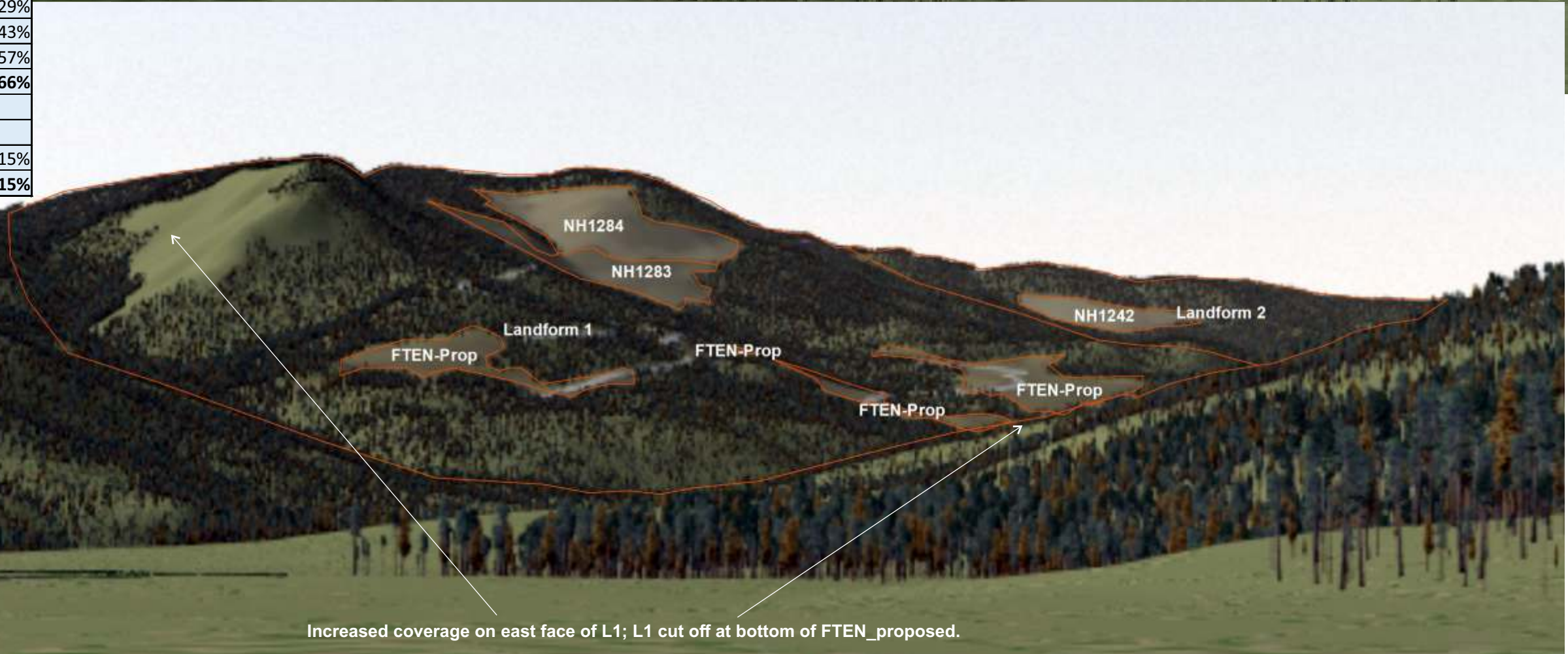


Viewing Distance to NH1284 is 7500m

Viewpoint 15 - Good View from Aberdeen Road



Percent Alteration Viewpoint 15 Aberdeen Road		
Name	AREA2	% Alt
Landform 1	1147049.97	
FTEN-Prop	28225.57	2.46%
FTEN-Prop	687.52	0.06%
FTEN-Prop	9795.25	0.85%
NH1284	49187.57	4.29%
NH1283	27845.45	2.43%
FTEN-Prop	29481.61	2.57%
Sum Alt L1	145222.97	12.66%
Landform 2	129008.99	
NH1242	15680.71	12.15%
Sum Alt. L2	15680.71	12.15%

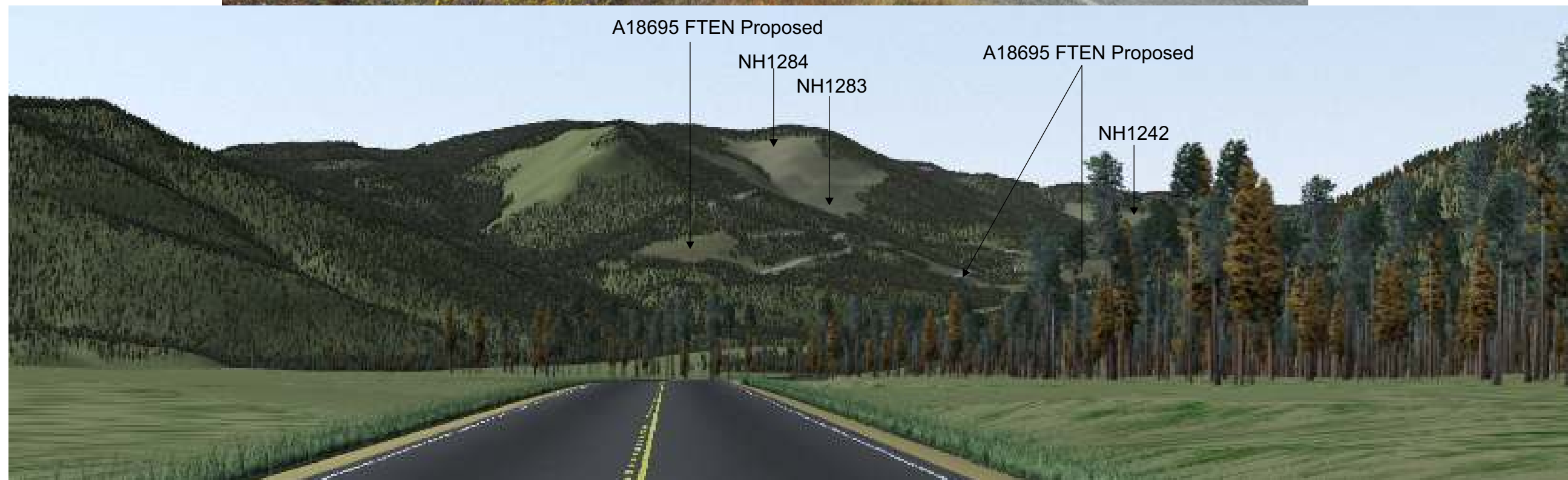


Increased coverage on east face of L1; L1 cut off at bottom of FTEN_proposed.

Viewpoint 15 - Good View from Aberdeen Road - Percent Alteration

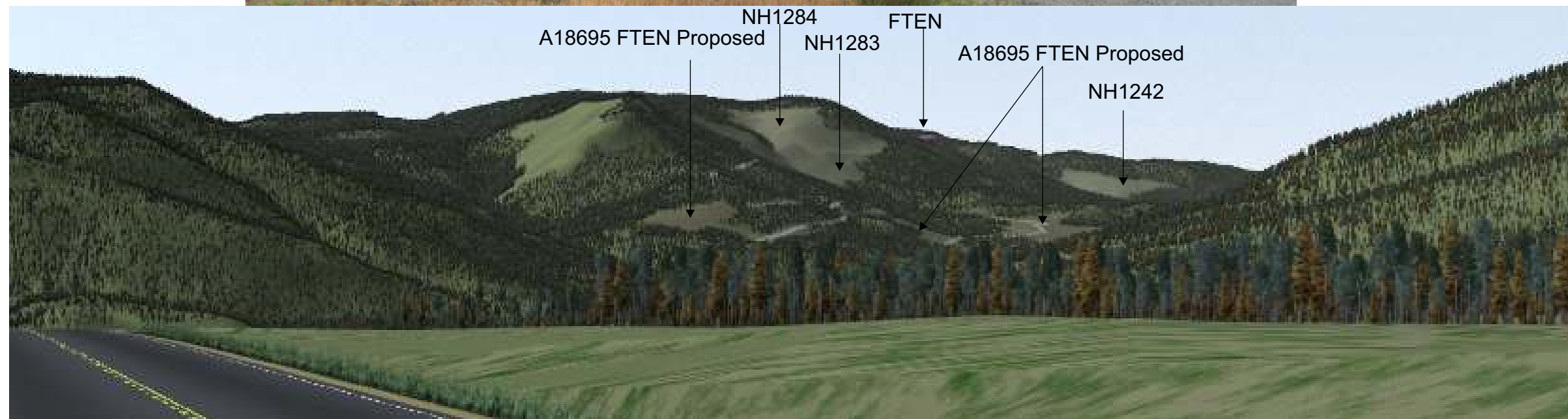


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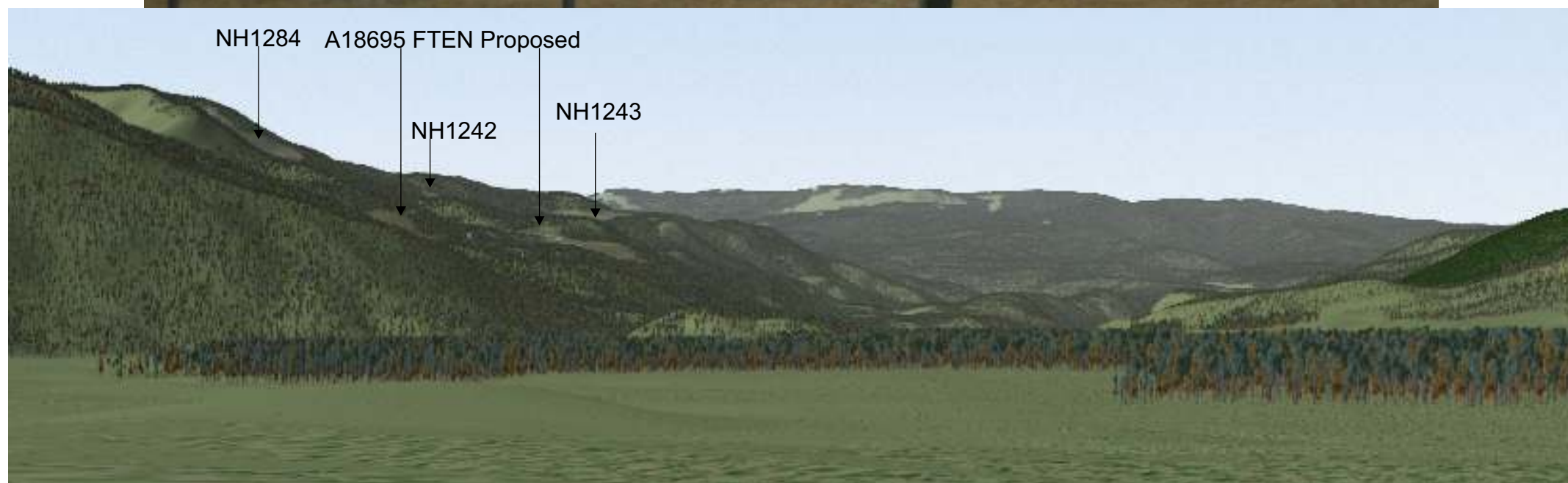
Viewpoint 14 - Junction of Saskatoon Ln and Aberdeen Road

Photos by Christian Shears October 14, 2020



Viewpoint 13 - Junction of Yap Skim Road and Aberdeen Road

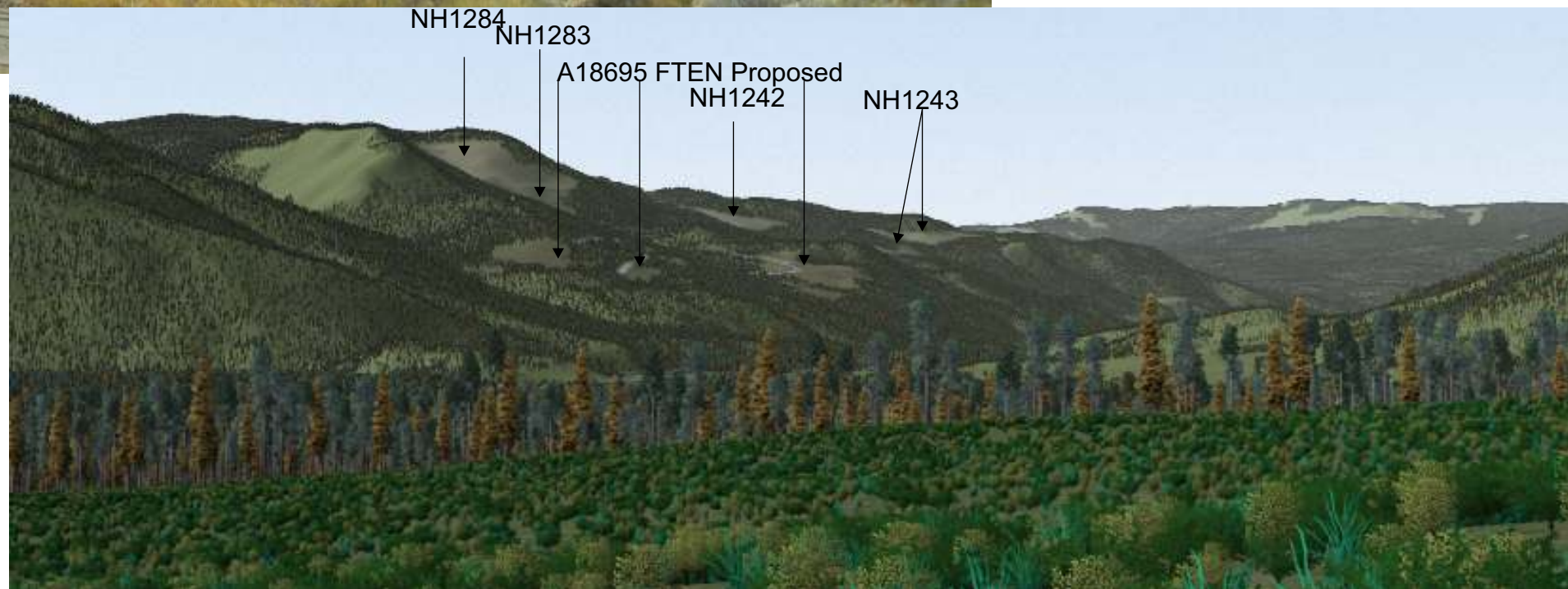
Photos by Christian Shears October 14, 2020



Viewpoint 21 - Highway 97c



Photos by Christian Shears October 14, 2020

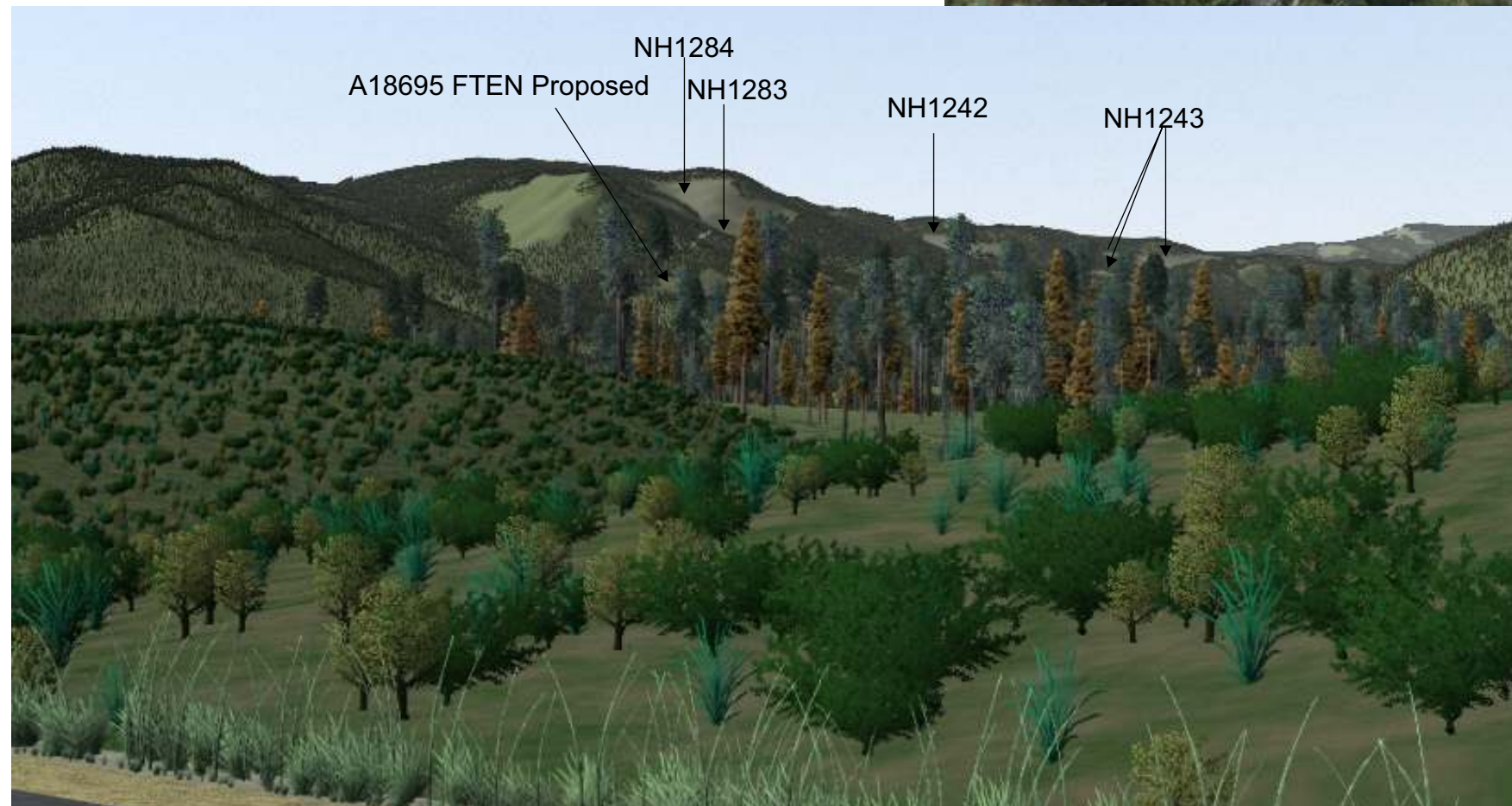


Viewpoint 20 - Highway 97c @ Road Junction



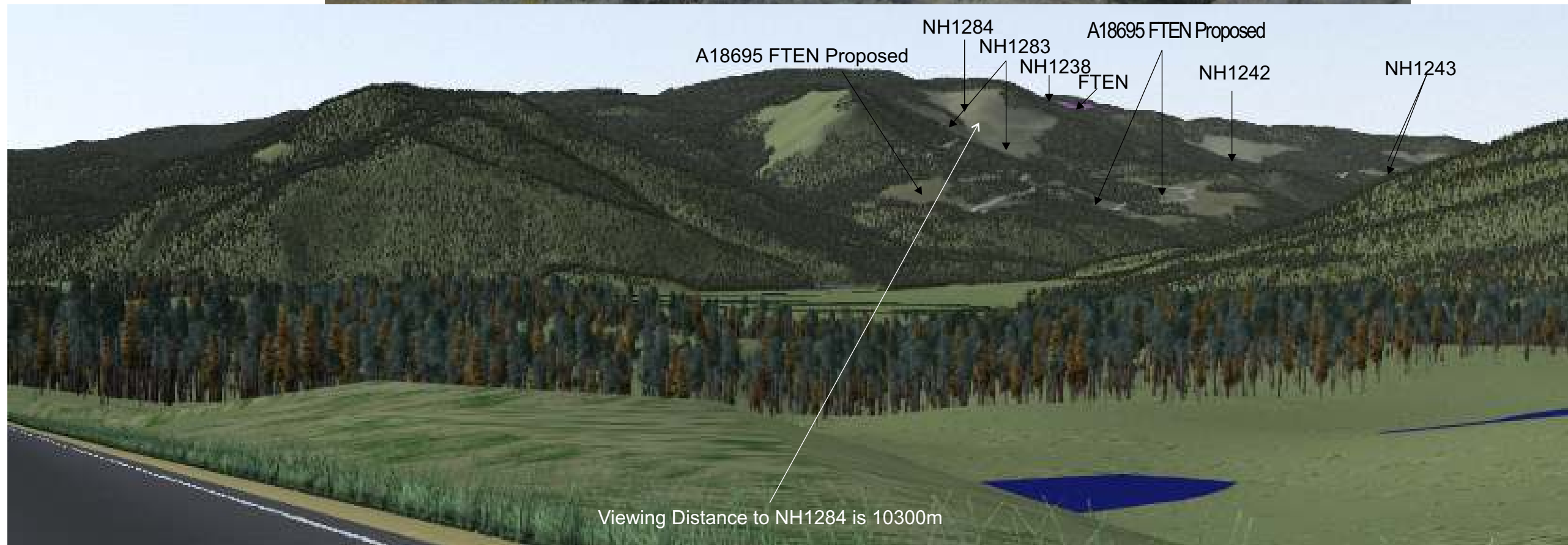
14 10 2020 12:49

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Viewpoint 19 - Highway 97c

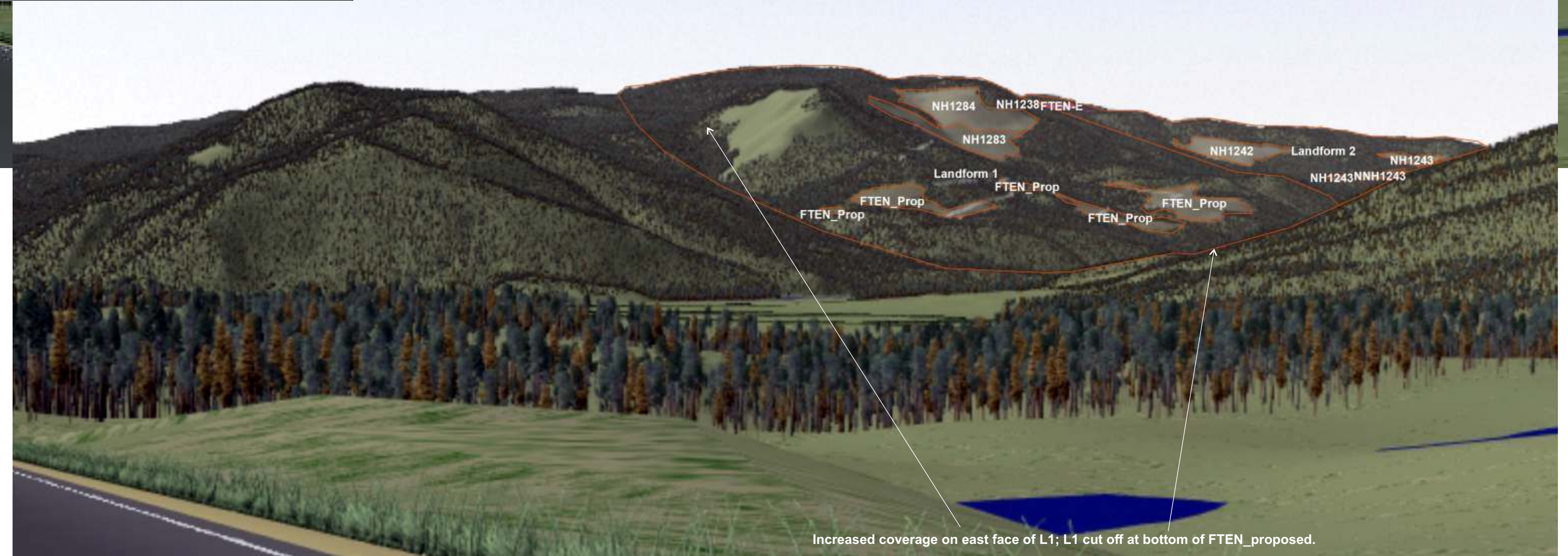
Photos by Christian Shears October 14, 2020



Viewing Distance to NH1284 is 10300m

Viewpoint 18 - From Highway 97c

Percent Alteration VP18 Highway 97C		
Name	AREA2	% Alt
Landform 1	775454.88	
FTEN_Prop	16615.43	2.14%
FTEN_Prop	979.81	0.13%
FTEN_Prop	10394.23	1.34%
FTEN_Prop	1534.64	0.20%
FTEN_Prop	20717.64	2.67%
NH1284	31292.35	4.04%
NH1283	21292.67	2.75%
Sum Alt L1	102826.77	13.26%
Landform 2		
FTEN-E	1021.61	0.72%
NH1238	265.12	0.19%
NH1242	14118.69	9.93%
NH1282	501.71	0.35%
NH1243	2284.25	1.61%
NH1243	3860.21	2.72%
Sum Alt L2	22051.59	15.52%

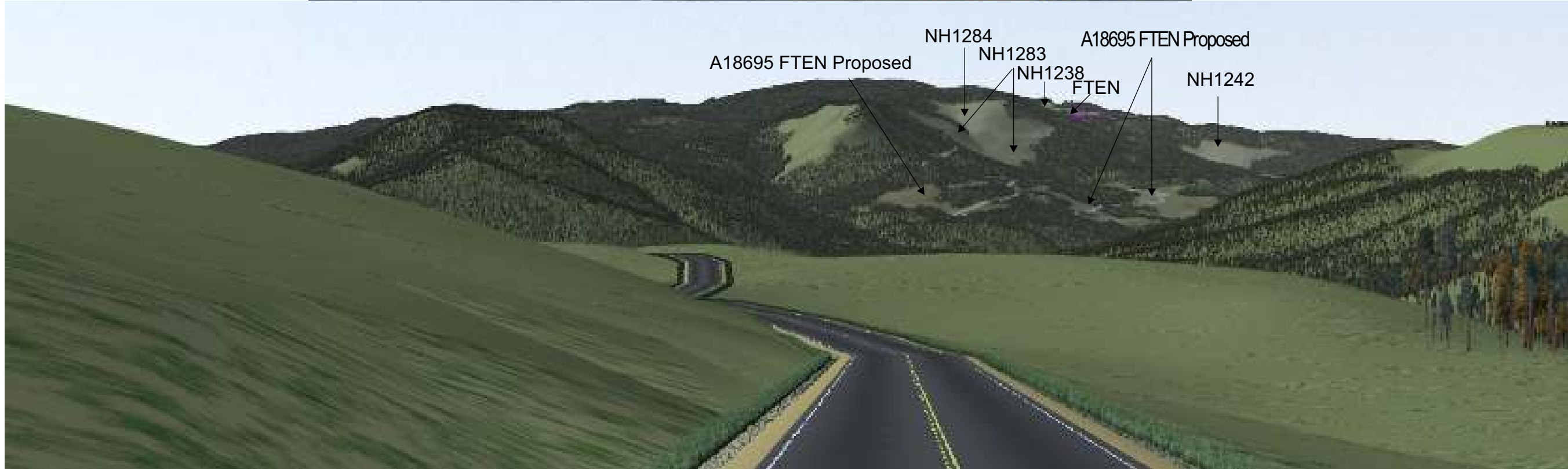


Increased coverage on east face of L1; L1 cut off at bottom of FTEN_proposed.

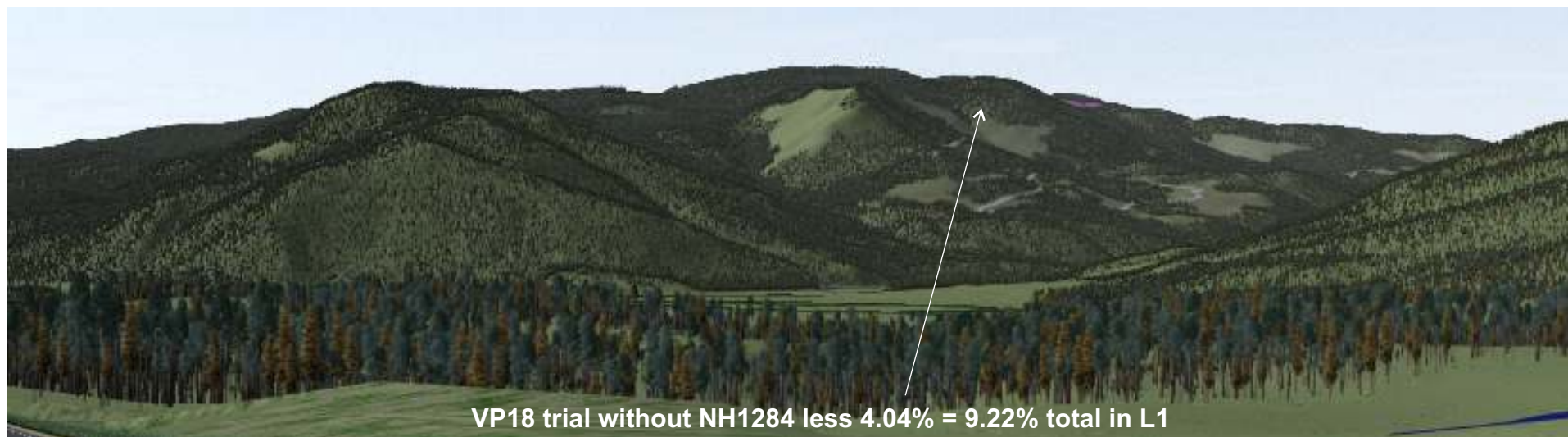
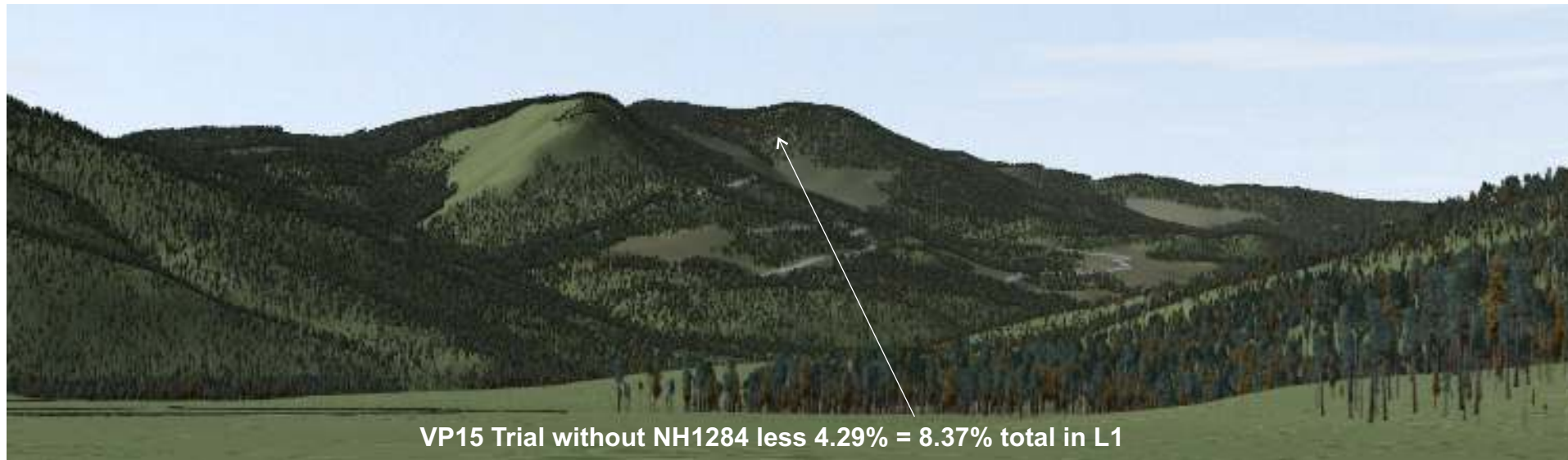
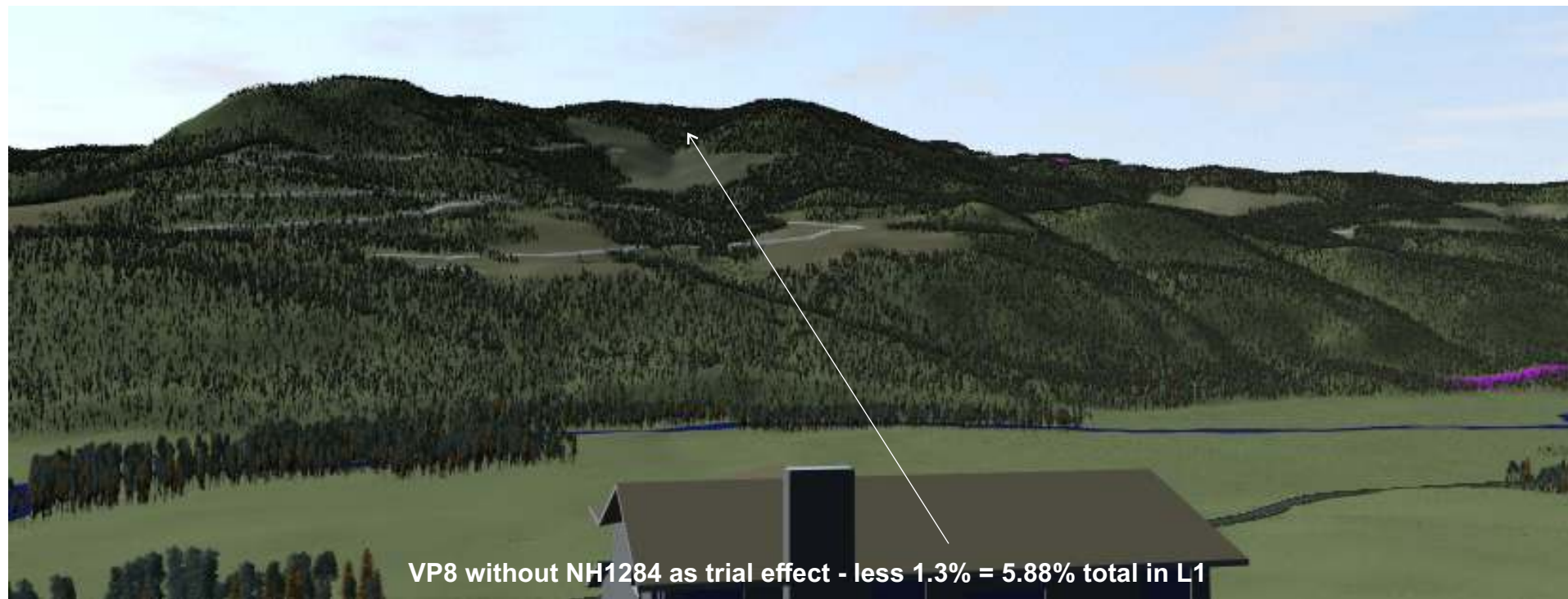
Viewpoint 18 - From Highway 97c - Percent Alteration



Photos by Christian Shears October 14, 2020



Viewpoint 17 - Highway 97c from Logan Lake



Trial Reductions Viewpoints 8, 15, and 18