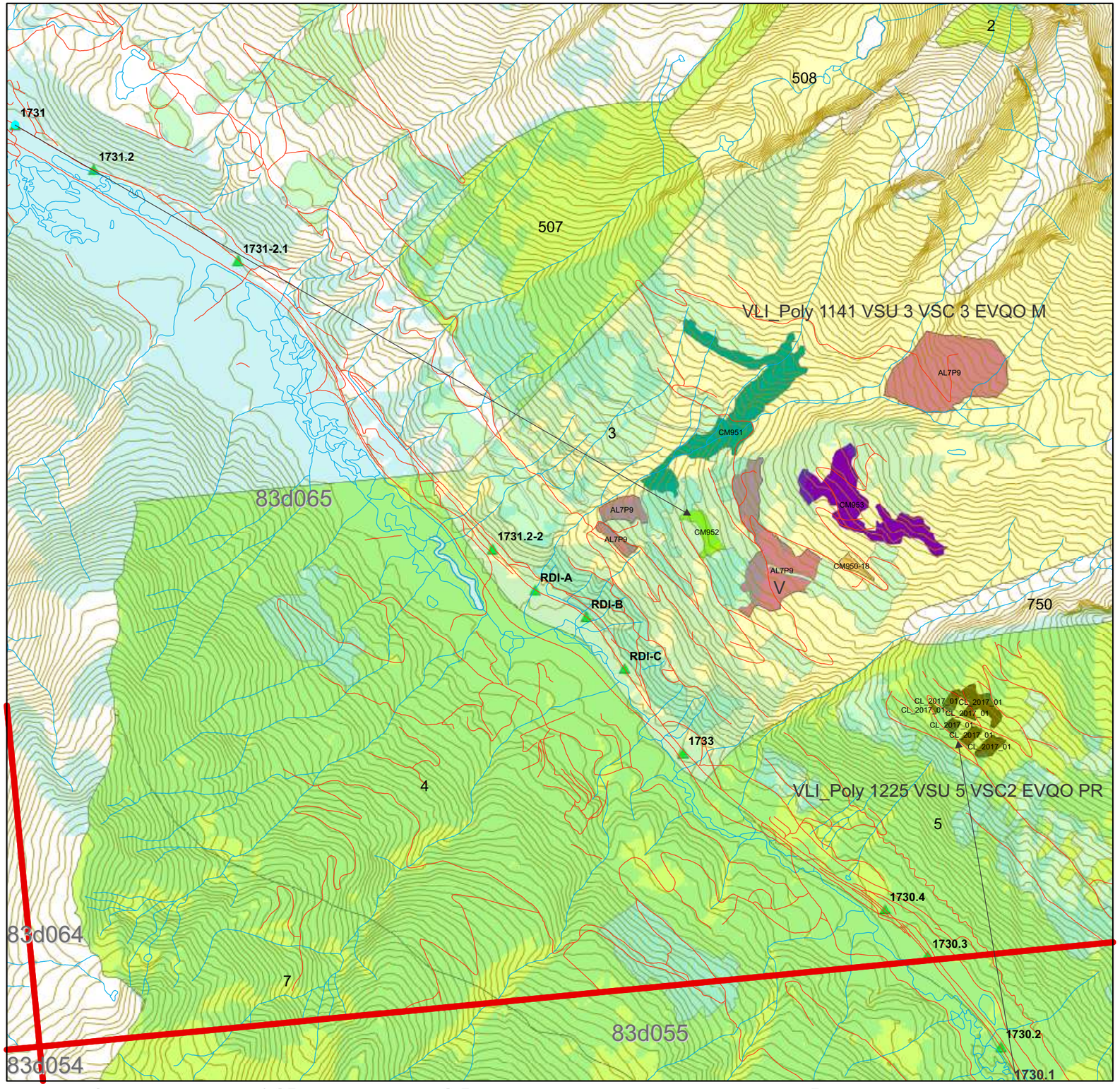


# BC Timber Sales
# Robina-Clemina 2018
# Visual Assessment
# RDI Resource Design Inc
# February 18, 2018

- Roads18_Clip
- Streams_clip
- Not Visible
- Visible **(no forest height)**
- Robina2018_VPs
- Clip_CTR
- FTEN17_18Clip
- CM950-18
- CL_2017_01
- A95297-CM953
- AL7P9-2018
- CM951-180106
- CM952-Feb_8-2018

**EVQO_CD**

- M
- PR

N
W E
S

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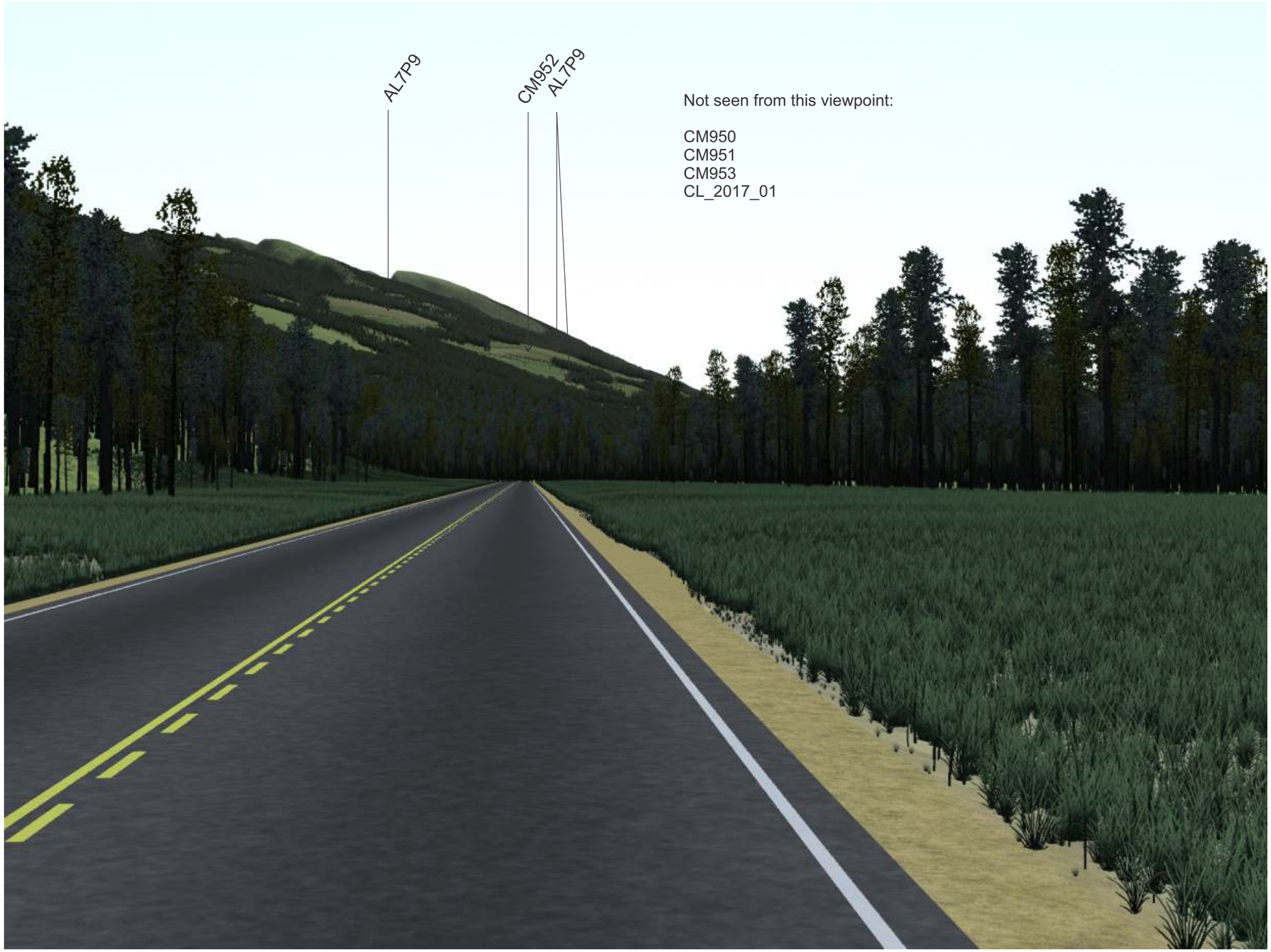
| 5 | Viewpoint 1731.2 Percent Alteration |
| 6 | Viewpoint 1730.1 Simulation and Assessment |

## Proposed Cutblocks Tested by RDI and Visibility Results

| | | | |
|---|---|---|---|
| Robina/Clemina | A95297 | **CM951** was CL_2016_01,02 and 03 | NVS |
| Clemina | A95297 | **CM953** was CL_2016_04, 05, 06 and 09 | NVS |
| Clemina | A95297 | **CM952** CL_2016_08 | V |
| Clemina | A95297 | **CM950** CL_2016_10 | NVS |
| Clemina | | AL7P9 | V |
| Clemina | | CL_2016_07 (now CL_2017_01 | V (minor) |




Viewpoint 1731



From this viewpoint travelling south on Highway 5, VLI_Poly 1141 - VSU 3 comes into potential view. RDI cleared the road-side trees in the model to broaden the visibility for identification purposes. Actual viewing opportunity will be more obscured. The analysis is valid as it portrays what might be seen if some road-side trees were cleared. On-site validation is recommended.

RDI tested 10 viewpoints. Viewpoints 1731 and 1731.2 appear to provide the only vicinity of exposure towards the main group of new cutblocks. No other cutblocks in the current project appear to be visible until well south of the main group of cutblocks where a small portion of CL_2017_01 is potentially visible looking from the south (see viewpoint 1730.1).

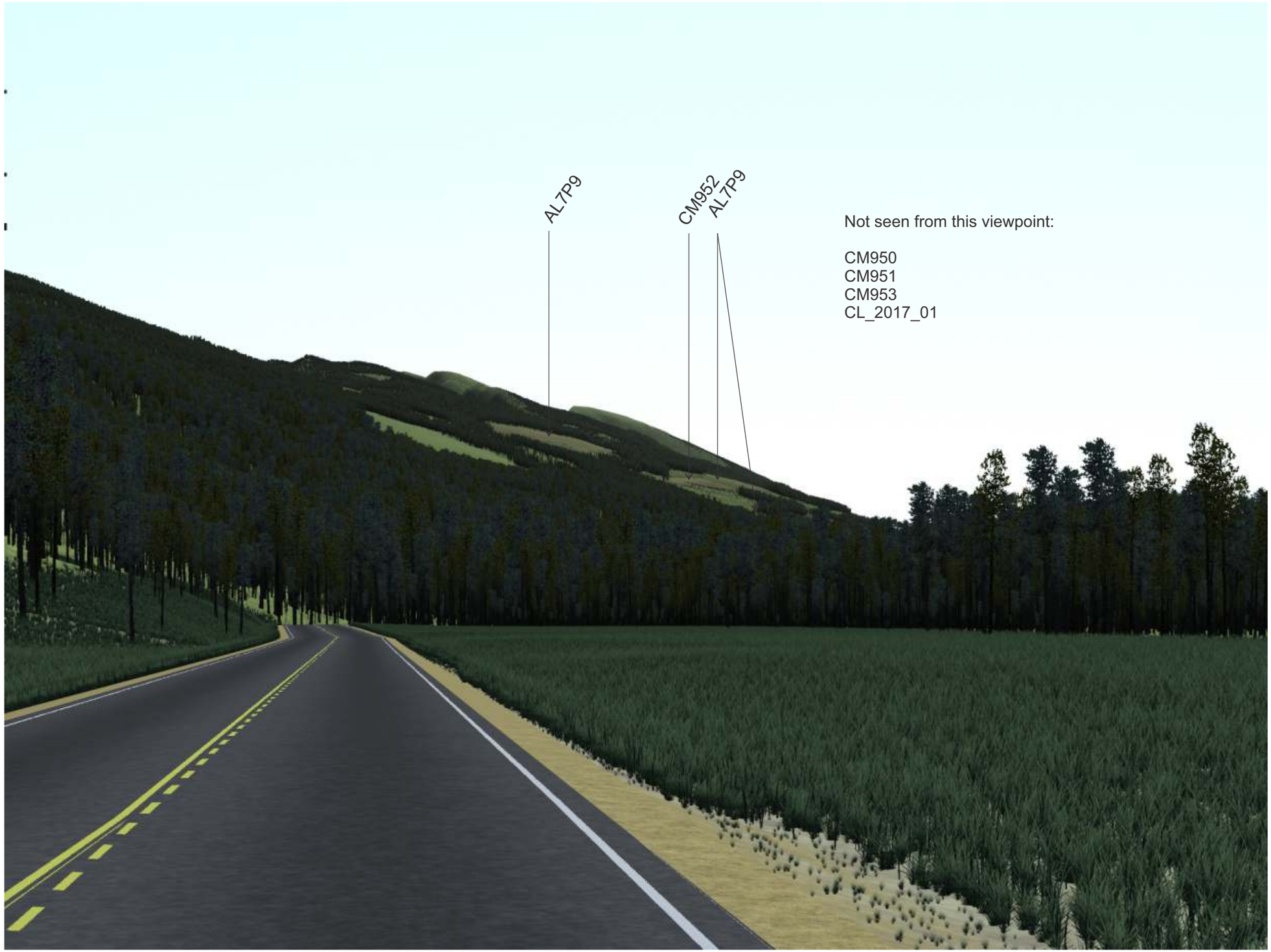
The landform has an established VQO of Modification with a Visual Sensitivity Class of 3. New cutblocks are embedded with existing 2013 alteration (A85645 CB2) and adjacent recent and older openings considered by RDI to have partly achieved visually effective green-up, with some openings showing as 0.4m (nonVEG), while others have 5m regeneration height (VEG) in the VRI file. A field check is recommended.

Road-side trees obscure most the viewing opportunity towards the landform further south along this stretch of the highway. The landform itself breaks below the cutblocks to self-screen them from view along the central viewpoints checked by RDI (see Key Map).

The visibility analysis shown on the Key Map confirms the general absence of viewing opportunity for many of the proposed cutblocks and most of the areal extent of the cutblocks. The viewshed did not include the effect of forest heights on visibility. If so, visibility of the cutblocks would be reduced.

CM950, CM951, CM953 and CL_2017_01 are not seen from these viewpoints, and only CL_2017_01 is seen from any other potential viewpoints assessed by RDI (see Viewpoint 1730.1). The visible portions of AL7P9 are within the central opening only (marked “V” on the key map).

Percent alteration was measured from Viewpoint 1731.2. The result of 8.8% was well within the Modification limits (see p. 4).




Viewpoint 1731.2



(Text repeats previous page)

From this viewpoint travelling south on Highway 5, VLI_Poly 1141 - VSU 3 comes into potential view. RDI cleared the road-side trees in the model to broaden the visibility for identification purposes. Actual viewing opportunity will be more obscured. The analysis is valid as it portrays what might be seen if some road-side trees were cleared. On-site validation is recommended.

RDI tested 10 viewpoints. Viewpoints 1731 and 1731.2 appear to provide the only vicinity of exposure towards the main group of new cutblocks. No other cutblocks in the current project appear to be visible until well south of the main group of cutblocks where a small portion of CL_2017_01 is potentially visible looking from the south (see viewpoint 1730.1).

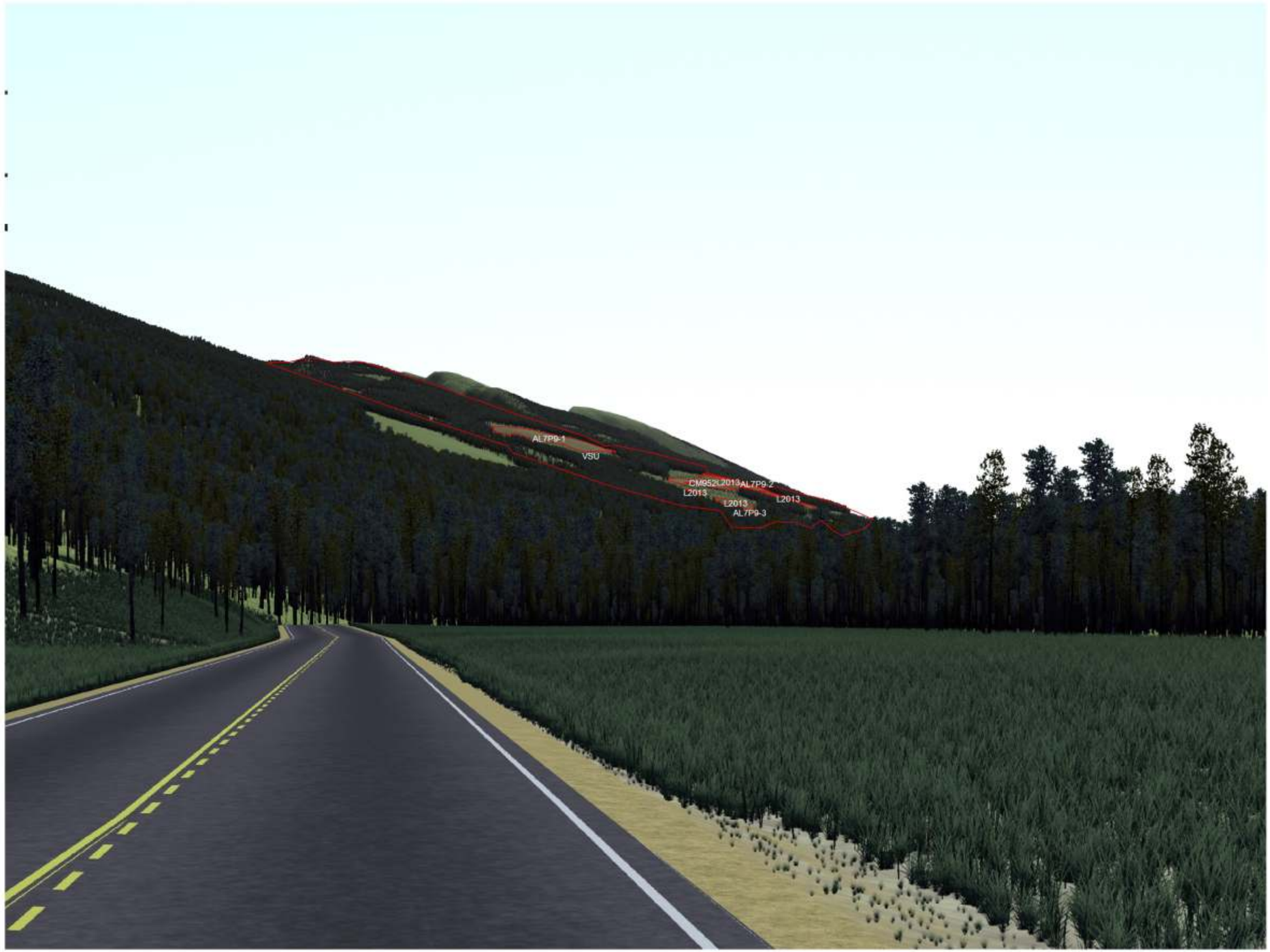
The landform has an established VQO of Modification with a Visual Sensitivity Class of 3. New cutblocks are embedded with existing 2013 alteration (A85645 CB2) and adjacent recent and older openings considered by RDI to have partly achieved visually effective green-up, with some openings showing as 0.4m (nonVEG), while others have 5m regeneration height (VEG) in the VRI file. A field check is recommended.

Road-side trees obscure most the viewing opportunity towards the landform further south along this stretch of the highway. The landform itself breaks below the cutblocks to self-screen them from view along the central viewpoints checked by RDI (see Key Map).

The visibility analysis shown on the Key Map confirms the general absence of viewing opportunity for many of the proposed cutblocks and most of the areal extent of the cutblocks. The viewshed did not include the effect of forest heights on visibility. If so, visibility of the cutblocks would be reduced.

CM950, CM951, CM953 and CL_2017_01 are not seen from these viewpoints, and only CL_2017_01 is seen from any other potential viewpoints assessed by RDI (see Viewpoint 1730.1). The visible portions of AL7P9 are within the central opening only (marked “V” on the key map).

Percent alteration was measured from Viewpoint 1731.2. The result of 8.8% was well within the Modification limits (see p. 4).



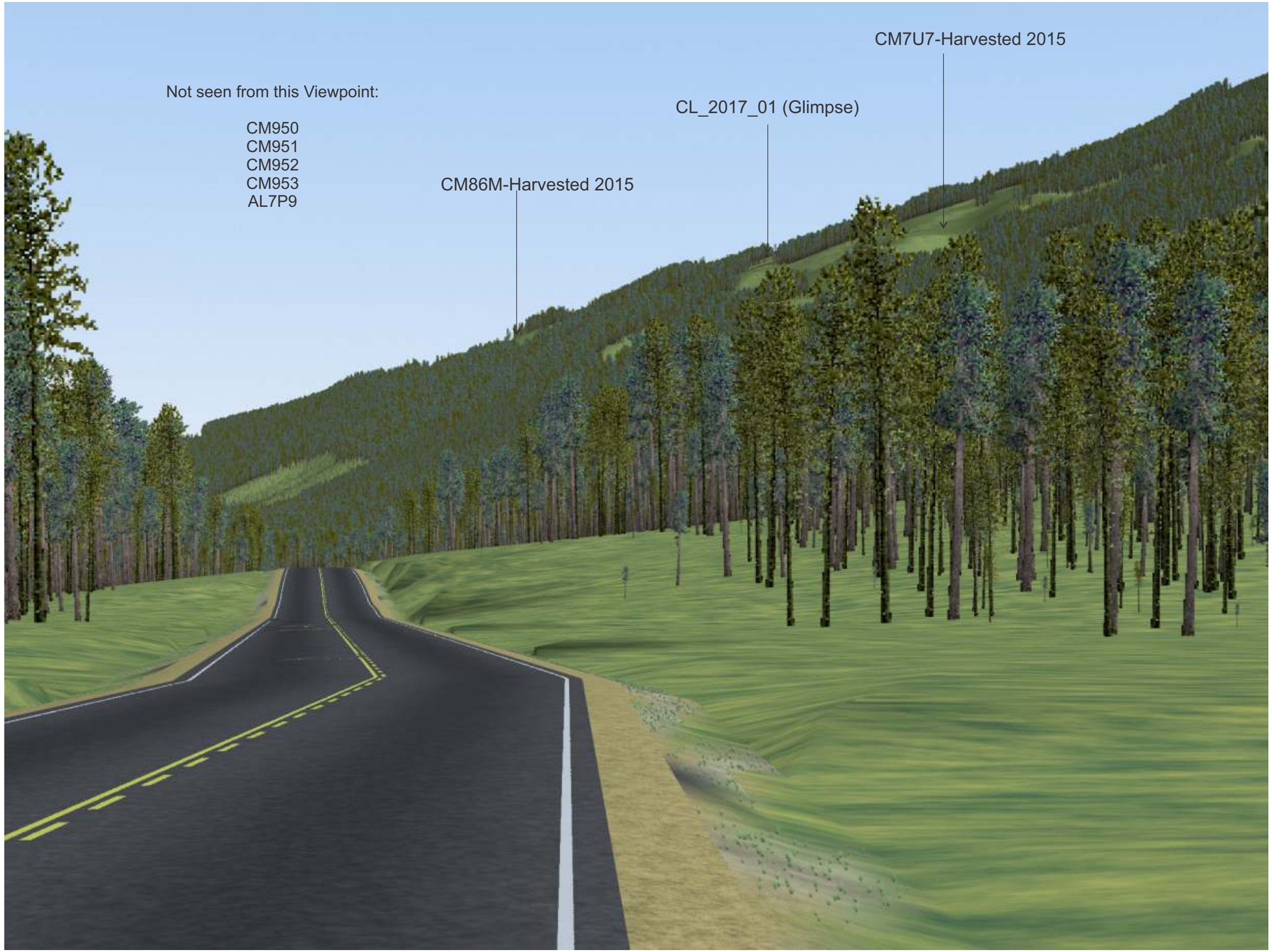

| Percent Alteration Viewpoint 1731.2 | | |
|---|---|---|
| NAME | AREA_PERS | % Alt |
| VSU | 47764.89 | |
| AL7P9-1 | 1962.02 | 4.11% |
| CM952 | 573.43 | 1.20% |
| AL7P9-2 | 382.06 | 0.80% |
| AL7P9-3 | 21.52 | 0.05% |
| AL7P9-4 | 21.19 | 0.04% |
| L2013 | 245.71 | 0.51% |
| L2013 | 477.23 | 1.00% |
| L2013 | 456.49 | 0.96% |
| L2013 | 84.06 | 0.18% |
| Sum Alt | 4223.70 | 8.84% |

Proposed new cutblocks together with existing 2013 alteration contribute a total of 8.8% alteration, well within the limit (7.1%-18%) of the Modification category of visually altered landscape by landform as assigned to VLI_Poly 1141 (VSU 3).

Line and form work well with the dominant visual forces, namely the diagonally-oriented ridge lines. For Modification, an alteration may be very easy to see, and may be either: large in scale and natural in its appearance, or small to medium in scale but with some angular characteristics. The Robina-Clemina new cutblocks combined with existing alteration are medium in scale and have natural characteristics.

The intermix of new and existing alteration, some of which is reaching 5 metres in height provide for a high visual absorption capability in this Modification landscape.

Viewpoint 1731.2 Percent Alteration




Viewpoint 1730.1

CL_2017_01 is potentially visible as a very small patch just above the existing 2015 cutblocks as seen while travelling north on Highway 5.

Road-side trees likely obscure most the viewing opportunity towards the landform along this stretch of the highway. The landform itself breaks below the cutblocks to self-screen them from view along the more central viewpoints checked by RDI (see Key Map). The visibility analysis shown on the key map confirms the general absence of viewing opportunity for much of CL_2017_01.

RDI tested 10 viewpoints. This viewpoint appears to provide the only exposure of CL_2017_01. No other cutblocks in the current project appear to be visible until well north of the main group of cutblocks located in VLI_Poly 1141 (VSU 3) (see viewpoints 1731 and 1731.2 on pages 3-5).

Existing percent alteration was not measured from this viewpoint. The small potential visible addition from CL_2017_01 is not considered by RDI to be significant, given that the greatest portion of the new cutblock - a cluster of very small patches tying into past harvested areas - is expected to remain unseen.