

**LANDSCAPE INVENTORY AND ANALYSIS
INTERNATIONAL FOREST PRODUCTS LIMITED**

Tree Farm Licence 38

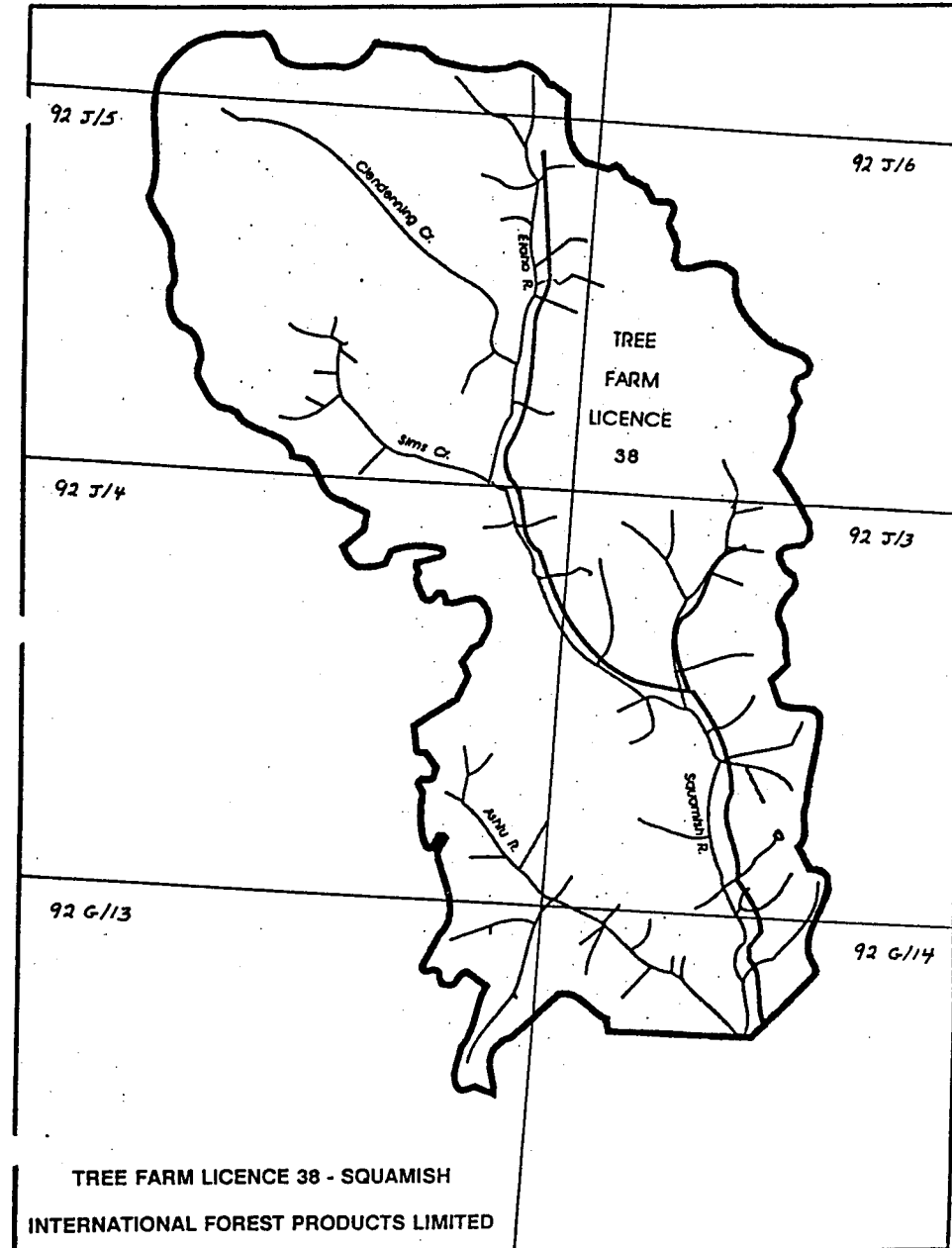
Empire Logging Division - Squamish

**June 1994
Revised August 1994
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RRL Recreation Resources Limited

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ACKNOWLEDGEMENTS

Project administration and support for the Landscape Inventory and Analysis of TFL #38 - Squamish was provided by Mr. Jim Rodney, R.P.F., Silviculturalist, Weldwood of Canada Limited. Field support and background information was provided by Weldwood staff of the Empire Logging Division, Squamish office.

Support from Mr. John Tisdale, Resource Officer Recreation, Squamish Forest District, is greatly appreciated.

Information received through the recreation inventory survey and through interviews with individuals, groups and Provincial Government Ministries has been incorporated into the landscape inventory where applicable.

NOTE: The licence for Tree Farm Licence 38 was sold to International Forest Products Limited in March 1995.

EXECUTIVE SUMMARY**PROJECT BACKGROUND**

This landscape inventory and analysis project was completed under contract for Weldwood of Canada Limited. The project was undertaken by the staff of RRL Recreation Resources Limited and was initiated in November 1993. The first draft was completed in June 1994. Following a review of the landscape maps and narrative with Weldwood staff, the second draft was produced in August 1994.

Minor revisions were completed in February 1996 (third draft). These revisions include changing the tenure name to INTERFOR and recording the fact that the landscape inventory was approved by the Squamish Forest District, District Manager, in the summer of 1995.

STUDY AREA

TFL #38 encompasses a total area of 218,000 ha, of which approximately 62,800 ha is considered productive for forestry. Three main drainage systems, the Squamish River, Elaho River and Ashlu River are located within TFL 38.

OBJECTIVES

1. To prepare a landscape inventory of visible landscapes within TFL 38 as viewed from main vehicle travel corridors. Landscape features which are viewed directly from the main corridors are identified in the recreation inventory for TFL 38 (June 1994).
2. To *recommend* visual quality objectives for visible landscapes within these lands.

METHODOLOGY

The methodology for undertaking a Ministry of Forests Landscape Inventory and Analysis project is outlined in the Ministry of Forests Recreation Manual, Chapter 11 - Landscape Inventory. This approach was followed in undertaking this landscape inventory and analysis.

PRODUCTS

The project is mapped at a scale of 1:50,000 on topographic base maps with a contour interval of 100 ft. The written report describes each viewpoint and landscape unit. Approximately 50 colour photo panoramas were taken from selected viewpoints along the major travel corridors.

PROJECT PROCESS

A pre-project meeting was held in November 1993 with Ministry of Forests Recreation staff from the Squamish Forest District. The meeting served to establish the terms of reference prior to the project being initiated. Follow-up discussions and meetings were held in 1994 and 1995 during the landscape project with the Squamish Forest District Recreation Officer and with Weldwood - Empire Logging Division staff and with Weldwood staff in Vancouver, to establish specific viewpoint locations and directions and to review project progress.

Field work took place in March, May and June 1994. Colour photo-panoramas were taken from each viewpoint. A total of 51 photo-panoramas were produced for the landscape inventory. Each panorama is labelled and mounted on a gray board. A key map is provided with each panorama to indicate the viewpoint location and the landscape being viewed.

LANDSCAPE UNITS

Landscape Units (LU's) were determined in the field. Mapping was done in the field at a scale of 1:50,000. The landscapes units are numbered in sequence along each drainage in order to facilitate their transfer to a digital map base. Each landscape unit identifies three landscape conditions and recommends one landscape prescription. These components are:

- i. LSR - Landscape Sensitivity Rating
- ii. VAC - Visual Absorption Capability
- iii. EVC - Existing Visual Condition
- iv. VQO - Visual Quality Objective

The landscape unit label: # _____

LSR VAC
EVC VQO

VIEWPOINTS

Viewpoints were developed through a review of topographic base maps and were refined in the field where necessary. Evaluation of viewing direction, duration, angle and frequency were considered in establishing the viewpoints.

Locations which had a high frequency of use, (or potential for recreational use) or presented focal or panoramic views of landscapes were used as mapping and photography points.

VISUAL QUALITY OBJECTIVES - VQO's

The visual quality objectives contained in the analysis have been approved by the District Manager at the Ministry of Forests, Squamish Forest District (summer 1995).

The VQO's serve as a guide for the level of visual quality which is to be maintained for a landscape. Completion of Visual Impact Assessments or VIA's, are part of the formal Ministry of Forests requirements for submission of forest development plans in areas having visual landscape sensitivity. The VIA provides detailed information regarding landscape design, whether the VQO's will be achieved, etc.

The data provided by this inventory and analysis serves as a baseline against which landscape designs and management options are evaluated and final harvesting prescriptions are developed.

SQUAMISH MAINLINE TRAVEL CORRIDOR

General Description

The Squamish Mainline within TFL 38 follows the east side of the Squamish River. From the travel corridor viewers observe the Squamish Valley from river level up to the height of land. The Squamish Valley is a U-shaped glacier formed valley running north-south with walls rising an average of 1770 metres above the valley floor. The elevation of the valley floor rises steadily from 60 m at Mile 20 to 600 m at Mile 46. Elevations along the ridges on both sides are from 1520 to 2380 metres. The glaciated, snow capped or volcanic peaks tend to draw the viewers eye along most of the travel corridors within TFL 38. The valley width from ridge to ridge is from 9 to 14 km.

The Squamish Mainline Travel Corridor follows the Squamish Mainline from Mile 20 at the entrance to TFL 38 to the end of the maintained road (Approx Mile 46 in May, 1994). The corridor covers a road distance of 26 Miles (42 km). Throughout this length the road is passable by two wheel drive vehicles (except in winter). The section of the mainline receiving the heaviest use is the lower portion of the mainline from Mile 20 to Mile 37. After this section the road is narrower and the river is not suitable for angling or rafting.

Forest cover on the lower slopes is rarely uniform as it is broken by rock outcrops, non-forested areas, avalanche chutes, and regenerating cutblocks. Largest views are long distance (ie; from Mile 44 the view south exposes much of the Ashlu - Squamish divide icefield). When viewed directly and in the foreground, cutblocks are prominent (MM or EM condition); however when the entire landform is viewed from a distance, the scale of the landform absorbs the cutblocks in with the natural breaks and openings.

TFL 38 is visibly a "working forest". Viewers entering the TFL pass a series of signs which indicate the Tree Farm Licence tenure and licensee, International Forest Products Limited. A number of safety signs are also located at the entrance to the TFL. The landscapes represented make up a mosaic of existing conditions, ranging from current modification resulting from clear-cut logging and related road building, through to areas with up to 40 years or more second growth recovery. Extensive areas of pristine forest and alpine are also viewed in TFL 38.

Large scale, clear-cut logging has taken place in the TFL since the mid 1960s. Many of the cut areas still appear fresh and are in direct contrast to the adjacent stands of old growth forest.

While the general appearance of the landscapes modified by logging show some restraint, there is little evidence of cutblock design, dispersion of harvesting or reduction of opening size for landscape purposes. The size of the blocks and the continued harvesting prior to green up of previously logged areas has reduced landscape quality in several areas. Reducing size and dispersing blocks alone without design would make a significant improvement in landscape quality. The large scale of the entire area is the greatest aid in achieving VQOs. Retaining stands of old growth along the main travel corridors (ie: Randall Creek area) provides a visual break and change which is effective in reducing the impact of adjacent harvested areas.

Modification is the main recommended VQO on operable areas and is based on the assumption that landscape design, i.e. use of existing landscape patterns and shapes, dispersion of openings and the management of VEG cover, are necessary elements for this level of VQO.

Several commercial river rafting operations use TFL 38 from Mile 40 on the Elaho down to Mile 21 on the Squamish. The perspective from the river should be considered. During periods of slower travel on the Squamish River, rafters have time to observe scenery. Slower flow rates on the river coincide with increased channel widths, increased valley widths and wider views.

SQUAMISH MAINLINE TRAVEL CORRIDOR**General Description (continued)**

Recreation survey responses (for TFL 38) indicate that at present, commercial rafting companies find the visual impact of logging to be tolerable. Conservative landscape management along the river corridors, particularly along the navigable portions, is recommended.

In general, most of the valley walls are visible from the mainline. The immediate view is often screened by rock or vegetation along the road. Viewpoints were chosen from heavy use sites, or openings along the road that offer expansive views. From Mile 20 to Mile 37, the views are more limited due to the lower elevation of the road and increasing screening from deciduous and second growth forest. Above Mile 37, the road elevation increases rapidly, the harvesting is more recent and the views are more expansive. Viewpoints along this section are less defined than in the lower sections.

VIEWPOINTS

Viewpoints were chosen along the travel corridor either at concentrated use sites (bridges, campsites) or at safe pullouts along the mainline which provide views where visitors may stop to observe the view or to take photographs.

Squamish Bridge Viewpoint	360° view from the first bridge over the Squamish River at Mile 21.
Branch 200 Viewpoint	180° view west from the junction of Branch 200 with the Squamish Mainline south of Mile 24.
Viewpoint S25	180° view west from Mile 25.
Viewpoint S26	180° view west from Mile 26.
River Viewpoint	180° view east from an informal camping/picnic site on the Squamish River. Secondary viewpoint, not along the main travel corridor.
Viewpoint S29.5	180° view west from recreation site on the Squamish River at Mile 29.5.
Viewpoint S30	180° view from informal camping site on the Squamish River at Mile 30. Similar view to S29.5.
Mount Cayley Viewpoint	Pullout near Shovelnose Creek (approx 32.5 Mile) that offers direct view to Mount Cayley.
Turbid Creek Viewpoint	180° view east from Turbid Creek bridge near Mile 33.
Viewpoint S36	180° view west from opening along the mainline south of Mile 36.
Viewpoint S37	360° view from Mile 37. Same view as from the upper Squamish bridge and the recreation site.
Viewpoint S40.5	360° view from Mile 40.5.
Viewpoint S41	360° view from Mile 41.
Viewpoint S43.5	360° view from Mile 43.5.
Viewpoint S44	360° view from Mile 44. Offers spectacular views south of the icefield over the Squamish-Ashlu divide.
Canyon Viewpoint (S45)	180° view southwest.

LANDSCAPE UNITS

Units are numbered starting at the south end of the west side, moving north, then south down the east side. A unit that covers more than one mapsheet, has the same number on each mapsheet.

92 G/14 Cheakamus River

S1 M/M/PR/M

LANDSCAPE UNITS**92 G/14 Cheakamus River (continued)**

S2	M/M/R/M	
S3	M/L/R/PR	
S4	M/L/R/R	
S5	M/L/R/R	
S6	H/L/R/R	
S7	H/L/R/PR	
S47	M/L/R/M	
S48	M/M/R/PR	
S49	M/M/MM/M	Caution. VEG required on existing lower openings before further harvesting.
S50	M/M/R/R	
S51	M/M/M/M	
92 J/3 Brandywine Falls		
S6	H/L/R/R	
S7	H/L/R/PR	
S8	H/M/R/PR	
S9	M/L/R/PR	
S10	H/L/R/R	
S11	M/L/R/PR	
S12	H/M/R/PR	Direct foreground view from recreation site near upper Squamish Bridge at Mile 37.
S13	M/H/M/M	
S14	M/M/R/M	
S15	M/M/M/M	
S16	M/L/R/R	
S17	M/L/R/R	
S18	M/M/R/M	

92 J/3 Brandywine Falls (continued)

S19 M/M/M/M
S20 M/M/R/M
S21 L/H/R/M
S22 L/M/R/M
S23 M/M/R/M
S26 M/M/M/M
S27 H/M/R/R
S28 M/M/M/M
S29 M/M/M/M
S30 M/M/EM/M
S31 H/L/R/R
S32 H/L/R/R
S33 M/M/R/M
S34 M/M/PR/M
S35 H/L/R/R
S36 L/H/MM/M
S37 H/M/R/PR
S38 H/M/R/PR
S39 H/L/R/R
S40 H/L/R/R
S41 H/L/R/R
S42 M/M/R/M
S43 M/M/R/M
S44 M/M/R/M
S45 M/M/R/PR
S46 H/L/R/R

92 J/3 Brandywine Falls (continued)

S47 M/L/R/M

92 J/6 Ryan River

S22 L/M/R/M
S23 M/M/R/M
S24 M/M/R/M
S25 H/M/R/R

ELAHO MAINLINE TRAVEL CORRIDOR

General Description

The Elaho Mainline within TFL 38 follows the northeast side of the Elaho River. From the travel corridor viewers observe the Elaho Valley from river level up to the height of land.

The Elaho Valley is a U-shaped glacier formed valley running northwest-southeast with walls rising 1530 to 1840 metres above the valley floor. The elevation of the valley floor rises from 150 m at Mile 37 to 450 m at Mile 62. Elevations along the ridges on both sides are from 1650 to 2290 metres. The valley width from ridge to ridge is from 8 to 11 km.

The Elaho Mainline Travel Corridor parallels the Elaho Mainline from Mile 37 at the junction of the Elaho and Squamish Mainlines to the end of the maintained road (approx Mile 62 in May, 1994). The corridor covers a road distance of 25 Miles (40 km). Throughout this length the road is passable by two wheel drive vehicles (except in winter). The road gradient is generally shallow, with the exception of the section between Mile 38 and 43, where the road parallels the edge of the Elaho Canyon. The Elaho River is used for rafting from Mile 40, down river to the confluence with the Squamish River.

Forest cover on the lower slopes is rarely uniform as it is broken by rock outcrops, non-forested areas, avalanche chutes, and regenerating cutblocks. Largest views are long distance (ie: from Mile 54 the view south exposes much of the divide along the western TFL boundary). As the travel corridor is along the northeast side of the valley, at the base of the valley wall, the views of this side are more restricted than of the opposite side. When viewed directly and in the foreground, cutblocks have reduced the landscape quality (MM or EM condition); however when the entire landform is viewed from a distance the scale of the landform absorbs the cutblocks in with the natural breaks and openings.

There is little evidence of landscaped cutblock design nor any concentrated attempt to disperse cuts or reduce size. The large size of the blocks and the continued harvesting prior to green up of previously harvested areas has reduced the landscape quality (ie: the 93 hectare recent progressive cutblock at the end of the Elaho Mainline is an example of modification which overwhelms the local landscape. The large cutblock with straight edges is in sharp contrast to the pristine landscape surrounding it on three sides.

Reducing size and dispersing blocks alone without design would make a significant improvement in landscape quality. The large scale of the entire area is the greatest aid in achieving VQO's. Retaining stands of old growth (ie: Mile 40, Mile 50 and Mile 61.5 areas) gives viewers a change from progressive clearcuts and an opportunity to see the old growth valley bottom forest. Roads, rock-cuts and landings generally have the greatest longer term visual impact and tend to reduce landscape quality more than the actual removal of forest vegetation.

Several commercial river rafting operations use the TFL from Mile 40 on the Elaho down to Mile 21 on the Squamish River. The perspective from the river should be considered. During periods of slower travel on the Elaho River, rafters have time to observe scenery. Slower flow rates on the river coincide with increased channel widths, increased valley widths and wider views. The landscape around Devil's Elbow on the Elaho is very important. Rafters travel at considerable speed through this section which is considered a highlight of the journey. A VQO of Partial Retention is recommended for landscapes close to the river from Mile 40 downstream to Mile 38. Survey responses indicate that at present commercial rafting companies find the visual impact of forest harvesting to be tolerable. Conservative landscape management along the river corridors, particularly along the navigable portions, is recommended.

ELAHO MAINLINE TRAVEL CORRIDOR

General Description (continued)

In general, most of the valley slopes are visible from the mainline. Immediate views are often screened by rock or vegetation along the road. Viewpoints were chosen from heavy use sites, or openings along the road that offered the most expansive views.

With the exception of the recreation site at Mile 37, which is part of the Squamish Mainline Travel Corridor, the Elaho does not have any managed recreation sites.

From Mile 37 to Mile 43, views are limited by fixed and vegetative screening within the narrower section of the valley along the Elaho Canyon. Within this section the river and the immediate valley wall above are the main landscape features. From Mile 43 on to the end, views are more expansive due to more recent logging, less screening, wider valley width and increased road elevation.

VQO's are distributed among three conditions: R (21%) for alpine, non-forested and PR (22%) and M (57%) for forested. PR ratings are generally assigned to forested landscapes up valley that are still pristine.

VIEWPOINTS

Viewpoints were chosen along the travel corridor either at concentrated use sites (bridges, campsites) or at safe pullouts along the mainline offering a spectacular view which visitors may stop to look at and photograph. There are limited concentrated use sites along the Elaho Mainline, so most viewpoints are of the second variety.

Devil's Elbow Viewpoint	180° view from the Elaho Mainline above Devil's Elbow on the Elaho River.
Viewpoint E39	180° view east from Mile 39. Offers views of the Squamish Valley.
G-Main Bridge Viewpoint	180° view southwest from the junction of Elaho Mainline and G Mainline.
Viewpoint E46	360° view from Mile 46.
Viewpoint E47	180° view northeast from Gazette Creek near Mile 47.
Viewpoint E51	180° view northwest from Mile 51.
Viewpoint E52	180° view west from Mile 52.
Campsite Viewpoint	180° view west from informal camping site along the Elaho River near Mile 53.
Viewpoint E54	180° view west from Mile 54 area.
Cinemascope Viewpoint (E58)	180° view north from the Elaho Mainline south of Blakeney Creek. Spectacular large scale view.
Viewpoint E61	360° view from Mile 61.

LANDSCAPE UNITS

Units are numbered starting at the east end of the southwest side, moving northwest, then southeast down the northeast side. Note that landscape units which cover more than one mapsheet, will have the same number on each mapsheet.

92 J/3 Brandywine Falls

E1 M/M/M/M

92 J/3 Brandywine Falls (continued)

E2 M/M/R/PR
 E3 M/M/R/M
 E4 M/M/R/M
 E5 M/L/R/R
 E6 H/L/R/R
 E7 M/M/R/M
 E8 M/M/MM/M
 E49 M/L/R/R
 E52 M/L/EM/M
 E53 M/L/R/M
 E54 M/L/M/R
 E55 M/M/PR/M
 E56 M/M/EM/M
 E57 M/M/R/PR

92 J/4 Princess Louisa Inlet

E5 M/L/R/R
 E6 H/L/R/R
 E7 M/M/R/M
 E8 M/M/MM/M
 E9 L/M/R/M
 E10 M/L/R/M
 E11 M/L/R/R
 E12 M/L/R/M
 E13 L/H/M/PR
 E14 M/L/R/M
 E15 M/M/R/M

92 J/4 Princess Louisa Inlet (continued)

E16 M/M/R/PR
 E17 M/L/R/R
 E18 M/M/R/M
 E19 M/M/PR/PR
 E20 M/M/R/M
 E21 M/H/MM/M
 E22 M/L/R/R
 E23 H/L/R/R
 E24 M/M/R/M
 E44 M/L/R/M
 E46 M/L/EM/M
 E47 M/L/R/R
 E49 M/L/R/R
 E50 M/L/R/M
 E51 M/M/M/M
 E52 M/L/EM/M
 E53 M/L/R/M

92 J/5 Clendenning Creek

E20 M/M/R/M
 E24 M/M/R/M
 E25 M/L/R/PR
 E26 M/M/R/M
 E27 H/L/R/R
 E28 H/L/R/R
 E29 M/M/R/PR
 E30 M/M/MM/M

92 J/5 Clendenning Creek (continued)

E31	M/M/R/PR
E32	H/L/R/R
E33	H/M/R/PR
E34	H/L/R/PR
E35	H/M/R/PR
E36	H/L/R/R
E37	L/M/R/PR
E38	M/M/R/PR
E39	M/M/R/PR
E40	M/M/R/M
E41	M/L/R/M
E42	M/L/EM/M
E43	M/M/MM/M
E44	M/L/R/M
E45	L/H/EM/PR
E46	M/L/EM/M
E47	M/L/R/R
E48	H/L/R/R

92 J/6 Ryan River

E48	H/L/R/R
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ASHLU MAINLINE TRAVEL CORRIDOR

General Description

The Ashlu Mainline within TFL 38 parallels the north side of Ashlu Creek. From the travel corridor viewers observe the scenic Ashlu Valley from river level up to the height of land.

The Ashlu Valley is V-shaped, unlike the Elaho and Squamish valleys. The valley runs northwest-southeast with slopes rising an average of 900 to 1850 metres above the valley floor. The elevation of the valley floor rises steadily from 100 m at Mile 21 to 900 m at Mile 40. Elevations along the ridges on both sides are from 1830 to 2290 metres. The valley width from ridge to ridge is from 4.5 to 7 km.

The Ashlu Mainline Travel Corridor follows the Ashlu Mainline from Mile 21 at the first bridge over the Squamish River, where the Ashlu Mainline joins the Squamish Mainline, to the end of the maintained road (Approx Mile 40 in June, 1994). The corridor covers a road distance of 19 miles (30 km). The road is passable by two wheel drive vehicles with high clearance up to Mile 39 (assuming the road is maintained, except in winter). The Ashlu Mainline is considerably rougher, steeper and narrower than the Elaho and Squamish Mainlines due to the steeper gradient of the valley. The Ashlu Mainline appears to receive less recreation use than the other two drainages with the exception of the first mile up to the recreation sites at the first Ashlu Bridge (Mile 22). The first mile of the Ashlu Mainline Travel Corridor is within the Squamish Valley. The potential for the Ashlu River to support rafting appears limited due to the generally steep gradient, narrow canyons and obstructions.

Forest cover on the lower slopes is rarely uniform as it is broken by rock outcrops, non forested areas, avalanche chutes, and regenerating cutblocks. Largest views are long distance (i.e. from Mile 36.5 the view south covers a wide expanse of mountains close to the TFL border). When viewed directly and in the foreground, cutblocks are prominent (MM or EM condition); however when the entire landform is viewed from a distance the scale of the landform absorbs the cutblocks in with the natural breaks and openings.

There is little evidence of cutblock design or attempt to disperse cuts or reduce size for landscape management purposes. This is supported by the existing visual condition rating (EVC); which is either Retention (56%) where there is no logging or Modification (14%) or Maximum Modification (18%). Only 12% of the visible area has an EVC of Partial Retention.

The large size of the blocks and the continued harvesting prior to green up of previously harvested areas reduces the landscape quality. Reducing size and dispersing blocks alone, without design, would improve landscape quality.

The isolated stands of old growth (i.e. Mile 35 area) along the Mainline provides viewers with a change in landscape and breaks the monotony of clearcuts. Roads are one of the greatest contributors to reduced landscape quality (i.e. the 2.5 km section of A1300 which traverses the valley slope straight across the landscape).

In general, most of the valley slopes are visible from the mainline. Below 26 mile, the immediate view may be screened by rock or vegetation along the road. Above Mile 26, as the mainline continues to climb, the views become more expansive. Harvesting is more recent and second growth does not screen the road. Viewpoints were chosen from heavy use sites, or openings along the road that offered the most expansive views.

The recommended VQO's are, R (34%) for alpine, non-forested and M for forested areas (47%). PR (19%) is for attractive forested areas.

ASHLU MAINLINE TRAVEL CORRIDOR

VIEWPOINTS

Viewpoints were chosen along the travel corridor either at concentrated use sites (bridges, campsites) or at safe pullouts along the mainline offering attractive views which visitors may stop to look at and/or photograph. The Ashlu Mainline does not have any recreation sites north of the recreation site near Mile 22. The viewpoints selected generally provide broad, panoramic, 180° or 360° views of the Ashlu Valley.

Viewpoint A24.5	180° view north from Mile 24.5.
Viewpoint A26	360° view from Mile 26.
Viewpoint A28	180° view south from Mile 28.
Viewpoint A30	360° view from Mile 30.
Viewpoint A34	180° view south from Mile 34.
Viewpoint A36	360° view from Mile 36.
Viewpoint A36.5	180° view from Mile 36.5.
Viewpoint A38	360° view from Branch road at Mile 38.
Viewpoint A39	180° view west from Mile 39.

LANDSCAPE UNITS

Units are numbered starting at the east end of the north side, moving west, then east along the south side. Landscape units which cover more than one mapsheet, have the same number on each mapsheet.

92 G/14 Cheakamus River

A1	M/M/R/M
A2	M/M/PR/M
A3	M/M/M/M
A4	M/M/EM/M
A5	M/M/EM/M
A6	H/L/R/R
A7	M/M/MM/M
A25	M/M/PR/M
A27	L/L/R/M
A28	M/L/R/R
A29	M/M/M/M
A30	H/L/R/R
A31	H/L/R/R

92 G/14 Cheakamus River (continued)

A32	M/L/R/R
A33	M/M/M/M
A34	M/M/M/M
A35	M/L/R/R
A36	M/L/R/R
A37	M/M/PR/M
A38	M/M/PR/PR

92 J/3 Brandywine Falls

A6	H/L/R/R
A7	M/M/MM/M

92 G/13 Jarvis Inlet

A7	M/M/MM/M
A8	L/M/R/M
A9	M/M/R/M
A21	H/L/R/R
A23	H/M/R/R
A24	H/M/R/PR
A25	M/M/PR/M
A26	M/L/R/R
A27	L/L/R/M

92 J/4 Princess Louisa Inlet

A7	M/M/MM/M
A8	L/M/R/M
A9	M/M/R/M
A10	M/M/MM/M
A11	H/L/R/R

92 J/4 Princess Louisa Inlet (continued)

- A12 M/M/MM/M
- A13 M/L/R/PR
- A14 M/L/R/R
- A15 H/L/R/R
- A16 H/L/R/R
- A17 M/L/R/R
- A18 M/M/R/PR
- A19 M/M/R/PR
- A20 H/L/R/R
- A21 H/L/R/R
- A22 M/M/MM/M
- A23 H/M/R/R
- A24 H/M/R/PR

LANDSCAPE SUMMARY TABLES

Squamish Travel Corridor

TABLE 1 Landscape Sensitivity Ratings (LSR)

LSR	AREA	%
HIGH	9686 ha	37%
MEDIUM	15359 ha	58%
LOW	1359 ha	5%
TOTAL VISIBLE AREA: 26404 ha		

TABLE 2 Visual Absorption Capability (VAC)

VAC	AREA	%
HIGH	1424 ha	6%
MEDIUM	14622 ha	55%
LOW	10358 ha	39%
TOTAL VISIBLE AREA: 26404 ha		

TABLE 3 Existing Visual Condition (EVC)

EVC	AREA	%
P	0 ha	0%
R	18927 ha	72%
PR	1006 ha	4%
M	4825 ha	18%
MM	1626 ha	6%
EM	20 ha	0% (0.1)
TOTAL VISIBLE AREA: 26404 ha		

TABLE 4 Visual Quality Objective (VQO)

VQO	AREA	%
P	0 ha	0%
R	7711 ha	29%
PR	5040 ha	19%
M	13653 ha	52%
MM	0 ha	0%
EM	0 ha	0%
TOTAL VISIBLE AREA: 26404 ha		

LANDSCAPE SUMMARY TABLES

Ashlu Mainline Travel Corridor

TABLE 1 Landscape Sensitivity Ratings (LSR)

LSR	AREA	%
HIGH	4396 ha	25%
MEDIUM	12412 ha	72%
LOW	499 ha	3%
TOTAL VISIBLE AREA: 17307 ha		

TABLE 2 Visual Absorption Capability (VAC)

VAC	AREA	%
HIGH	0 ha	0%
MEDIUM	11294 ha	65%
LOW	6013 ha	35%
TOTAL VISIBLE AREA: 17307 ha		

TABLE 3 Existing Visual Condition (EVC)

EVC	AREA	%
P	0 ha	0%
R	9790 ha	56%
PR	2005 ha	12%
M	2364 ha	14%
MM	3070 ha	18%
EM	78 ha	0% (0.4)
TOTAL VISIBLE AREA: 17307 ha		

TABLE 4 Visual Quality Objective (VQO)

VQO	AREA	%
P	0 ha	0%
R	5930 ha	34%
PR	3218 ha	19%
M	8159 ha	47%
MM	0 ha	0%
EM	0 ha	0%
TOTAL VISIBLE AREA: 17307 ha		

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