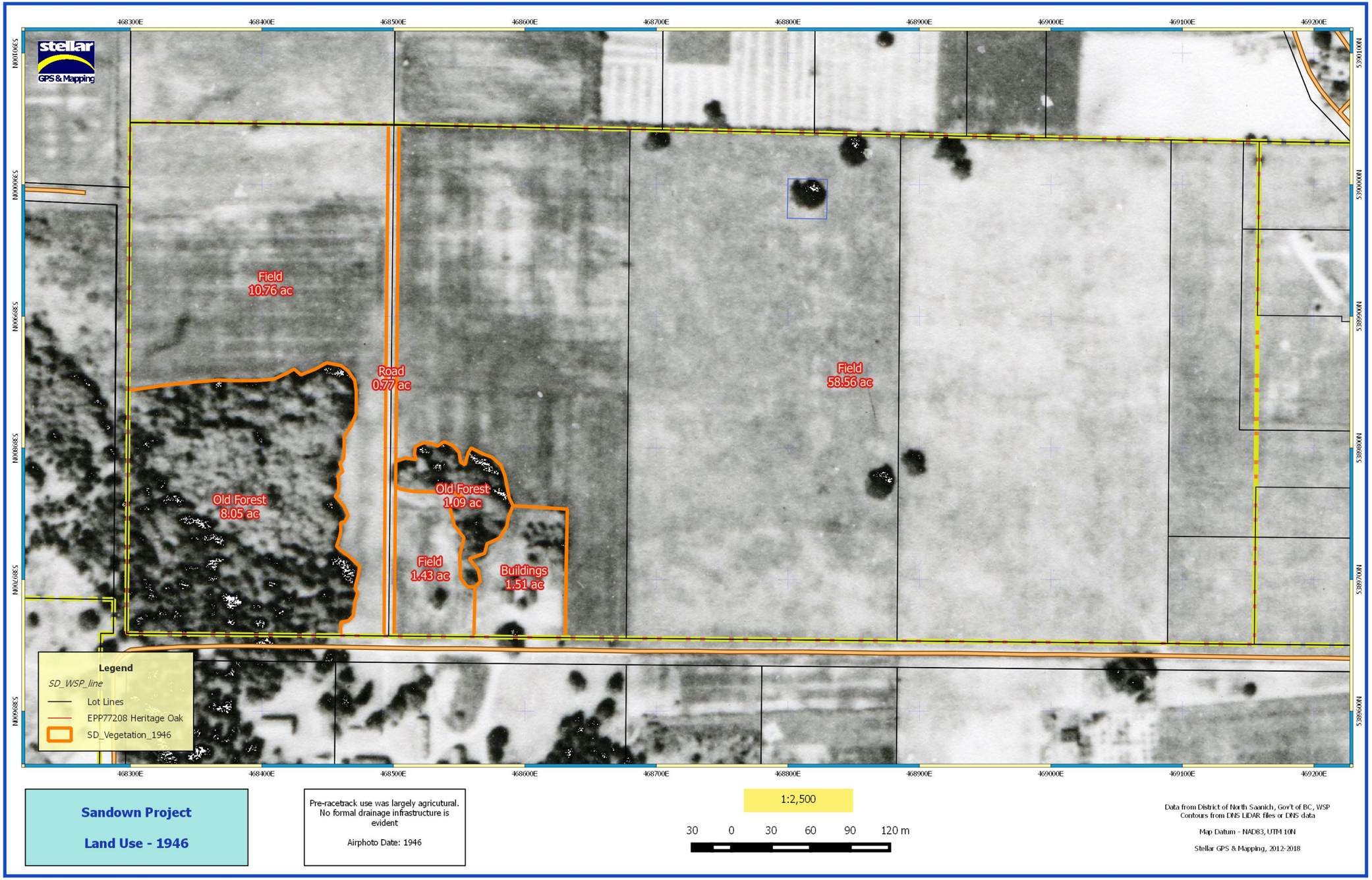
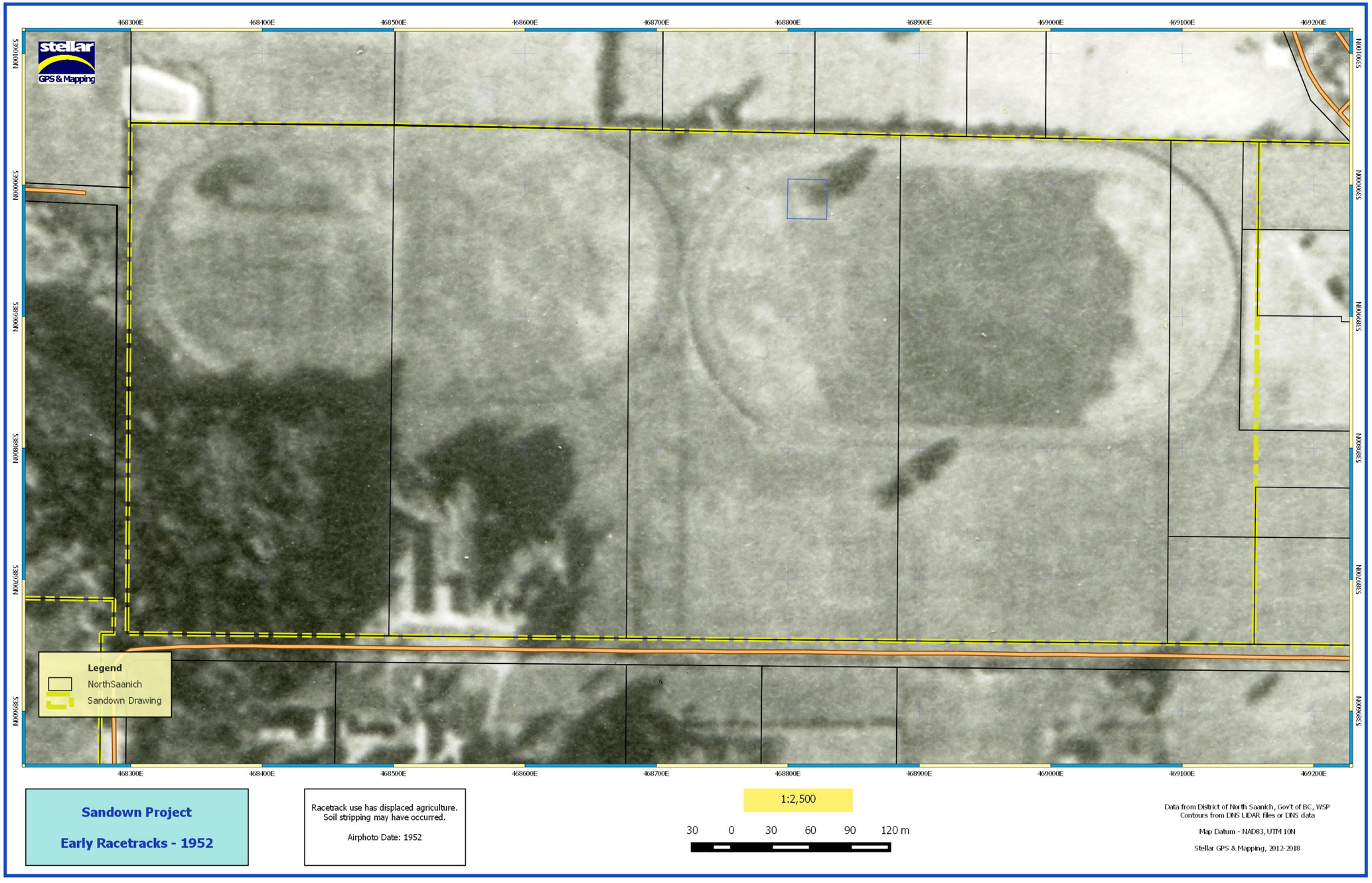
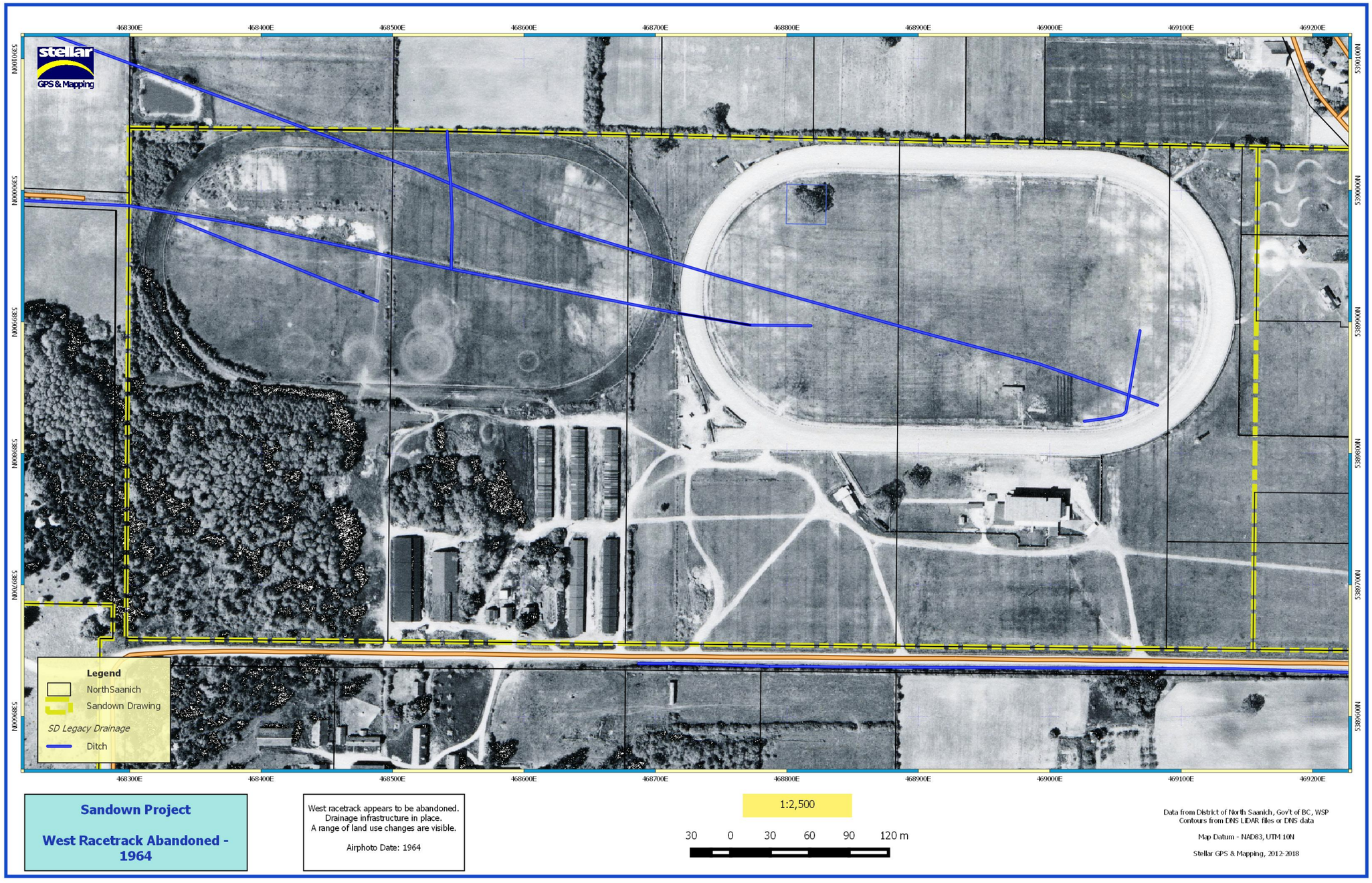


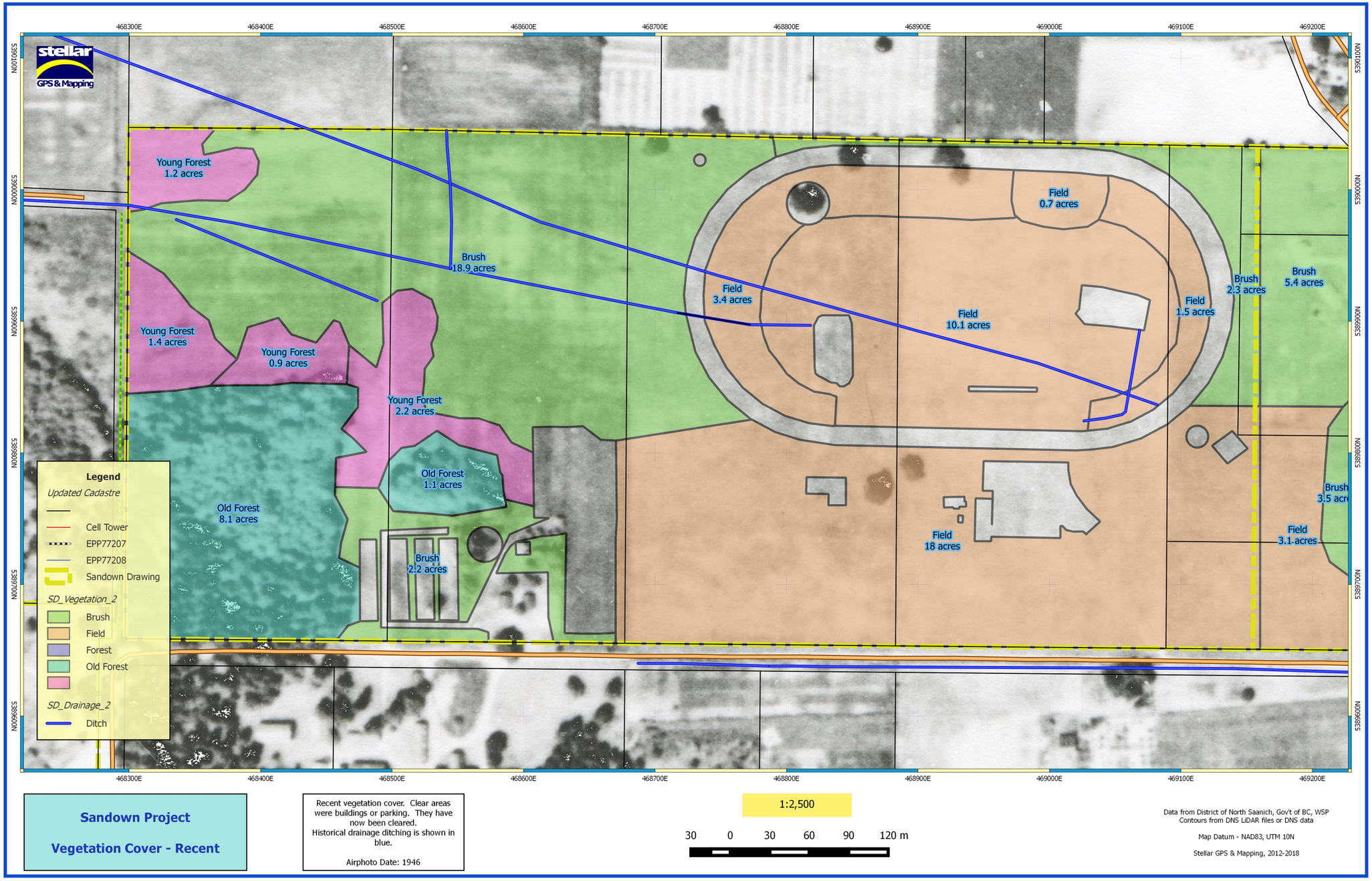
MAP 1: LAND USE, 1946: All of Sandown except the wetter forested areas under cultivation. While the Western portion reverted to brush, properties to the north have remained agricultural. No direct evidence of artificial drainage; Only the more W portions of the Tseycum Creek watershed show naturally incised watercourses.



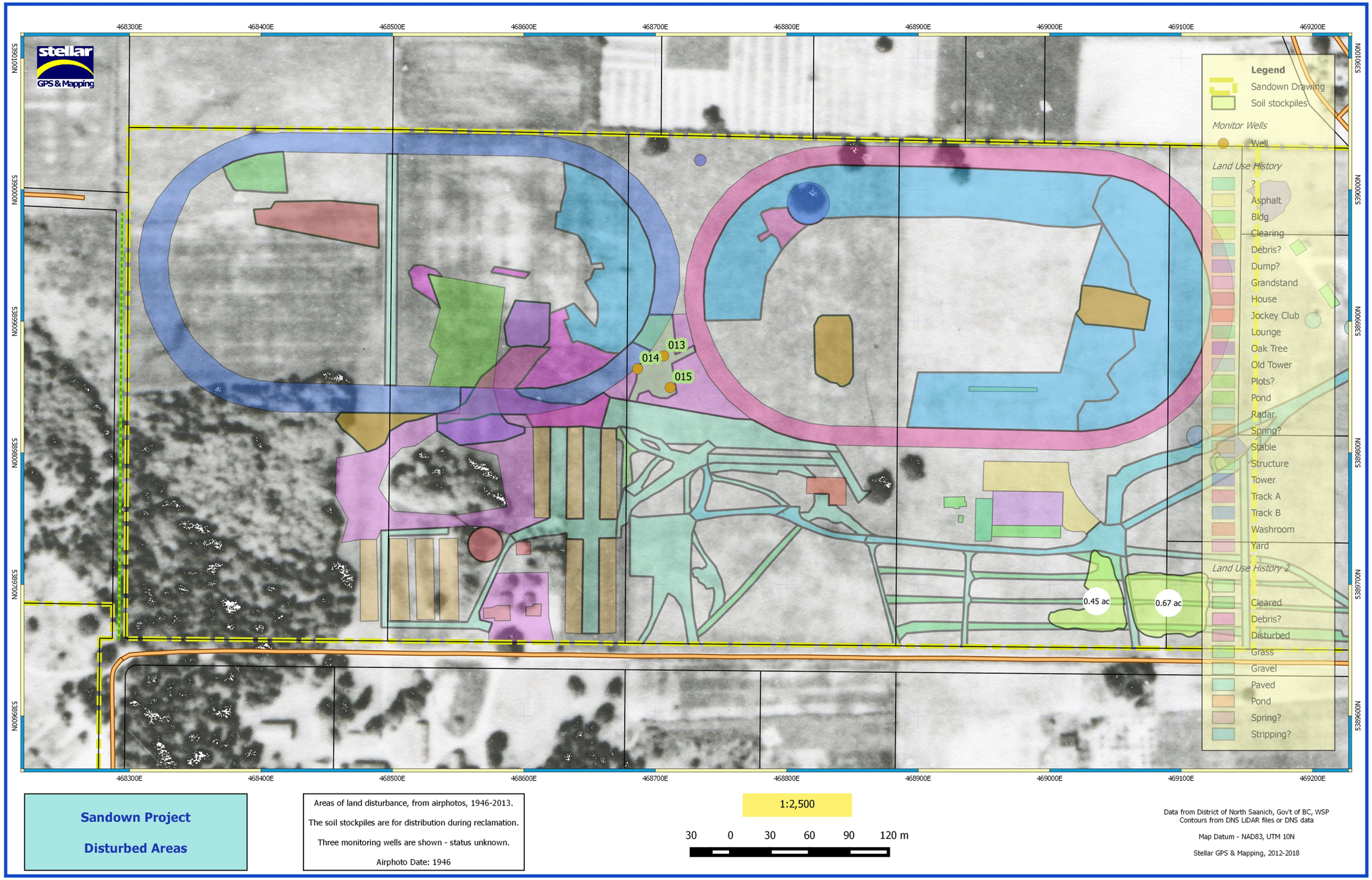
MAP 2: EARLY RACETRACKS, 1952: This 1952 air photo shows the very beginning of the two racetracks. What may be soil stripping has occurred on the infield areas of the tracks, probably to provide a base for the elevated, banked turns. Again, there is no evidence yet of man-made drainage works.



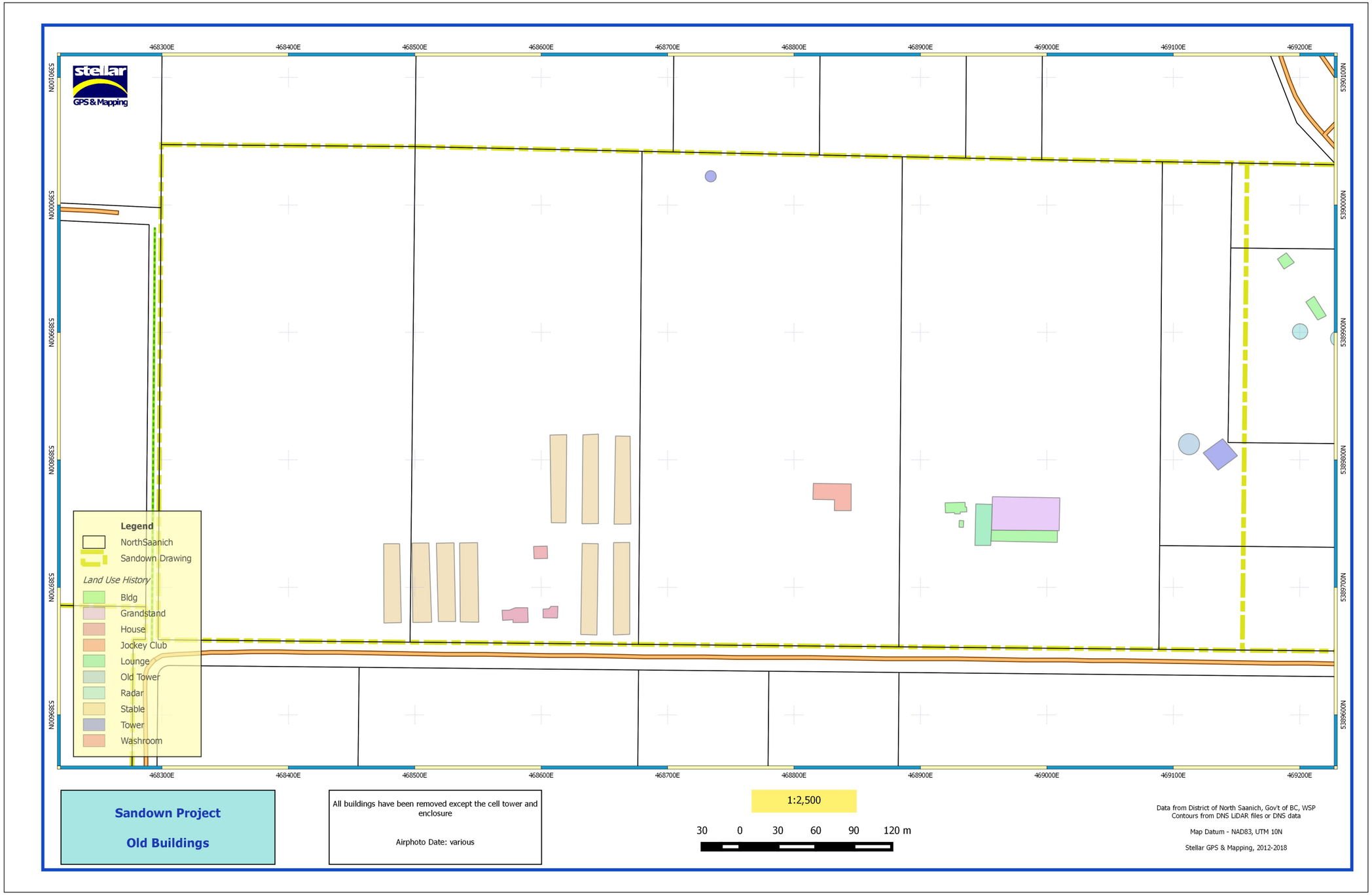
MAP 3: WEST RACETRACK ABANDONED, 1964: By 1964 there is evidence of ditching on the property and continued development of the easterly track and related infrastructure. The Western track appears to be going into decline.



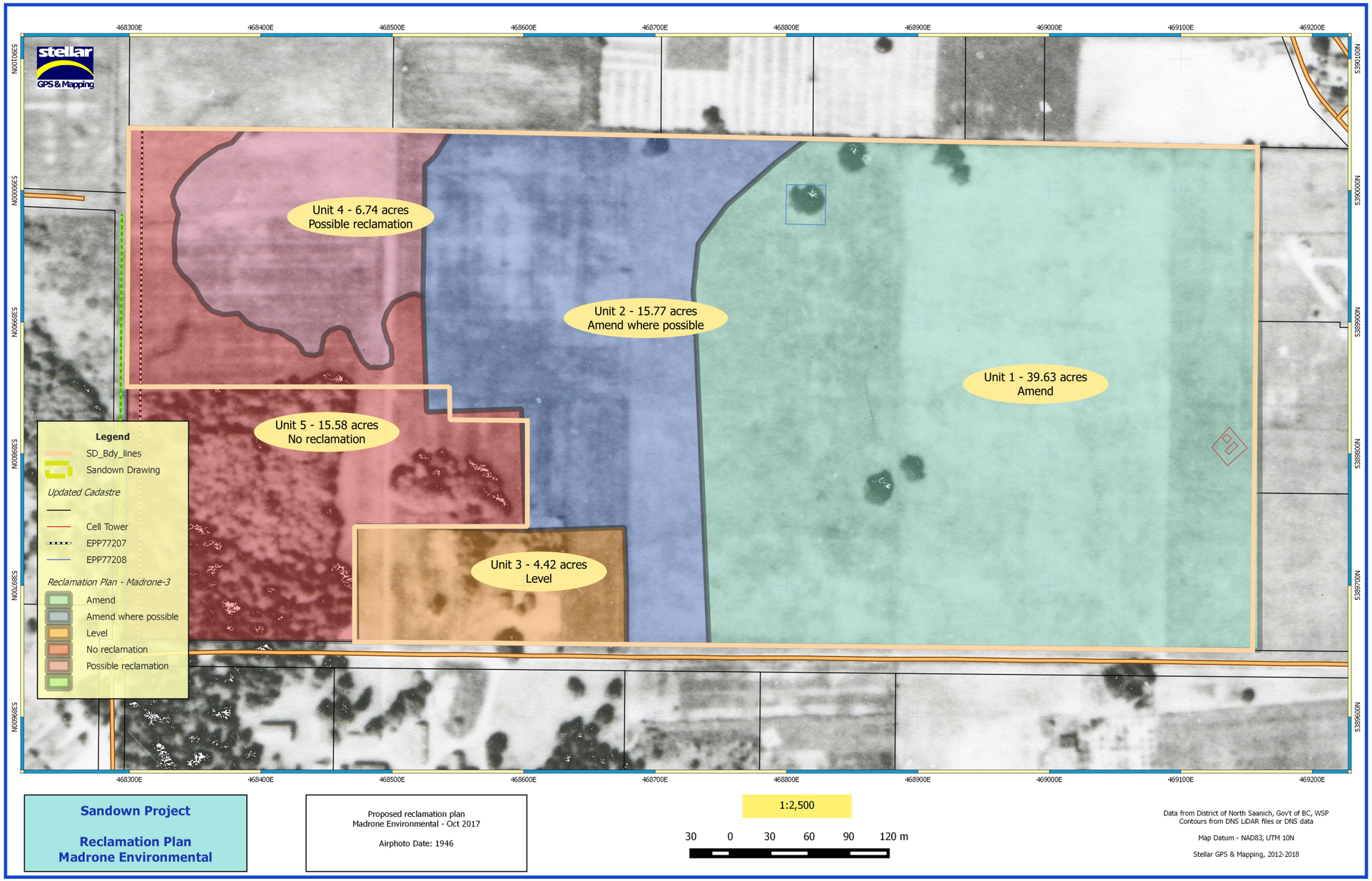
MAP 4: VEGETATION COVER: This map shows current vegetation cover superimposed on the 1946 air photo. Expansion of the wet forest and infill of brush on the abandoned agricultural lands is evident.



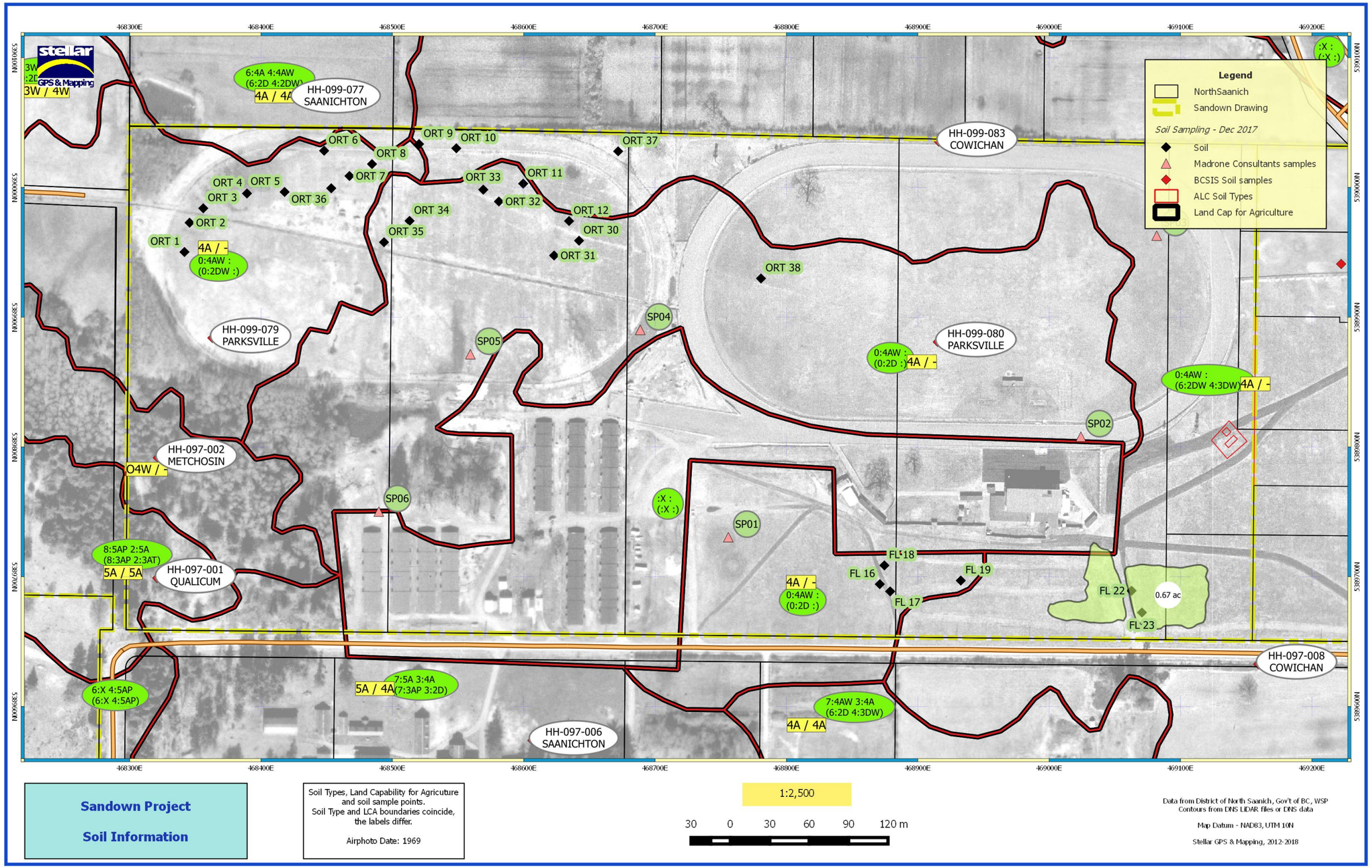
Map 5: DISTURBED AREAS: Aerial photos from 1946-2013 reveal a patchwork of surface disturbance. In the SE corner, existing soil stockpiles awaiting distribution. In the same area old vehicle parking lanes, some heavily gravelled; barely visible today. Between the 2 race tracks, 3 Monitor Wells yet to be catalogued.



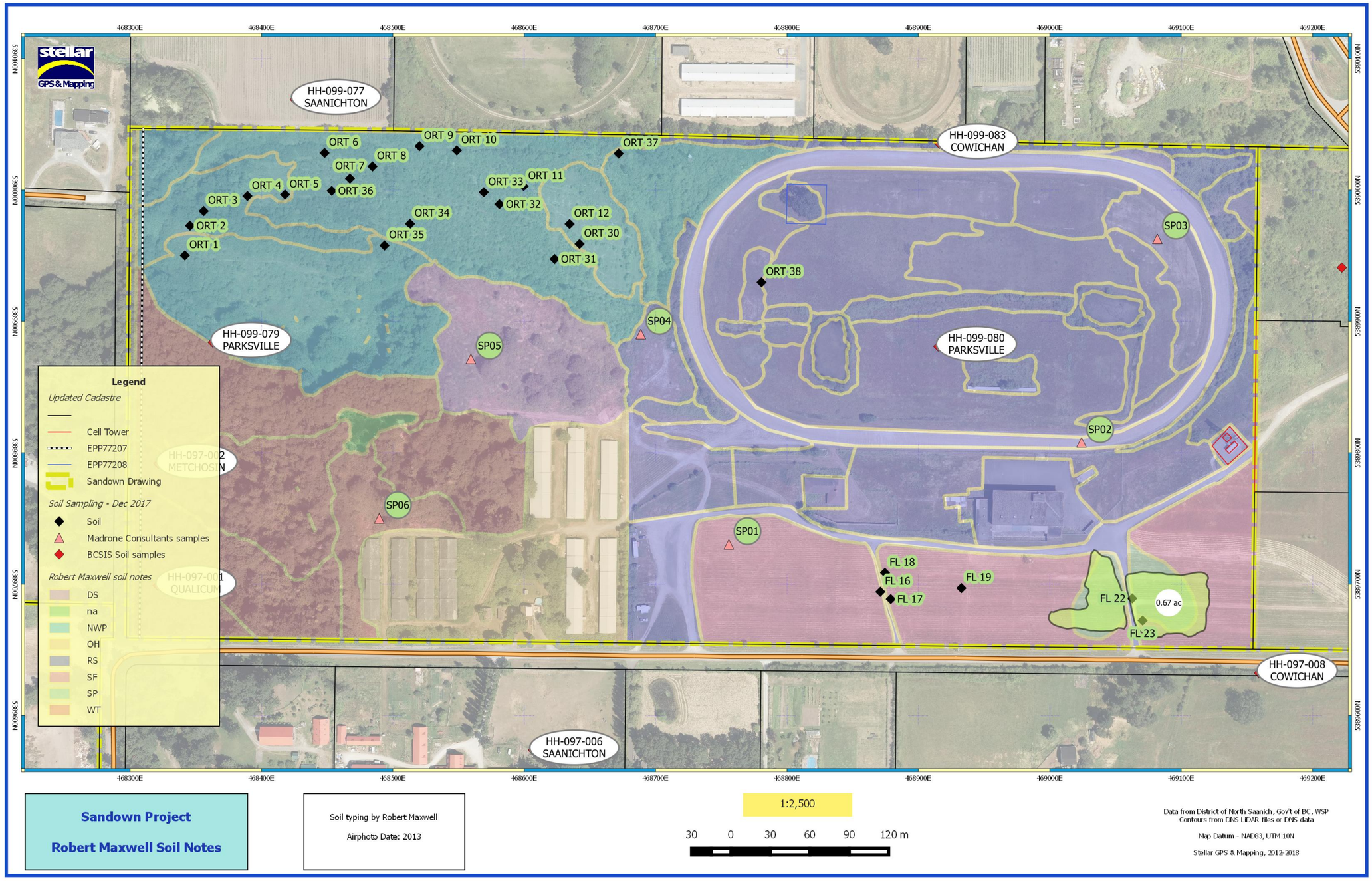
MAP 6: OLD BUILDINGS: Structures that have been in place on the property. All have now been demolished except for the cell phone tower in the middle of the East boundary. The rectangles are the original land parcels that have now been amalgamated into a single Sandown title in favour of the North Saanich Municipality.



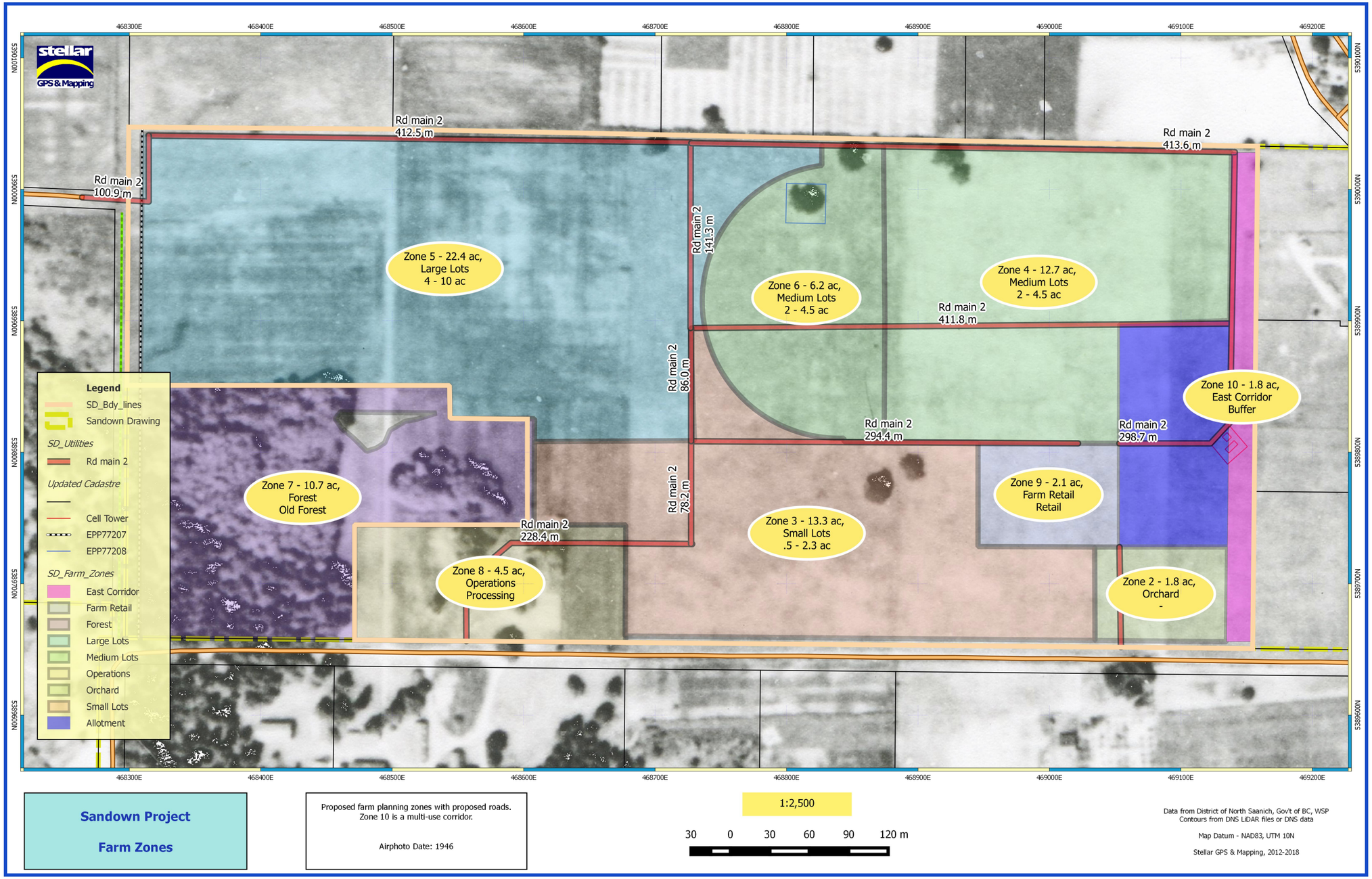
MAP 7: RECLAMATION PLAN, MADRONE: As part of the agreement with former Sandown owners, a reclamation and drainage plan was put forward. This is the final amendment from October 2017. Unit 1, about 40 acres, is the only area currently scheduled for full reclamation to agricultural status. Unit 2, about 16 acres, is designated for "amendment where possible" and Unit 4 is not scheduled to be reclaimed in the foreseeable future. Agricultural professionals and previous land use indicate that Unit 4 and Unit 2 have high agricultural capability like the adjacent properties. Unit 5 is forested and Unit 3 is a disturbed site with reduced agricultural capability.



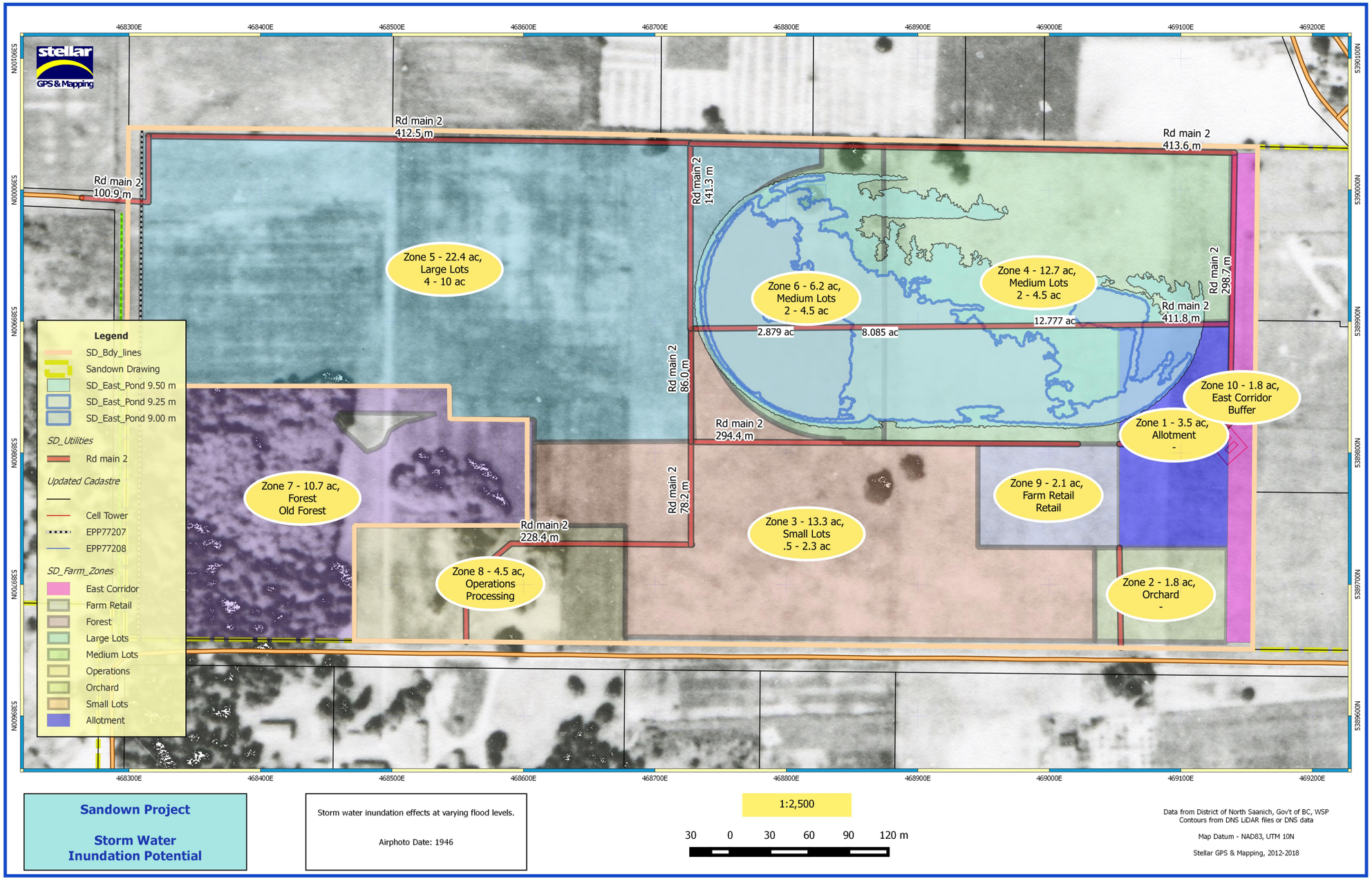
MAP 8: SOIL MAPPING: Agriculture maps are superimposed here on the 1969 air photo. Both soil maps utilize the same polygons; only the labeling differs. Also shown are soil sampling sites by Mr. Robert Maxwell, December 2017; 1980s BC Government sample sites by Mr. Hally Hofmyer and six sites sampled by Madrone



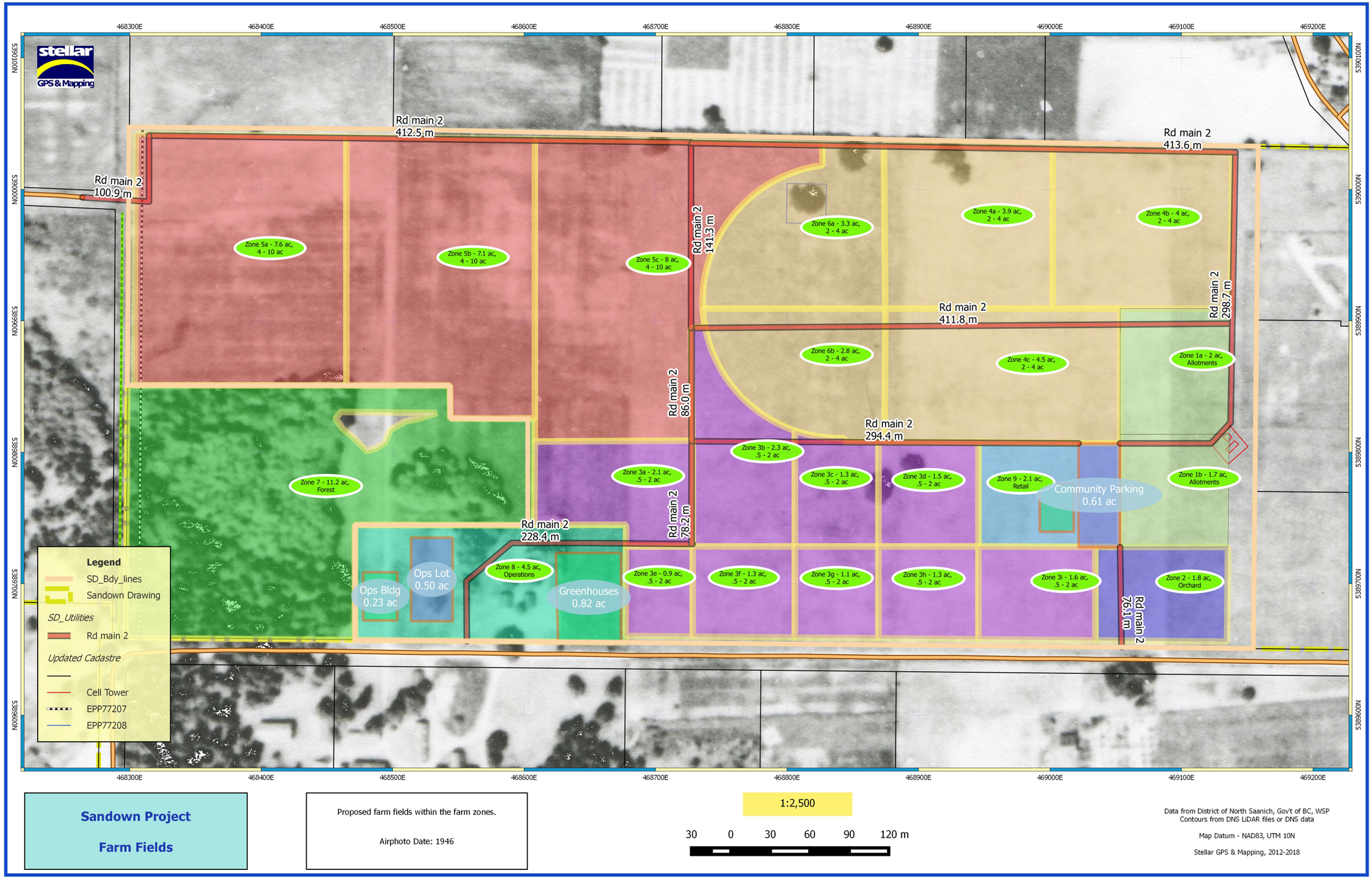
MAP 9: SOIL MAPPING, BOB MAXWELL: Mr. Maxwell also provided some soil typing, here overlaid on the 2013 air photo. The unit descriptions are available in a separate table.



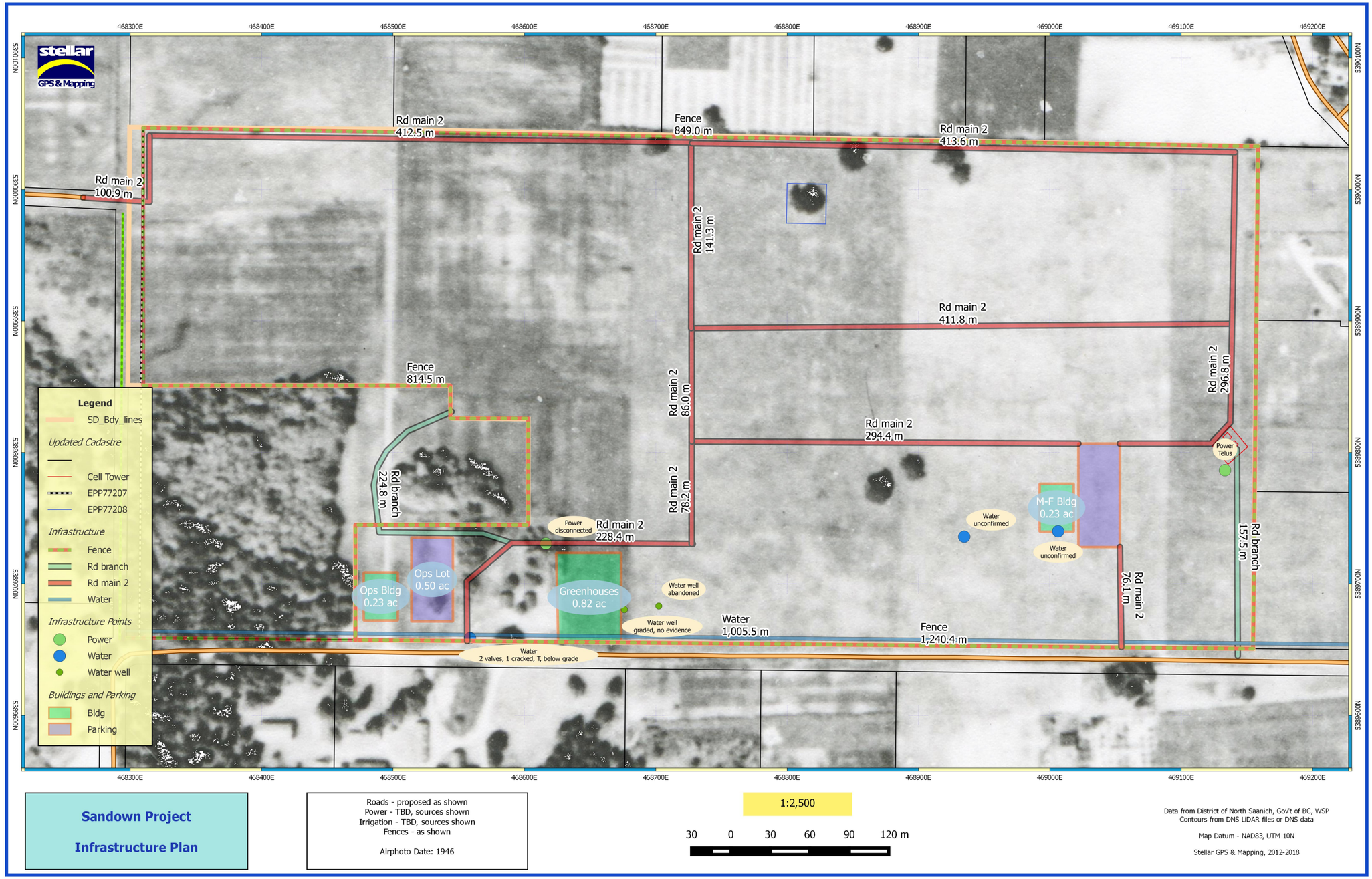
MAP 10: FARM ZONES: The STT has divided the Sandown property into 10 zones, all intended for agriculture except the forested area and two zones destined for the retail farm market and commercial processing facility. Zone 10 is a multiuse area along the E boundary for which a plan has yet to be finalized. It is anticipated to contain fencing, the storm water canal, a vegetation buffer, a trail and the existing service road and powerline.



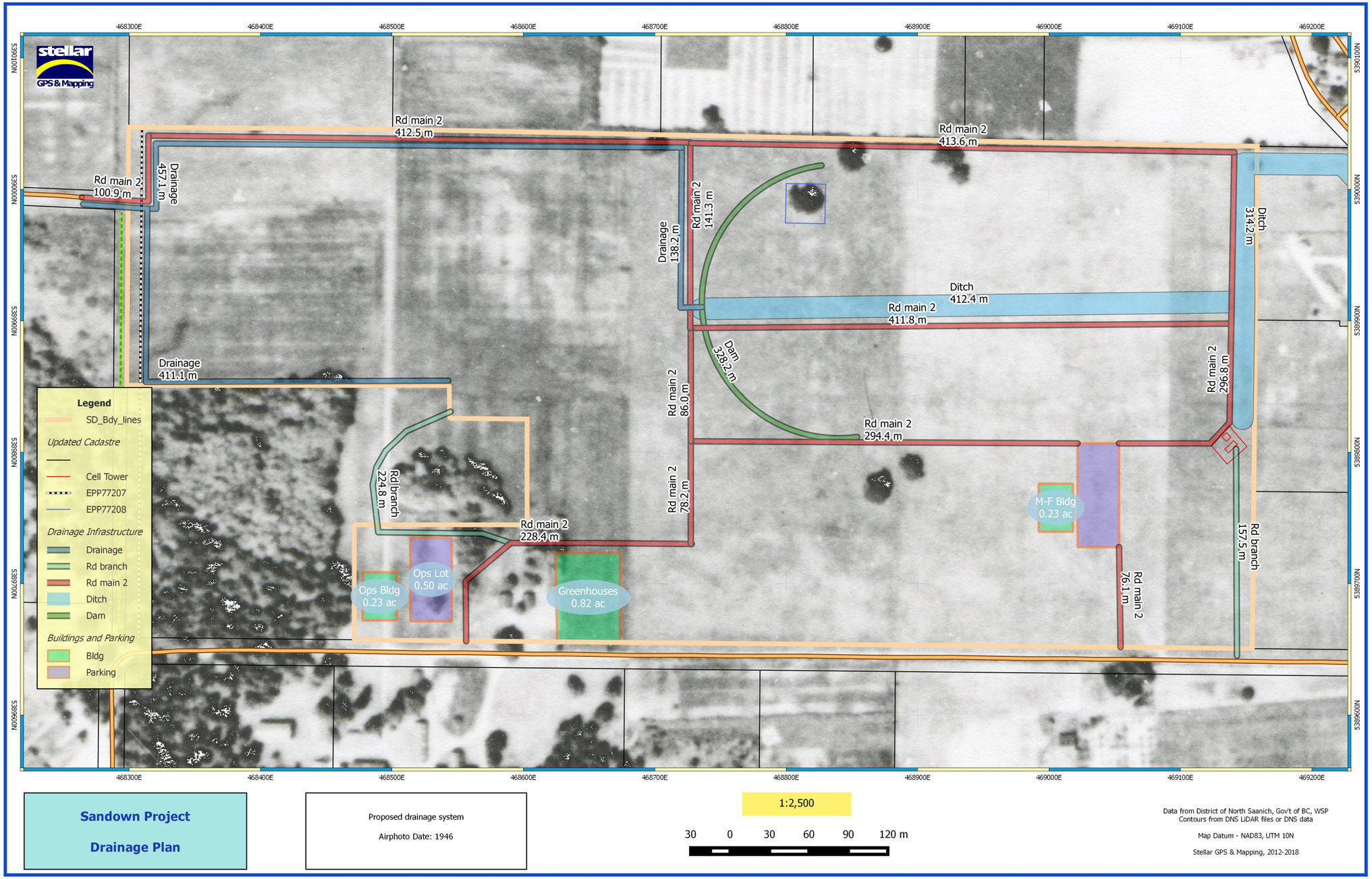
MAP 11: INFRASTRUCTURE PLAN: The most recent Reclamation & Drainage plan departs from previous versions in that it includes storm water management capacity. This plan depends upon a system of 10 m wide ditches connecting the Municipal storm water flow system under the Pat Bay Hwy and what will be a berm & flow control structure at the W end of the E racetrack. This combination of deep wide ditches & control facilities utilize farmland as a temporary storage facility until water levels in the Pat Bay Hwy culvert drop sufficiently to allow the storm water to return to the E and off the Sandown lands. The old racetrack berm has a controlled outlet at the 8.5 m ASL level, as does the zero gradient canal. The shaded areas in Zones 4 & 6 indicate areas subject to inundation at different flood stages. This risk of unpredictable flooding may decrease farm production in those risk areas. Furthermore, recent survey information shows insufficient clearance between the eastern border fence and the cell tower enclosure. This may preclude construction of the southern section of the N/S canal thus sending more storm water on to Zones 6 and 4.



MAP 12: FARM FIELDS: This map shows the proposed subdivisions of the Farm zones into specific agricultural plots that will be dedicated to a farmer or groups of farmers. The intention is to develop the smaller farm plots in the Southeast corner of property first, phasing in the other areas as infrastructure is completed.



MAP 13: INFRASTRUCTURE PLAN: Infrastructure to support farming and operations on Sandown includes buildings, fences, roads and bridges, trails, irrigation, power and sewer services. Proposed buildings, roads and fences have been delineated; detailed plans for other services have not yet been developed.



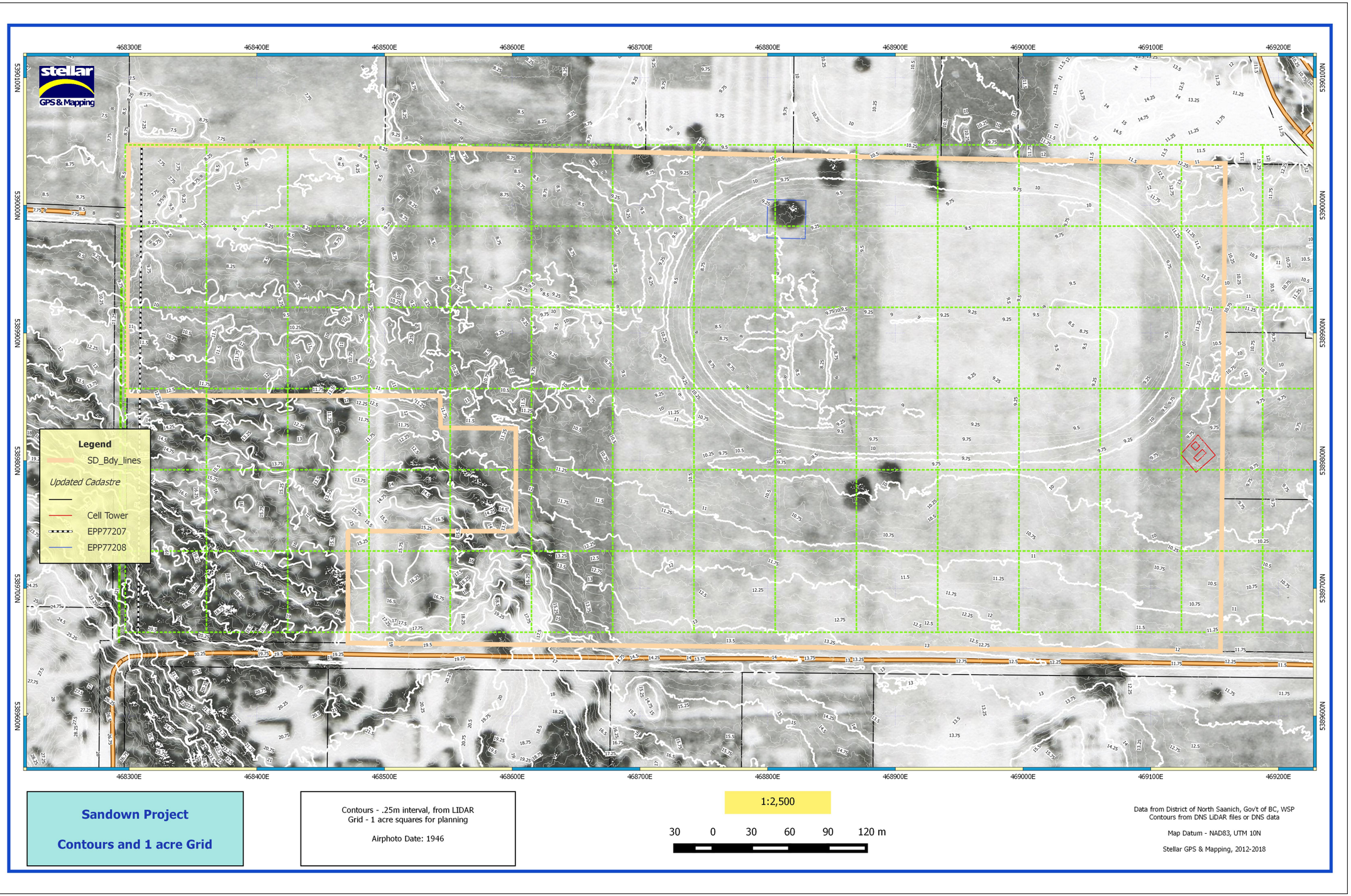
Sandown Project

Drainage Plan

Proposed drainage system

Airphoto Date: 1946

MAP 14: DRAINAGE PLAN: The STT proposes a modification to the drainage plan adopted in October 2017. It anticipates that the large storm water canal system will not be extended south of the cell phone tower due to insufficient clearance. It also proposes rerouting the flow from the storm water dam near the center of the property to a new ditch along the north side that will connect with the Municipal ditch system on Munro Road. This will leave the center of Zone 5 free of the old ditches to facilitate better field planning. Lastly, an interceptor ditch is proposed for just North of the forested area that will also connect with Munro Road. That ditch will reduce the water loading on the west end of Zone 5.



MAP 15: CONTOURS AND 1 ACRE GRID: As background information, this map shows contour lines at 25 cm intervals and a planning grid where each cell represents 1 acre of area.