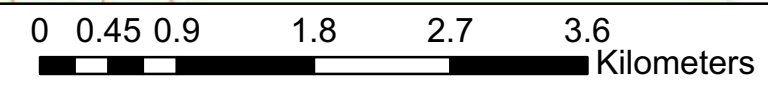


Legend

- Blocks_for_RDI_2013July23
 - Area
 - Clemina_Viewpoints
- CleminaVQO**
- EVQO_CD**
- - M
 - PR
 - Roads_for_RDI_July_23_2013
 - CM7RO
 - Albreda_A87597_1_WTRA
 - A87597_for_Ken
 - Clemina_A91882_Block_Shapefile
 - 20kbcgrid
 - RDI_trim_transportation2



See separate VIAs for the other two groups



BCTS Clemina West Group Visual Assessment
 AL7NF, AL7R1, AL7RA, AL7RB
 RDI Resource Design Inc 2014

Contents

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5	VP 1730.4 West Simulation; VQO
6	VP 1730.3 West Simulation; VQO
7	VP 1734 West Simulation

Visual Impact Assessment Summary Table

District: Clearwater Licensee: BC Timber Sales

Licence Number: West Group CP# & BLK #, or RP#: AL7NP AL7R1 AL7RA AL7RB

Map Reference #: 83d055 83d065 Proposed year of Harvest: 2014 Proposed Silv System: CC with leave

Type of Proposed Alteration (e.g. Cutblock, Road or Pipeline R/W, Oil lease, etc.): Cutblocks, roads

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

VISUAL LANDSCAPE INVENTORY LABEL VSU#: 1142 VSC: 2 VAC: H EVC: *M EVQO: PR

DOES EVC EXCEED THE ESTABLISHED VQO? Yes* y No n

***EVC needs updating from last inventory - unit is likely achieving PR with regrowth**

VIEWPOINTS & VIEWING CONDITIONS

Viewpoint	Longitude	Latitude
1730	119.09791	52.57589
1734	119.12118	52.60860
281/1730.1	119.09610	52.58619
1730.2	119.10125	52.59421
1730.4	119.11180	52.60344
1730.3	119.10781	52.60030

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** (see FPPR definition below).

"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 (FPPR S 1.1).

The blocks are very subordinate in VSU 1142, appearing natural and not angular (if seen at all), easily achieving well-designed Retention or Partial Retention. All blocks with the exception of AL7R1 are not likely visible from the highway (subject to knowledge of field personnel). From viewpoint 1734, AL7R1 appears as a well-designed sliver parallel to the ridgeline conforming to visual forces. From viewpoint 1730.4, AL7R1 will be scarcely seen if at all. If applicable, which basic VQO definition would the proposed alteration in combination with any existing Non-VEG alterations meet? VSU 1142: PR

N/A or P R PR M MM EM
(all are seen from transitory Highway 5 views)

ASSESSING VISUAL DESIGN

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

Do the proposed alterations respond to the lines of force analysis? YES and 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.) Irregular boundaries following with lines of force; high benefit from roadside screening to mainly obscure the blocks.

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

NO YES

ASSESSING SCALE OF ALTERATION

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

Viewpoint 1730.4
VP 1734

Percent alteration not calculated - less than 1% in the Partial Retention VSU.

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 both

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:

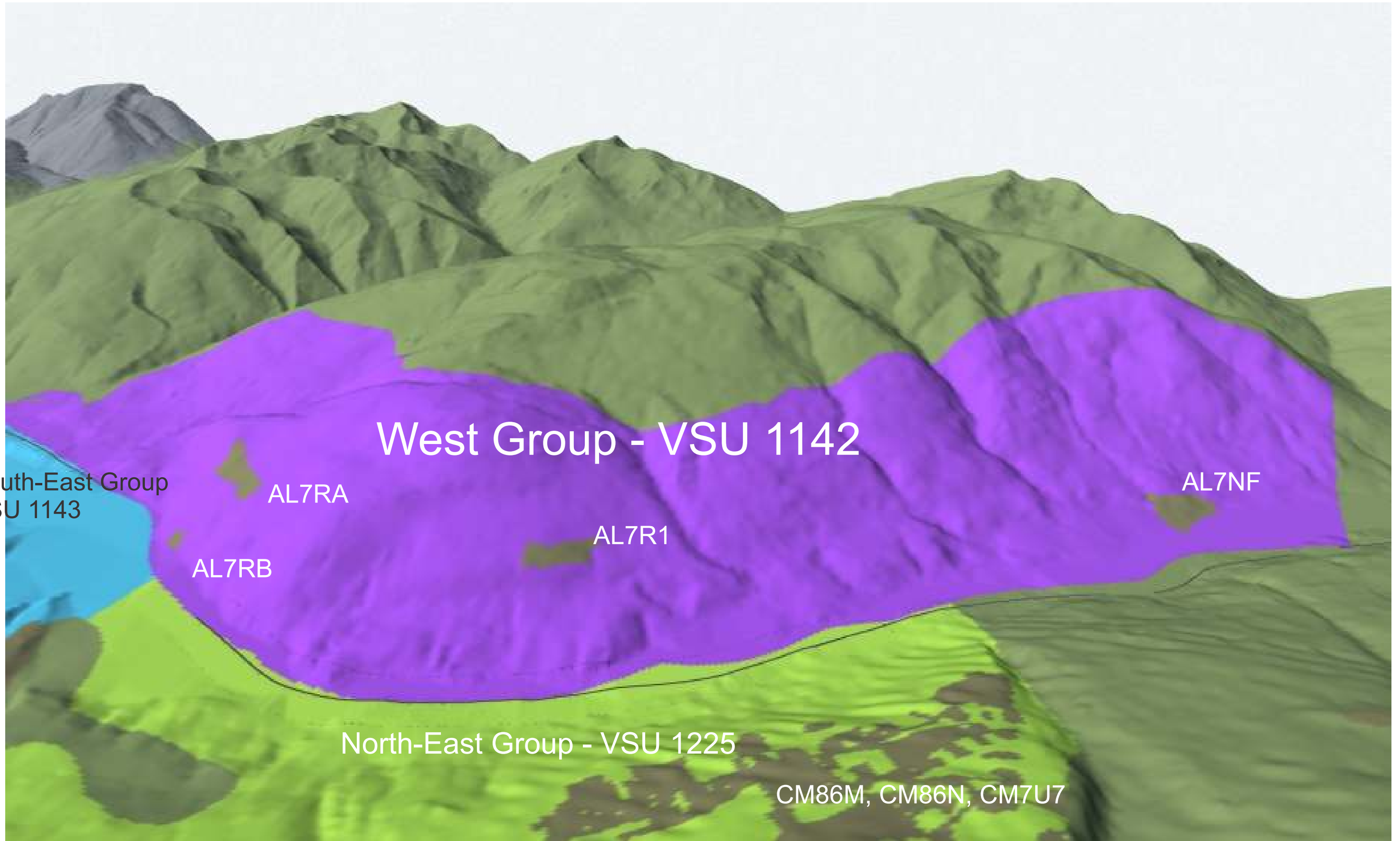
Has this VIA submission incorporated all known alterations proposed within the Visual Sensitivity Unit for the next 5 years? (i.e. all blocks proposed by the same or different licensees) YES NO

Comments:



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

Date Completed: March 28, 2014



West-side VQO Units

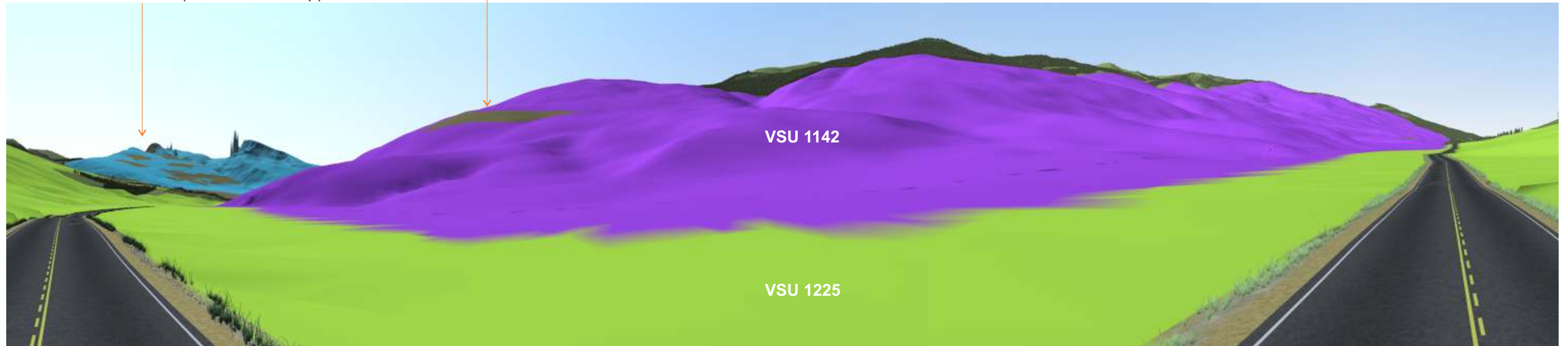
A87597 in VSU 1143 (South-east Group)

Glimpse of AL7R1 in VSU 1142 (westside of highway)



A87597 in VSU 1143 (South-east Group)

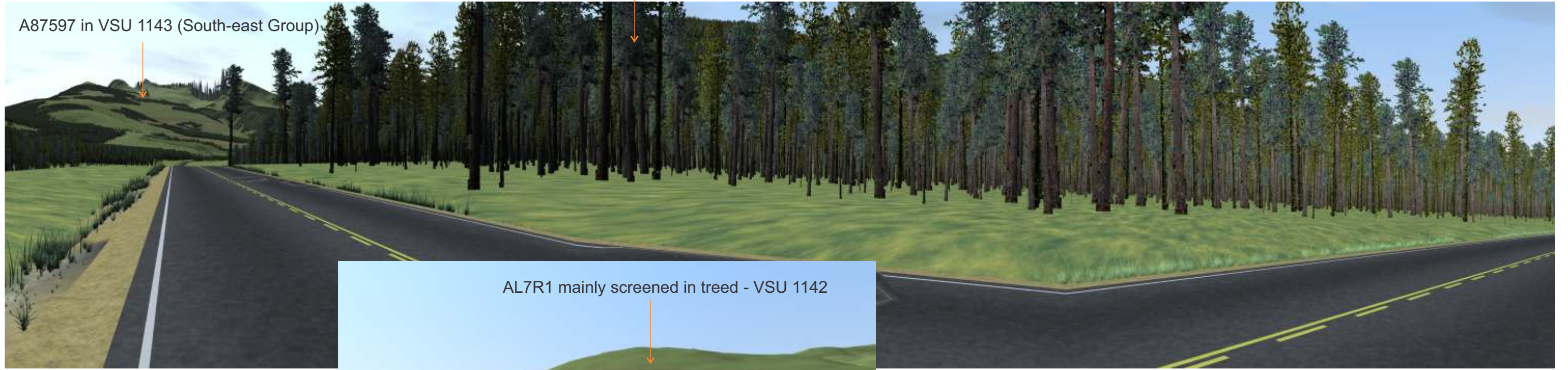
Glimpse of AL7R1 in VSU 1142 (westside of highway)



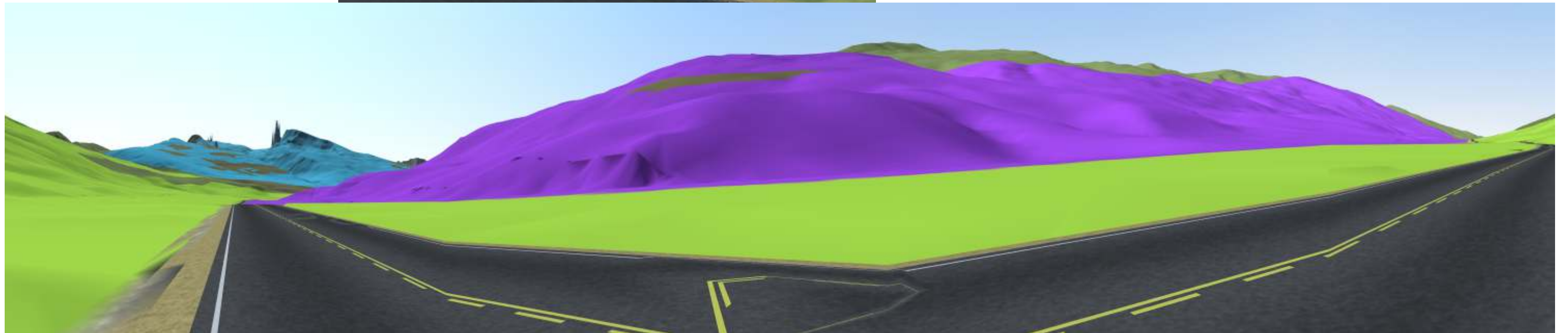
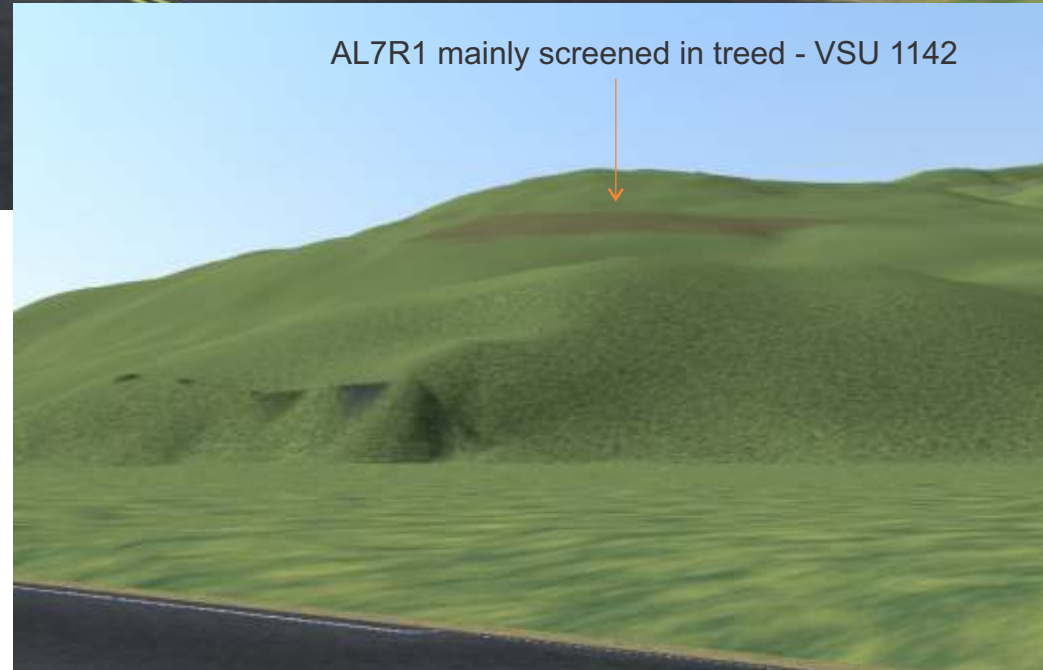
1730.4 (West)

AL7R1 screened in treed view - VSU 1142

A87597 in VSU 1143 (South-east Group)



AL7R1 mainly screened in treed - VSU 1142



1730.3 (West)



1734 (West)