

MINUTES
ADVISORY DESIGN PANEL MEETING
Saanich Municipal Hall, Council Chambers
August 5, 2020, at 3:00 pm

Chair: Keith Davidoff

Present: Jerry Blake, Greg Gillespie, Doran Musgrove, Nicholas Standeven, Megan Walker

Regrets: Illarion Gallant, Erica Sangster, Megan Walker

Staff: Gina Lyons, Planner for Chuck Bell, Planner; and Tara Da Silva, Senior Committee Clerk

CALL TO ORDER

The Chair called the meeting to order at 3:05. p.m.

MINISTERIAL ORDER NO. M192 – APPLICATION TO AUGUST 5, 2020 ADVISORY DESIGN PANEL MEETING

The intent of this application is for a resolution of Council, pursuant to Ministerial Order No. M192, made by the Minister of Public Safety and Solicitor General pursuant to the *Emergency Program Act* on June 17, 2020.

MOVED by D. Musgrove and Seconded by G. Gillespie: “That the Advisory Design Panel pass the resolution in the memo dated July 29, 2020 from the Manager, Legislative Services.”

CARRIED

CASE #2020/09 – 4464 Markham Street (Vancouver Island Technology Park)

Application by McElhanney Consulting Services Ltd. (David Smith). Development permit amendment application to construct a two storey, 3960 m² high-tech manufacturing facility.

Legal Description: Lot 3, Section 96, Lake District, Plan VIP68477
Planning File: DPA00954
Planner: Gina Lyons on behalf of Chuck Bell, Planner

Comments from the Planner:

The Planner provided an overview of the proposal as follows:

- This application is for a development amendment permit to the 2007 master plan of the Vancouver Island Technology Park at 4464 Markham Street.
- This site falls within the Rural Planning Local Area and is consistent with the P12 Zone and Rural Saanich policies. The Planning Department is seeking general comments for this application.

Comments from applicant / owner / applicant representative(s):

Dave Smith, McElhanney Consulting Services Ltd and Greg Damant, Cascadia Architects; on behalf of UVic Properties; presented to the committee and highlighted:

- In 2001, the Vancouver Island Technology Park master plan was approved, consisting of five new buildings and 235,000 square feet of commercial space.
- In 2007, an update to the master plan was submitted and approved. The smaller five buildings were combined into three larger buildings and maintained a regulatory framework with P12 zoning.
- The rapid economic expansion did not materialize between 2007 and 2019. The University of Victoria (UVic) has determined that an incremental and nimble approach is required to initiate development.
- In December of 2019, another update to the master plan and a development permit amendment for form and character were submitted to the Planning Department.
- The concept is to keep natural habitat while limiting growth, more like a village-like arrangement with a campus sense of place.
- There is a focus on a single infrastructure spine on Markham Road; it also connects to Camosun College. Also, there are multi modal circulation and connections, forest corridor restoration and stormwater management arranged around this spine.
- The focus on the backbone on the campus and keep the buildings flexible to accommodate different types of market demand.
- At this phase, there are two sites: site 1B and site 1A.
- Site 1A is a light industrial manufacturing facility to be built on an existing parking lot. Site 1B is currently an old fill site from when the original site was excavated.
- There is no particular tenant at this time; buildings will be leased on an individual basis.
- Site 1A requires vehicle circulation and features loading doors around the full exterior. There is a perimeter of mature trees.
- Concrete construction is the most cost-effective for this type of building, appears utilitarian as in most industrial parks.
- Like other areas on campus, this building will feature visually appealing concrete work and landscape integration.
- The Markham Street appearance is not that of an industrial building, but more of an office or high-tech building featuring glass and fins of concrete. It becomes functional as you move around the other three sides of the building.
- Bays and bay doors allow for different amenities for different tenants.
- The upper level of the building will have extensive glazing and allows for a potential second floor. The lower floor is preconfigured for rolling overhead doors.
- Site 1B was previously a fill site, the back half of it is one of the “no-build” sites on campus.
- The majority of the site will become parking. From the entrance off of Markham Street, there will be electric vehicle parking and then regular parking.
- Site 1A has three main landscape features:
 - The building’s frontage is a prominent pedestrian area with access to the building and includes a rain garden;
 - Rear raingarden with overflow down to the creek; and
 - Streamside vegetation restoration area.
- There is a tree covenant on the north and northwest portion of this site; care will be exercised. The parking lot will extend slightly to accommodate for circulation of delivery vehicles. This area will be restored. Water currently flows through this area and has created a washout.
- The tree canopy around the parking lot is mostly Douglas Firs, maples, cedar, and some invasive species.

- A sidewalk runs the length of the building on Markham and picks up the pedestrian connection across the road.
- The building rooftop water will run off into the front rain garden, there are detention tanks underneath.
- The rear rain garden manages the parking lot surface rain water.
- The rear rain garden is significantly lower than the parking lot elevation so as not to disturb existing tree roots.
- Two trees will be removed, possibly more depending on where the footing needs to be for the retaining wall.
- A proposed creek will take the overflow water from the rain garden to the existing creek.
- Native shrubs and trees will be planted after removing invasive species.
- On the east side of the parking lot are the riparian area protection zone and a streamside development permit area. Some minor modifications to the setback will be sought with a permit.
- A municipal pathway comes from the Horticultural Centre of the Pacific; it will realign to the outer edge of the parking lot down to Markham Street via a 1.5 m wide gravel pathway.
- An overall increase to the urban forest canopy is being proposed with the planning of 36 Garry Oak trees in clusters of five and six. The enhancement of the butterfly habitat is planned.

In response to questions, the applicant stated:

- As Site 1A's building does not have raised loading, vehicles will have to be moved to load and unload.
- Textured concrete will be considered in the design and development phase; it is tenant dependent.
- Site 1B will replace some of the parking lost due to the construction of Site 1A but also adds surplus parking.
- It is anticipated that the individual modules or units would be in colour with banner signage to add visual interest.
- If a second storey is constructed, there will be no natural light to the first floor.
- The wheelchair parking stall is a reflection of the zoning bylaw requirement. There is the possibility to create some additional accessible stalls on Site 1A where they are closer to the building.
- As the parking stalls are quite short, moving accessible parking stalls to the other side of the building could be considered.

Comments from the Panel:

- Sensitive stewardship and interventions.
- A storefront aluminum system might be more appropriate for the front of the building.
- Considerations should be given to the ground floor treatment on both long elevations to soften the concrete; there are opportunities to take advantage of textures.
- The glazing helps break up the massing of the building. The north and south treatments are satisfactory.
- Restrained colour pallet.

MOTION:

MOVED by G. Gillespie and Seconded by D. Musgrove: “That it be recommended that the design to construct a two storey 3960 m² high-tech manufacturing facility at 4464 Markham Road be approved subject to consideration of:

- **Softening or treatment of the east elevation facade; and**
- **Increasing the number of accessible parking stalls at both ends of the building.”**

CARRIED

The meeting adjourned at 4:14 pm.

CHAIR

I hereby certify these Minutes are accurate.

COMMITTEE SECRETARY