4. COMPREHENSIVE DEVELOPMENT PLAN

4.1 Site Concept & Layout (continued)

LEGEND

1. Multi-Family Residential (Strata) (11 storeys)
2. Multi-Family Residential (Strata) (11 storeys)
3. Multi-Family Residential (Strata) (11 storeys)
4. Multi-Family Residential (Strata) (5 storeys)
5. Multi-Family Residential (Strata) (5 storeys)
6. Multi-Family Residential (Strata) (10 storeys)
7. Multi-Family Residential (Strata) (10 storeys)
8a. Multi-Family Residential (Strata) (6 storeys)
8b. Multi-Family Residential (Strata) (6 storeys)
9a to 9c. Rowhousee / Townhouse (Strata) (3 storeys)
10. Not Used
11. Multi-Family Residential (Strata) (6 storeys)
12. Mixed-Use (Market Rental + Daycare (Child)) (6 storeys)
13. Multi-Family Residential (Non-Market / Below Market Rental) (6 storeys)
14. Mixed-Use (Non-Market / Below Market Rental + Commercial) (5 storeys)
15. Mixed-Use (Market Rental + Commercial) (4 - 6 storeys)
16a to 16d. Rowhouse / Townhouse (Strata) (3 storeys)
17. Multi-Family Residential (Strata (5 storeys)
18. Multi-Family Residential (Strata) (5 storeys)
19. Multi-Family Residential (Strata) (5 storeys)
20a to 20f. Rowhomes / Townhomes (Strata) (3 storeys)

N

Note:
This is a conceptual site plan and is not intended to illustrate form and character of proposed landscape elements and is not an illustration of final architecture, nor technical design. A full design process will be undertaken at the Development Permit Amendment stage. This note applies to all graphic representations.

4.2 Plan Description

The site is thoughtfully divided into thirteen distinct development areas of varying sizes. Access throughout the site will be provided via a network of dedicated municipal roads and strata lanes, constructed to meet District of Saanich municipal standards. These roads will feature sidewalks, boulevards, and on-street parking. Separated bicycle lanes are provided along Cordova Hill Road and Cordova Bay Road, with the remaining streets being shared.

A wide range of community amenities will be integrated into the development, including bike lanes, parks, trails, community commercial spaces, childcare facilities, and flexible community-use areas. Notably, two park dedications will contribute a total of 7% of the gross site area, enhancing green space and recreational opportunities for residents.

The land use will be predominantly residential, offering a well-balanced mix of housing options, including townhouses, rowhouses, and low- to mid-rise buildings. This plan includes a commitment to 15% market rental housing and 10% non-market and / or below market rental housing, ensuring inclusivity and accessibility for a broad demographic. Residential areas will be complemented by childcare spaces and neighbourhood-scale commercial i.e. small retail, café, restaurant or office near Cordova Bay Road and Fowler Road.

Environmental stewardship is a key priority, with efforts underway to remediate a previously highly disturbed contaminated site. As part of that effort, emphasis is placed on landscape and habitat restoration, particularly around site boundaries and steep slopes and the protection of sensitive ecosystems and the preservation of a Douglas Fir Tree buffer.

Overall, the development aims to provide thoughtful density while actively combating urban sprawl, creating a sustainable, connected, and livable community.

4.3 Scale & Massing Rationale

A large portion of the site is occupied by the Douglas Tree Sensitive Ecosystem Area, which we aim to minimally disturb. Protecting as many high-value trees as possible is a priority. Therefore, the rationale for building placement focuses on providing compact building footprints and maximizing open site areas.

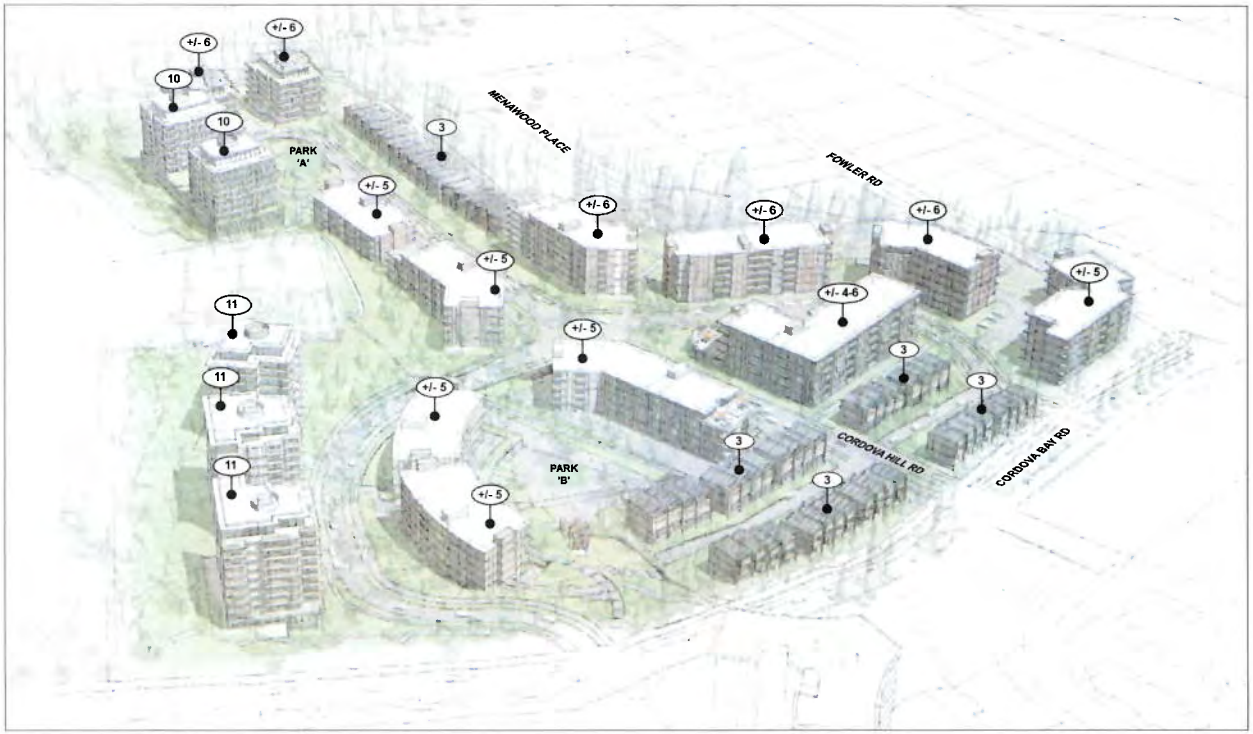
The site's steep slopes and unique geometry significantly limit the areas available for building placement. To ensure compliance with District of Saanich maximum road grades, careful consideration has been given to the positioning of buildings.

Taller buildings are strategically placed at the western property line. This location benefits from more favorable geotechnical soil conditions and proximity to topographical changes, providing buffering for these structures. Their placement responds to the existing 8-storey Pinnacle Building across the street.

Mid-rise buildings[1] are situated in the centre of the site, where soil conditions are less suitable for heavier buildings. These buildings are also positioned adjacent to the Douglas Tree Sensitive Ecosystem Area, providing screening to adjacent single-family homes.

Pedestrian-scaled townhouses and row houses are located along Cordova Bay Road, where steep grades are present. Smaller buildings in this area help with grading transitions and are better suited to straddling steeper grades. Additionally, townhouses and shorter buildings are placed at the north-east end of the site, adjacent to the established single-family neighbourhood around Menawood Place, providing a transitional density to the mid-rise buildings.

This building placement and massing are optimized for the site's unique characteristics while protecting the Douglas Tree Sensitive Ecosystem Area and maintaining a balance between development and open space.



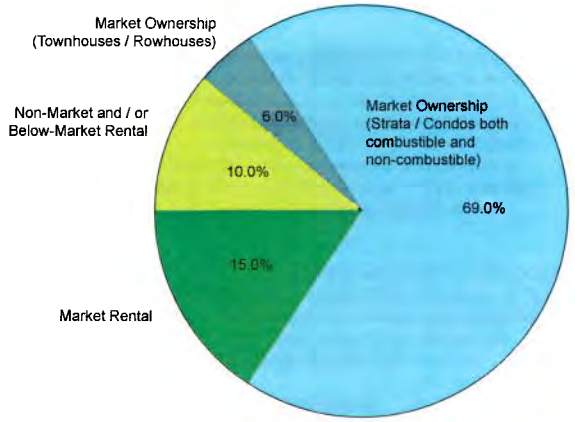
Mid-rise[1] refers to residential, mixed-use or commercial buildings that are 5 - 11 storeys in height (District of Saanich Development Permit Area Guidelines).

4.4 Housing Typologies & Tenures

The redevelopment of the Trio Lands proposes approximately 1,160 residential units, offering a diverse mix of non-market[1] and / or below-market[2] rentals, market rentals, strata condominiums, and family-friendly townhouses and row houses

This project has the potential to achieve the broader integrated community objectives of the Official Community Plan (OCP), helping the District move towards meeting the Provincial Housing Supply Order's five-year minimum housing target of 4,610 units.

There will be a minimum of 10% (approximately 116 units) of non-market and / or below-market multi-family rental units, including at least 25% family-oriented units. These units are intended to provide affordable housing options for families and individuals with lower incomes. Additionally, the project aims to provide 15% (approximately 174 units) of market rental housing, ensuring a range of rental options for different income levels. A minimum of 30% of the units will be family-oriented, including multi-generational options for aging in place, which will support families looking to stay together across generations.



Total Number of Units: +/- 1,160

Non-Market and / or Below-Market Rental: +/- 116 units (10%)	• Purpose Built (Building 13 and Building 14) • Potential Non-Profit Housing Provider / Partnership • Units will vary from junior 1 bdrm and 2 bdrm to 3 bdrm, with at least 25% being 2bdrm and 3 bdrm family-friendly units (Saanich definition)
Market Rental: +/- 174 units (15%)	• Purpose Built (Buildings 12 and 15) • Units will vary from 1 bdrm and 2 bdrm to 3 bdrm • Proposal targets inclusion of at least 30% of 2-bedroom and larger units, of which at least 11% will be 3-bedroom or larger family-friendly or multi-generational units (Saanich definition)
Market Ownership (Condos): +/- 800 units (69%)	• Buildings 1, 2, 3, 4, 5, 6, 7, 8a / 8b, 11, 17, 18 and 19 • Units will vary from 1 bdrm and 2 bdrm to 3 bdrm • Proposal targets inclusion of 30% of 2-bedroom and larger units, of which at least 10% will be 3-bedroom or larger family-friendly or multi-generational units (Saanich definition) • Plans will consider design of flex or lock-off units to support larger households
Market Ownership (Townhouses / Rowhouses): +/- 70 units (6%)	• Buildings 9a-9c, 16a-16d and 20a-20f and podium of Buildings 1, 2 and 3. • Units will vary from are 2 bdrm + den to 3 bdrm + den • Proposal will target 100% 2bdrm and 3 bdrm family-friendly or multi-generational townhouses (Saanich definition) • Plans will consider basement suites where feasible and grades allow it
Total Number of Units: +/- 1,160	


Stacked townhouse typology



Conventional townhouse typology



Mid-rise typology



Taller mid-rise typology

Non-Market Housing[1] in Saanich ranges from temporary shelter such as emergency shelters for people who are experiencing homelessness through to supportive and subsidized housing for individuals and families who cannot afford to pay market rents, or who have needs that are not being met by the market. Non-market units are typically owned and operated by a government agency or a non-profit society that is subject to a legal agreement securing affordability and rental tenure.

Below-Market Housing[2] refers to rental and ownership housing, with rents, rates or sales prices that are lower than typically found in the private-market. It can provide affordable housing (within 30 per cent of income) for low-to-moderate income households that may not be eligible for subsidized housing.

Definitions extracted from Sustainable Saanich Official Community Plan 2024.

4.4 Housing Typologies & Tenures (continued)

LEGEND

- Townhouses / Rowhouses (+/- 70 homes) (Market Ownership)
- Multi-Family Residential (combustible) (+/- 470 homes) (Market Ownership)
- Multi-Family Residential (non-combustible) (+/- 330 homes) (Market Ownership)
- Market Rental Housing (+/- 174 homes)
- Non-Market / Below-Market Rental Housing (+/116 homes)
- Non-Residential (may include CRU, cafe, Restaurant, office, grocery, daycare and / or community flex space)

4.5 Topography, Grading & Slope Retention

Topography

The development site is characterized by a dramatic topographical shift, with a 30-50m elevation drop from west to east over a horizontal distance of 300 meters. This steep gradient presents both challenges and opportunities for site planning. Historically, the land was used as an aggregate mine and later re-purposed as a mobile home park, which has influenced the current subsurface conditions.

Grading

To achieve design elevations, significant grading will be required across the site with reinstatement fills of up to 10 meters in some areas. Internal roadways will be designed to meet Saanich municipal standards, which will require careful grading strategies to ensure compliance while maintaining functional and safe access routes. Given the steep terrain, achieving accessible design is a critical consideration. This will involve thoughtful placement of buildings and public spaces, as well as the integration of ramps, switchbacks, and possibly mechanical lifts or elevators to ensure universal access throughout the site.

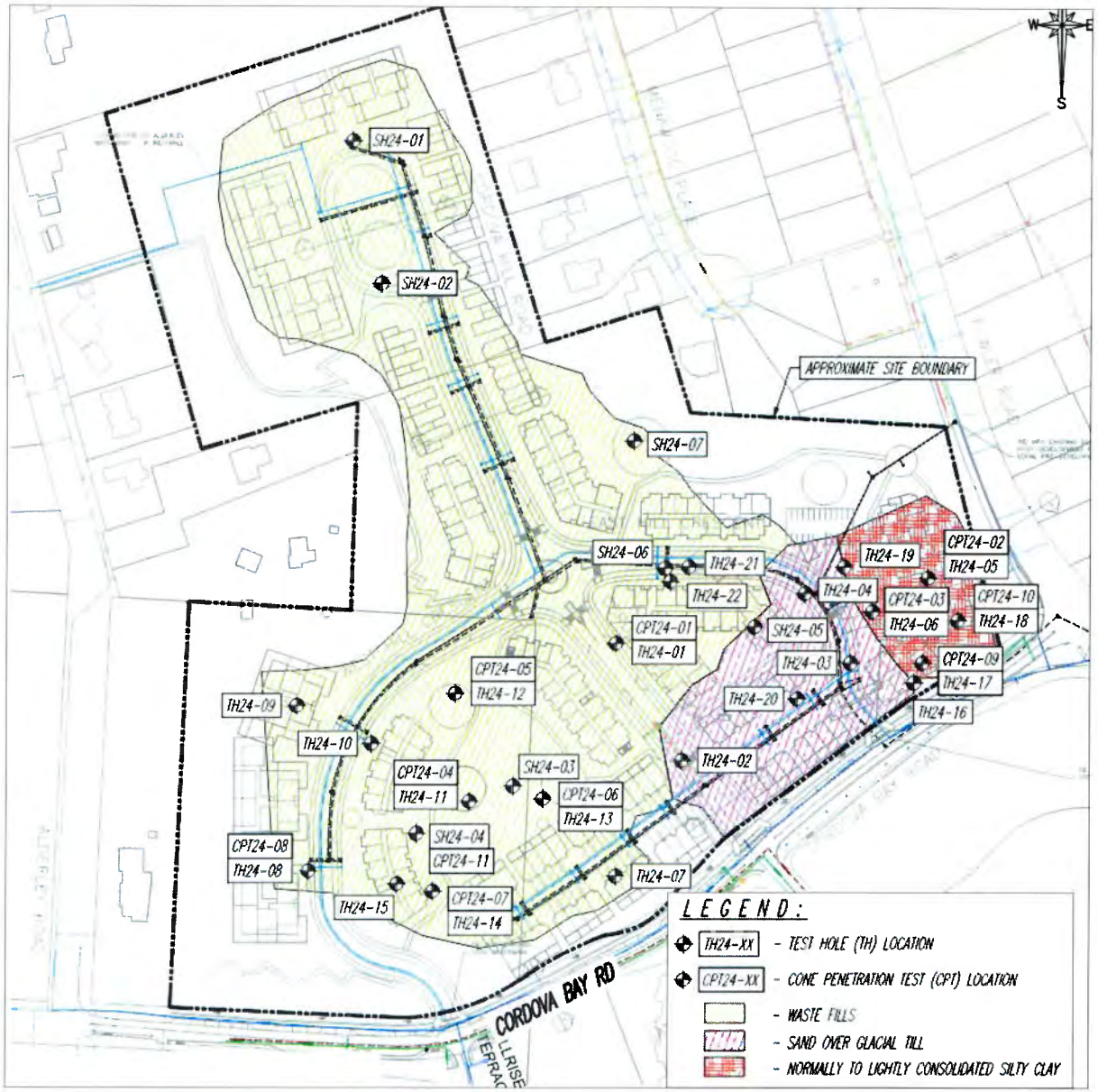
Soil Capacity:

Geotechnical investigations reveal a complex subsurface profile that varies significantly across the site.
Eastern Area - soft to stiff silty clays overlie dense sand and gravel. While light structures are feasible with minimal intervention, heavier buildings will require ground improvement techniques such as stone columns or piles.
Southern Area - compact to dense sands and dense gravel, making it suitable for all types of construction, with or without ground improvement depending on the specific structural loads.
Western / Northern Areas - deep, variable waste fills, a legacy of the site's former use. In some cases, buildings may be partially embedded into the western slope to reach competent native soils, which could also help reduce the visual impact of development on the hillside.

Deep fills—up to 27.5 meters—will require careful geotechnical design, particularly for heavier structures. The southeast corner of the site presents additional challenges where steep slopes and proximity to the property line may require retaining walls and slope stabilization.

Seismic Consideration

Seismically, under the BC Building Code, the site is classified as having a low risk of liquefaction, which simplifies some aspects of structural design. However, the variability in soil conditions across the site means that a one-size-fits-all approach to foundations and grading is not feasible. Instead, a nuanced, zone-specific strategy will be essential to balance cost, safety, and design intent.



4.6 Streetscapes & Site Boundary Conditions

The site is defined by a variety of environmental and topographical constraints that shape its development potential.

Along the west property line, which also marks the Urban Containment Boundary (UCB), a tree buffer, a planting zone and an expanded setback are proposed to maintain ecological integrity and visual screening. This area also features grade differences which will influence building placement and design.

To the east and north, the site borders a Douglas Fir Sensitive Ecosystem Area. Restoration efforts are planned here, with special attention to the critical tree root zones, ensuring minimal disturbance and long-term ecological health.

The southern property line fronts onto Cordova Bay Road, where road grades range from 15% to 20%. These steep grades present challenges for site access, circulation, and stormwater management. While the slope facilitates natural drainage, it will likely require retaining walls and other slope stabilization measures—particularly in this area and potentially along other site boundaries. To manage grade transitions and ensure long-term stability, buildings with smaller footprints and limited underground parking have been strategically placed in this zone. In contrast, structures with larger footprints and underground parkades have been set back further to help mitigate the effects of the grade change. These design strategies also help create a more gradual and visually cohesive transition from the public sidewalk.

Views across site looking south-east with taller mid-rise buildings in the foreground

4.7 Tree Retention, Replacement & Addition

The existing tree inventory is provided as high-level conceptual summary for tree management during the Comprehensive Development phase of a project. Detailed design will follow as part of the Development Permit for each Development Area (DA). The tree inventory information is comprehensive, but the anticipated tree removals and replacement numbers are preliminary.

Tree Preservation Optimization

Integrated site planning has been utilized to optimize tree preservation as much as possible. This involves careful consideration of the landscape sections provided by MDI Landscape Architects, which illustrate strategies for managing grade changes adjacent to protected tree areas. These strategies are crucial for maintaining the health and stability of the trees during and after construction activities.

Tree Protection Boundary

The Tree Protection Limit-of-Disturbance Boundary is consistent with the Coastal Douglas Fir Sensitive Ecosystem Area identified in the Corvidae Environmental Assessment Report and as shown on the District of Saanich GIS database. This boundary ensures that the protected tree areas are clearly defined and respected during development. The boundary acts as a safeguard to prevent unnecessary disturbance to the sensitive forest ecosystem.

Proposed Grading Considerations

Proposed grading will be considered in detail at the DP phase, ensuring that any changes to the site's topography are carefully planned to minimize impact on existing trees. This detailed consideration will help in maintaining the natural landscape and reducing soil erosion, which can be detrimental to tree health.

Preliminary Tree Inventory

The preliminary count of existing trees add up to 469. Of these, approximately 65 trees are anticipated to be removed, both on-site and off-site. The preliminary estimate for total tree replacements is 135, aiming to meet the Urban Forest Policy (UFP) "No Net Loss" Mitigation Target of 65 trees. This target is part of a broader effort to ensure that the development does not result in a net loss of tree cover, thereby supporting urban biodiversity and ecological balance.

Overall, the redevelopment process is committed to tree preservation and sustainable development practices. By integrating detailed planning and environmental considerations, the project aims to protect and enhance the natural environment throughout the development process.

SUMMARY TREE STATISTICS	
CATEGORY	**# OF TREES**
TREE INVENTORY	
ON-SITE BYLAW PROTECTED TREES*	317
ON SITE UNPROTECTED TREES	34
BOUNDARY TREES*	15
MUNICIPAL TREES	44
ADJACENT OFF-SITE TREES	59
Total Trees on Plan:	**469**
ON-SITE & MUNICIPAL TREE REMOVALS (PRELIMINARY)	
Bylaw Section 19 a) - Dead, Dying or Dangerous Tree Removals	1
Bylaw Sections 19 j - Site Servicing Phase Tree Removals	30
Bylaw Section 19 n - Build Out Phase Tree Removals	22
Non-bylaw Tree Removals	13
Preliminary Estimate of Total Tree Removals:	**65**
REPLACEMENT TREES (PRELIMINARY)	
Bylaw Section 19 a) Replacement Trees @ 1:1	1
Bylaw Section 19 j/k) 30 @ 3:1	90
Bylaw Section 19 h/i) 22 @ 2:1	44
Preliminary Estimate of Total Tree Replacements:	135
Urban Forest Policy (UFP) "No Net Loss" Mitigation Target	65
Additional Replacement Trees to Meet UFP Target	0

Note: Full scale version of this drawing is available under Appendix A - Technical Drawings, A28 & A29 - Comprehensive Development Tree Plan

4.8 Parks & Open Space[1]

The Trio Lands Development will feature two parks: Park A and Park B.

Refer to Section 4.9 for more detailed description of the parks.

The development will also include:

- A restored and protected Douglas Fir Sensitive Ecosystem Area.
- New planted buffers against the topographically sensitive bluffs at the Urban Containment Boundary (UCB).

Other key features of the Open Space Network will include:

- Semi-private open spaces between buildings
- Private open spaces dedicated for resident use
- All-ages recreational trails connecting to community trails totaling approximately 1,110m (1.1 km)
- Community garden
- Children's playground

The project aims for approximately 50% of open space, which exceeds Saanich's zoning requirements for multi-family zones.

[1] Open Space definition has been extracted from the Official Community Plan and means lands on which structures for residential, commercial, institutional, or industrial use are not located and contribute to community well-being, environmental health or recreational opportunities. The Open Space calculations include parks and natural spaces, trails and greenways, environmentally sensitive areas, community gathering spaces and private and semi-private landscaped areas. The definition has been expanded to exclude areas used for roads, parking and vehicle maneuvering and located within the front yard setbacks.

4.8 Parks & Open Space (continued)

Park A

Park A will be a naturalized, accessible and fully furnished Local Park. It will be dedicated for public use. Amenities will include public parking, sidewalks and paths, community gardens, and a village green.

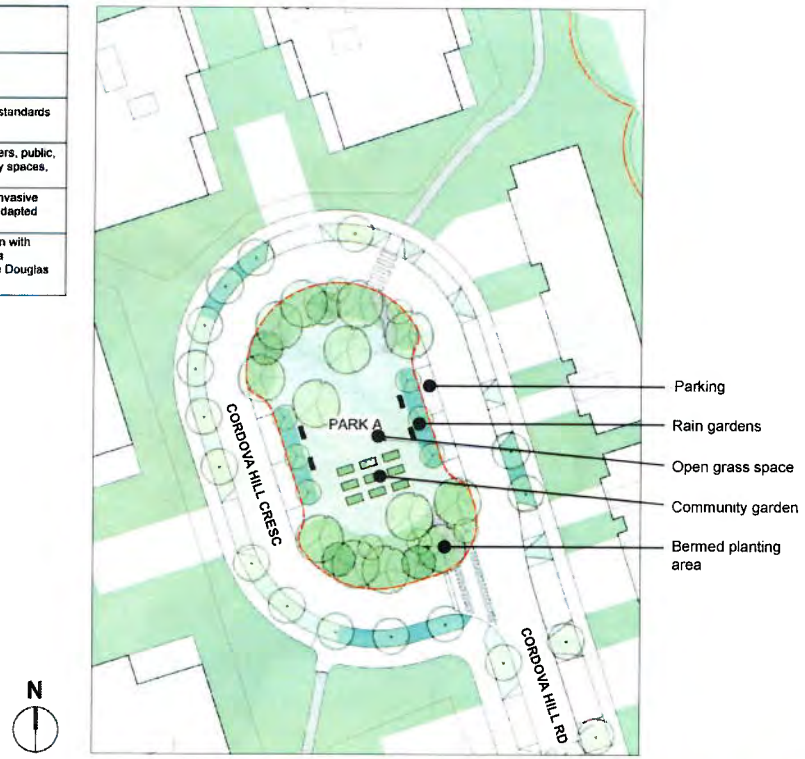
Park size: 1,060.0 m2 / 11,409.74 sf / 0.262 acre
% of site: 0.98% of gross site area / 1.26% of net site area

Parking: 4 vehicle spaces (including accessible space) &
6 bike spaces

Park Details:

- Green Oasis in a Roundabout – Lush, visually appealing green space that enhances the roundabout's function as both a traffic-calming feature and a neighbourhood landmark.
- Layered Planting for Visual Interest – a mix of trees, shrubs, and perennials to create a dynamic seasonal landscape while maintaining clear sight-lines for safety.
- Passive Recreation and Relaxation – Small-scale seating areas for rest and reflection, integrating low-maintenance, naturalistic planting to enhance the park's tranquility.
- Safe and Durable Pathways – Paths with smooth, non-slip surfaces to accommodate pedestrians, strollers, and mobility devices, ensuring year-round accessibility.
- Community Gardens - if a user agreement to manage the gardens in this location can be secured.

PLANTING AND LANDSCAPE LEGEND		
Lawn Area		
Rain Garden Area		Rain Garden to meet District of Saanich standards
Building/Park Landscape Area		May include planting and vegetation buffers, public, semi-private, and private outdoor amenity spaces, circulation and slope retention.
Landscape Remediation - Slope		May include slope retention, removal of invasive plants, and remediation with native and adapted species.
Landscape Remediation - Forest		Invasive species removal and remediation with native and adapted species. Creation of a vegetated buffer and enhancement of the Douglas Fir sensitive ecosystem.



Examples of vegetated swales, rain gardens, landscaped buffers and park space in a roundabout.




4.8 Parks & Open Space (continued)

Park B

Park B will be a Neighbourhood Park with 2,500m^2 of flat, accessible, multi-use space. It will be a dedicated park for public use.

Centrally located in the Trio Plan, it is a 'gateway' location, proximate to the existing neighbourhood, and trail network, with prominent frontage on Cordova Bay Road. The park will embody a key project objective - to better integrate the newly proposed Trio Lands Development with the surrounding community while encouraging a variety of transportation options.
The park will have multiple access points with broad entries and views into the park off Cordova Bay Road and West Hill Road. It will be bounded to the east and west by mid-rise residential buildings. To the south, it is framed by low-rise multi-residential family buildings and sloped access to Cordova Bay Road.

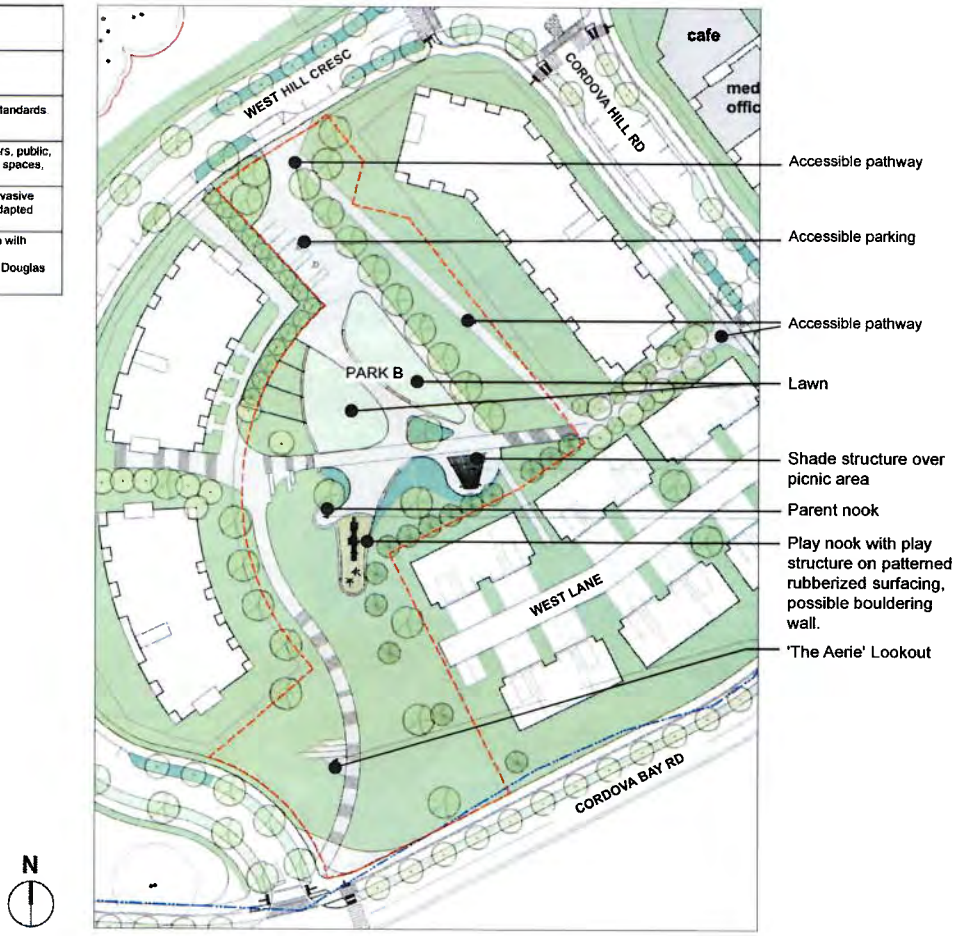
Park size: 6,540.0 m2 / 70,395.97 sf / 1.616 acre
% of site area: 6.0% of gross site area / 7.7% of net site area

Parking: 6 vehicle spaces (incl. accessible parking) & 6 bike spaces

Park Details:

- Play Spaces for All Abilities – Inclusive play areas with accessible surfacing, varied play equipment, and shaded seating.
- Terraced Landscapes and Planting on Slopes – Stepped terraces, retaining walls, and planted slopes to stabilize terrain, manage stormwater, and create visually engaging landscapes.
- Multi-Use Gathering Spaces – Picnic areas, shaded seating, and flexible open spaces that for community events and casual gatherings.
- Resilient Paving for Accessibility – Smooth, durable surfaces with controlled joints and contrasting colors for wayfinding and mobility support.
- Stormwater Integration and Natural Features – Rain gardens, bioswales, or other green infrastructure elements to manage runoff while adding ecological and aesthetic value.

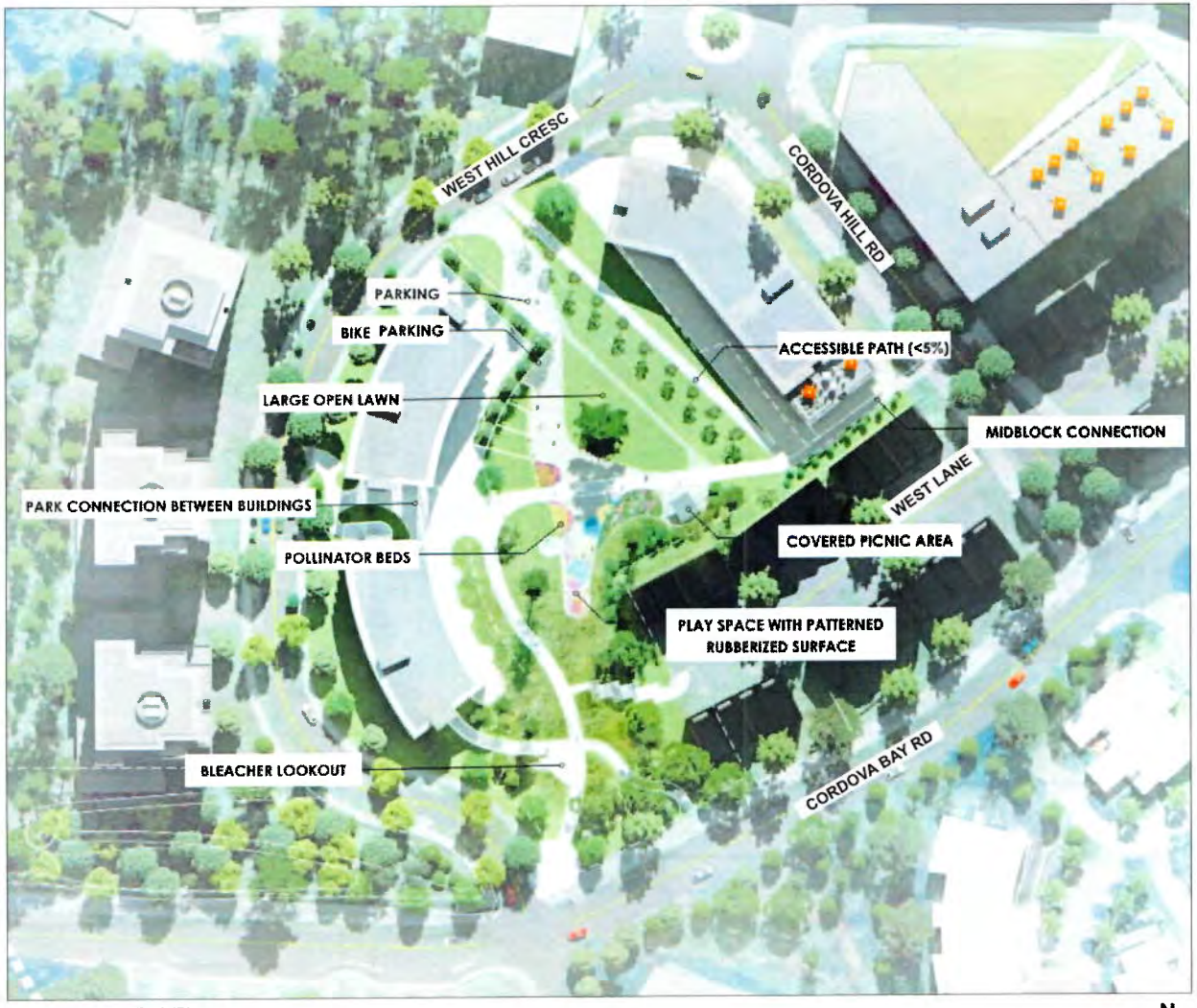
PLANTING AND LANDSCAPE LEGEND		
Lawn Area		
Rain Garden Area		Rain Garden to meet District of Saanich standards.
Building/Park Landscape Area		May include planting and vegetation buffers, public, semi-private, and private outdoor amenity spaces, circulation and slope retention.
Landscape Remediation - Slope		May include slope retention, removal of invasive plants, and remediation with native and adapted species.
Landscape Remediation - Forest		Invasive species removal and remediation with native and adapted species. Creation of a vegetated buffer and enhancement of the Douglas Fir sensitive ecosystem.



4.8 Parks & Open Space (continued)

Conceptual illustration of Park 'B'

Conceptual illustration of Park 'B' entry from West Hill Crescent



Bird's eye view of Park 'B'

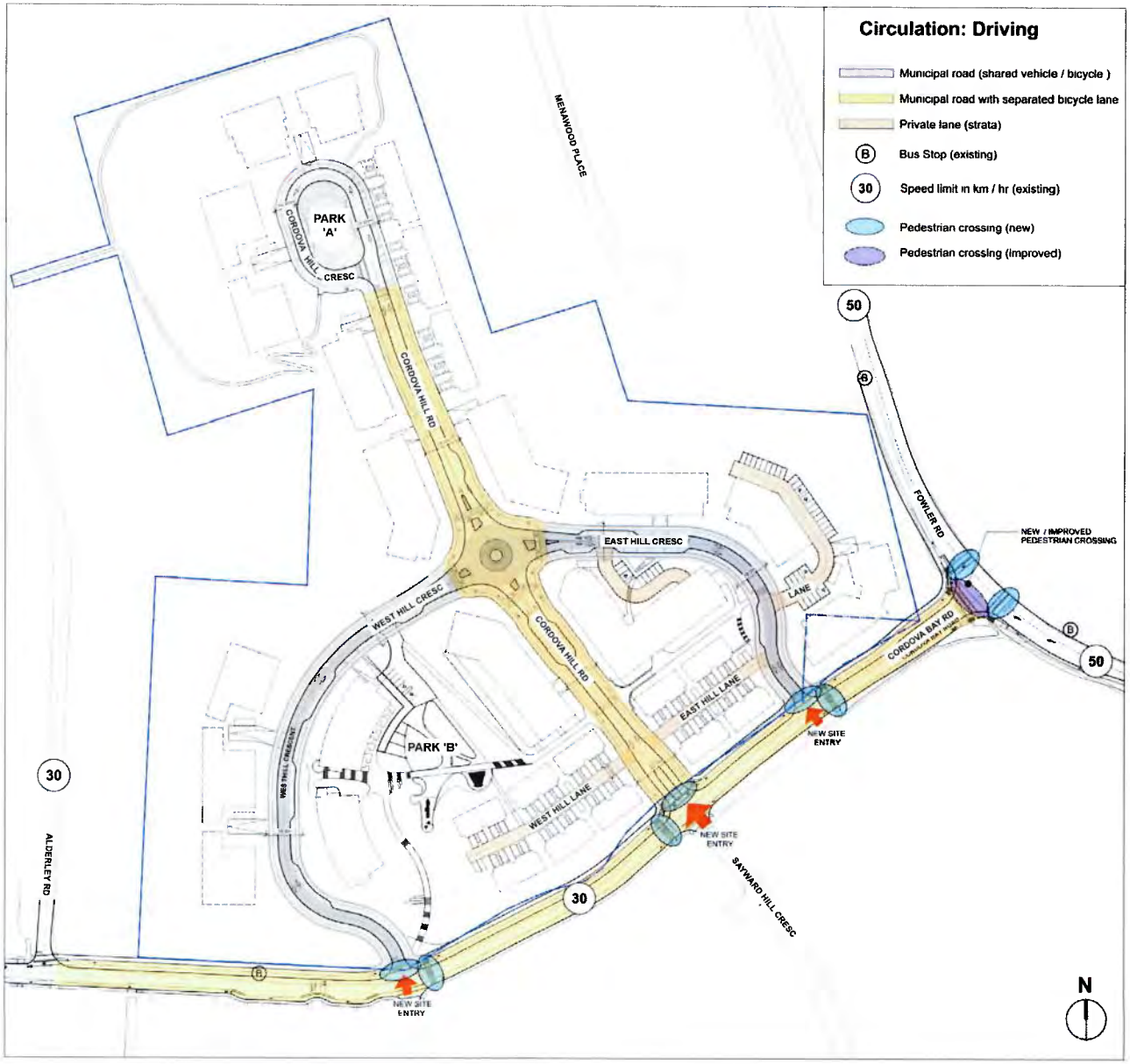
4.9 Circulation & Connectivity - Driving

The site features a variety of road types, including municipal roads designed for both vehicles and bicycles, municipal roads with separated bicycle lanes, and private lanes within strata developments. Existing speed limits are shown on the existing streets.

Designated drop-off and loading areas are strategically placed for convenience. The site includes multiple destination points, such as parks and buildings, which are easily accessible. Surface parking areas are available throughout the site to accommodate vehicles.

To address traffic safety concerns, a new signal will be installed at the intersection of Cordova Bay Road and Fowler Road. This signal will help manage traffic flow and enhance safety for both drivers and pedestrians. Additionally, speed bumps will be placed along Cordova Bay Road to reduce speeding and improve overall road safety.

For detailed road sections, refer to Appendix A Technical Drawings, specifically on drawings L1-L6 Road ROW Sections (under separate cover).



4.9 Circulation & Connectivity - Cycling & Walking

The circulation network will include a mix of vehicle-only roads and shared roads where cars and bikes coexist. New separated bike lanes will be provided along Cordova Hill Road, with new bike lanes added on Cordova Bay Road.

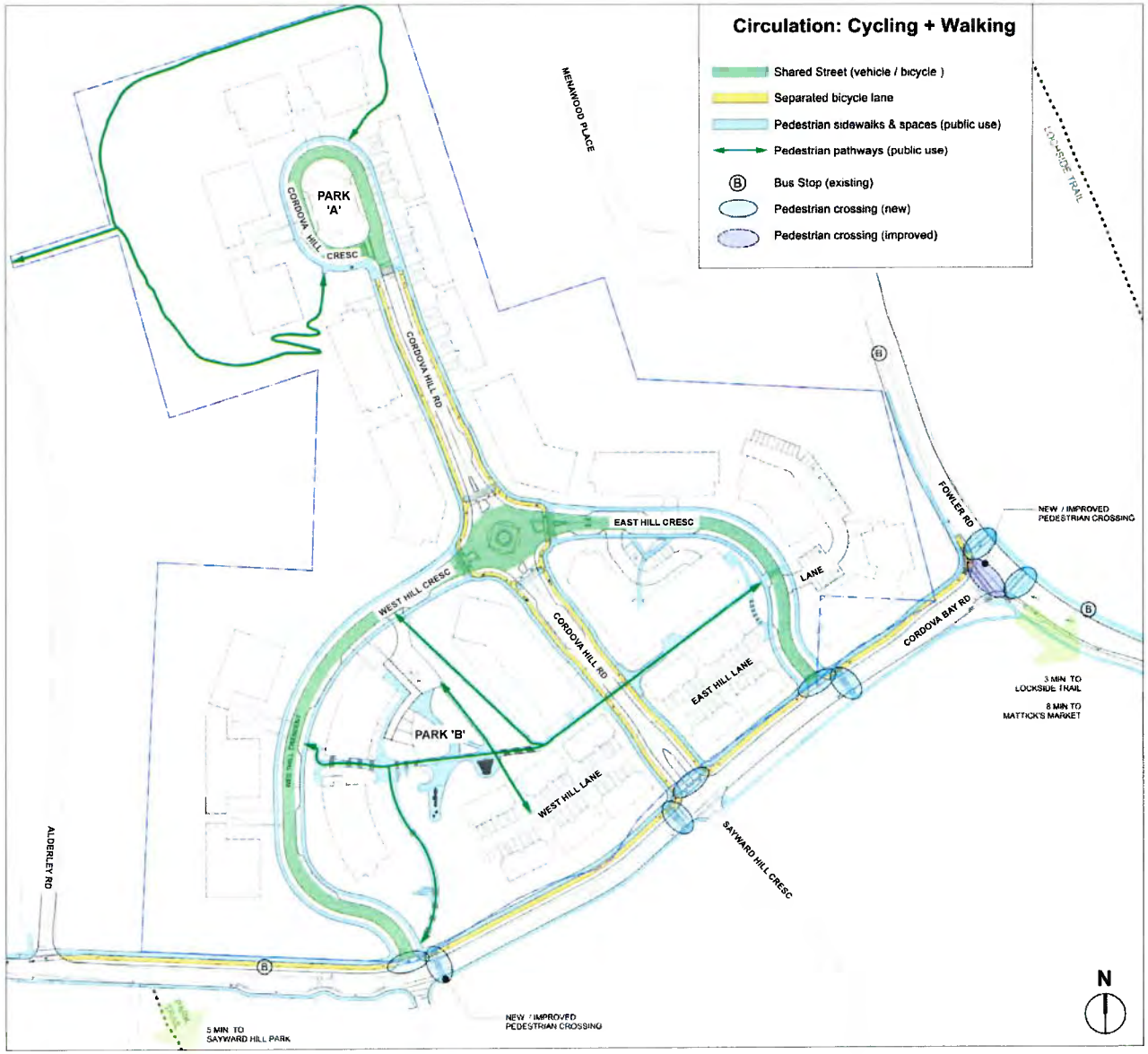
A new trail network will span the site, connecting Park A, Park B, and Cordova Bay Road, creating a new landmark park entry and enhancing accessibility and connectivity.

New pedestrian crossings across Cordova Bay Road will be introduced to improve safety and link to other well-established trails and parks.

Drop-off and loading areas will be designed to comply with District of Saanich parking bylaws.

This site design contributes to a multi-modal transportation system, providing residents and visitors with various choices for commuting and leisure, whether by car, bike, or on foot.

For detailed road sections, refer to Appendix A Technical Drawings, specifically on drawings L1-L6 Road ROW Sections (under separate cover).



4.10 Parking & Accessibility

Despite the challenging on-site grading conditions and pre-existing steep grades on Cordova Bay Road, ensuring accessible access throughout the site has been a priority.

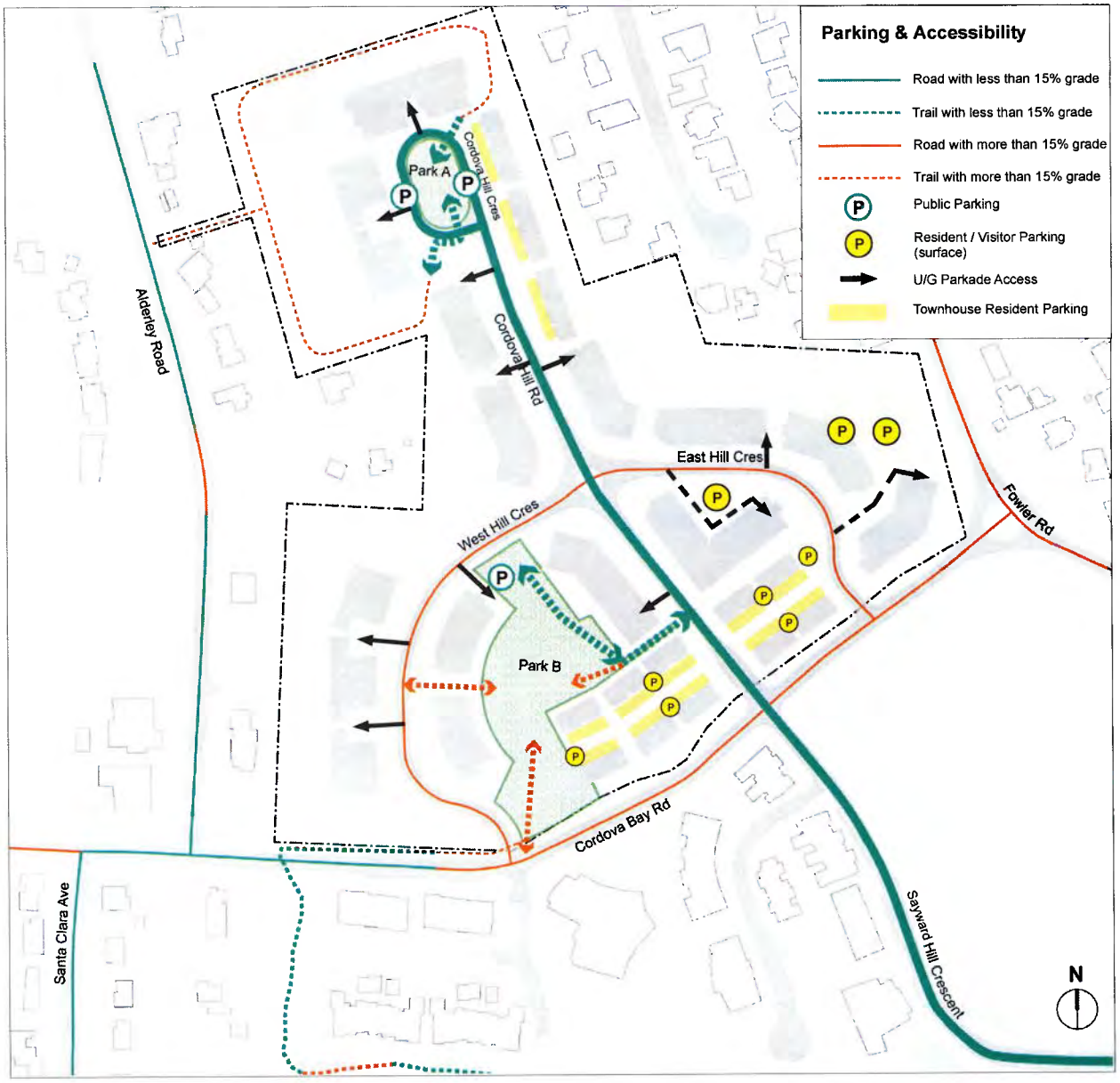
The existing site and road grading challenges have been mitigated to provide accessible access, including trails and park access/ parking. The new District of Saanich parking standards have been incorporated into the design.

The site features accessible public amenities and outdoor areas, with two accessible entry points at Park B, a van-accessible parking area, and accessible parking at Park A. Additional street parking throughout the site has been added to increase the overall parking capacity.

The proposed public parking areas on-site include designated drop-off and loading zones, in compliance with the new District of Saanich parking requirements.

Resident and visitor parking for the apartment buildings will comply with the District of Saanich parking requirements. Most parking will be accommodated in an underground parkade, with proposed access points indicated by arrows in the adjacent diagram. The exact locations of the parkade entry ramps will be finalized once road grading is confirmed during the Development Permit Amendment stage.

Townhouse parking will also be bylaw-compliant and will be accommodated in private garages and on driveways, with visitor parking dispersed throughout the site.



4.11 Site Servicing

Stormwater

The Trio Site is located in the Burnham Brook Watershed – Type 2. Stormwater discharge will follow Saanich Schedule H to Bylaw 7452.

A more detailed description of stormwater management is provided in Section 4.12 of this document.

Water

The water design criteria for the Trio Lands Development site include fire flows based on the Fire Underwriters Survey (FUS) Water Supply for Public Fire Protection (2020) and domestic flows determined by the American Water Works Association (AWWA) M22 calculation for meter sizing. The site is surrounded by watermains on Alderley Road (150mm), Cordova Bay Road (200mm), Fowler Road (150mm), and Menawood Place (10mm).

A conventional water distribution system will be designed according to Saanich Standards and phased with the development. Initially, a connection will be made at East Hill Crescent and Cordova Bay Road, with a future connection planned at West Hill Crescent and Cordova Bay Road to complete the loops. A third connection to Alderley may also be required, pending confirmation through District of Saanich modelling.

Fire flows are expected to range from 96L/s to 170L/s, though these preliminary figures may be reduced using alternative construction methods and materials. Detailed calculations for fire flow rates are provided in Appendix C, which is available under separate cover.

Note: Full scale version of this drawing is available under Appendix A - Technical Drawings, A7 - Site Layout & Roadways & Utilities

Sanitary Sewer

Three connection points are available to the Trio Development site.

- Cordova Bay Rd / Sayward Hill Crescent
- 5404 Cordova Bay Rd
- Cordova Bay Rd / Lochside Dr – approx. 230m from the site

Design Criteria:
District of Saanich Engineering Specifications and Schedule H to Bylaw 7452. Sewage flows, peaking factor and infiltration have been calculated in accordance with Schedule H.

A conventional sanitary collection system will be designed in accordance with Saanich Standards that will direct all sanitary flows the south east. It is expected the site will be connected to the Cordova Bay Road / Lochside Drive location.

4.12 Stormwater Management

The stormwater management calculations are indicative for the ultimate development and outline the proposed strategy. Each Development Area will require a detailed application in the future, with updated calculations.

All storm drainage infrastructure must comply with District of Saanich Engineering Specifications and Schedule H to Bylaw 7452. The Trio Site, located in the Burnham Brook Watershed – Type 2, requires stormwater discharge to meet Schedule H standards, with a live storage volume of 100m³ per hectare of impervious surface and a maximum release rate of 10 liters per second per hectare.

Site roadways and parks will be dedicated to Saanich and built to Saanich Standards. These areas are excluded from stormwater volume and release rate calculations.

The topography slopes from west to east, directing stormwater to the Fowler Rd storm system. There is an existing connection at the southeast property corner of 5404 Fowler Rd. The proposed stormwater routing will follow this existing condition.

A stormwater collection system will be designed to direct site drainage to this existing connection. The flow rate will be managed using individual stormwater detention and treatment facilities for each development parcel. There is also potential for "neighbuorhood scale" facilities to treat stormwater from multiple building sites, which will be confirmed during detailed design.

The Trio Lands site, once a gravel pit/quarry, is now dormant with trees, low vegetation, and exposed gravel. Stormwater flows will be managed by individual detention/treatment facilities for each development parcel.

A conventional stormwater system will collect treated site drainage from public roadways and direct it to the existing outlet. During the detailed design phase, a 200-year overflow route will be identified.

The proposed development will increase the impervious area by 3.31 hectares compared to the existing conditions. Currently, the post-road dedication property area is 8.25 hectares with 0% impervious surface. After the anticipated road and park dedication, the impervious area will be 3.31 hectares, which is 39% of the total area.

The project focuses on reducing impervious surfaces by directing roadways and parking areas to landscape zones before entering the storm system and implementing stormwater infiltration where feasible. Site design emphasizes open space, covering about 60% of the area, with minimal building footprints and surface parking. The Douglas Fir Sensitive Ecosystem Area will be protected and restored, along with other high-value tree areas. To enhance hill and embankment stability, large portions of the site will be converted to landscape buffers with new trees. The project also aims to mitigate the Urban Heat Island Effect by incorporating vegetation and reflective materials to minimize heat retention and support habitats. Climate-resilient design will be achieved by selecting plant species that thrive under changing climate patterns, designing microclimates to buffer extreme heat, and implementing stormwater systems for extreme weather events. Additionally, the project will minimize potable water use by utilizing native and climate-adapted plantings to reduce or eliminate the need for irrigation.

Preliminary Stormwater Management Plan - for full scale version of this drawing refer to Appendix A- Technical Drawings, A21 - Stormwater Management Plan