



What's Different?

Last April, we held two open houses to present our proposed plan to the community for the expansion of the Vancouver Island Motorsport Circuit. Approximately 500 residents took the time to attend and provide us with their valuable feedback. Of those who expressed concern, the issues they raised, primarily, were about sound and potential impacts to the environment.

We listened.

Our professionals have completed their assessment of the feedback received and we have revised our plans to address concerns. The changes to our proposed plan include the following:

Reducing Sound levels:

- Over \$1 million will be spent on new sound engineered barriers, sound absorption walls and berms on the existing circuit and our proposed expansion;
- Sound control at the source has been implemented on the Phase 1 circuit and will be implemented on the Phase 2 circuit through vehicle sound emission restrictions.
- The maximum permissible sound emissions from cars operating on the circuit have been reduced from 105 dBA at 15 m to 95 dBA at 15 m. This represents approximately a 50% reduction (or halving) of the maximum permissible loudness of the sound created.

Reducing impacts to the Environment:

- The circuit extension will now be located entirely within an area zoned for Heavy Industrial use, thereby reducing the overall clearing area.
- Only half of the land base is now required for the proposed expansion.
- The circuit has been realigned to limit encroachment in the riparian areas and reduce stream-crossing lengths. No portion of the circuit crosses through the Menzies Creek ravine.

- In order to limit clearing at the property line, the circuit was moved easterly.
- The vehicle storage area is now limited to an area in the southeast portion of the property near Drinkwater Road, away from the riparian area, an area that was previously cleared and filled. No further clearing would be required.
- The off-road circuit is now located within the paved circuit to limit impact on adjacent area. Previously, the off road circuit was outside of the circuit, adding to the development footprint.
- The number of creek crossings has been reduced from seven to four. None of the creeks cross the ravine reach of Menzies Creek.
- There will be no development or impact to Bing's Creek or its riparian area.
- The circuit extension will wind through existing vegetation, retaining as much forest cover as possible to reduce sound and mitigate other environmental impacts. The disturbed areas outside the constructed area will be re-vegetated following construction.
- A Stormwater and Rainwater Management Plan has been engineered to:
 - Reduce post-development flow rates to pre-development flow rates. This will maintain flows in watercourses to levels prior to clearing and construction of the circuit and will limit potential impacts downstream.
 - Provide details on all crossings of fish bearing streams
 - Half buried culverts and suitable aggregate/river rock per biologist requirements designed to allow fish passage.
 - Create a detention pond in a natural low area within the circuit
 - We are utilizing an existing low area inside the circuit so that we don't need to clear and excavate an area specifically for a detention pond. Additionally the pond will be located in a natural low area so that any existing absorption can continue.
 - Additional rock detention and infiltration areas along the circuit will be directed to rock ballast supporting the circuit so that we can limit the constructed areas outside of the circuit. Essentially, we are creating infiltration areas within the circuit structure. Typically, infiltration areas are in dedicated areas that require additional clearing and excavation.
- Eight acres of land, which includes one of the two tributary streams of Bing's Creek, will be dedicated to the Municipality of North Cowichan for park and/or trail purposes.