

MINUTES
ADVISORY DESIGN PANEL

Held via MS Teams
June 18, 2025 at 1:00 PM

ROLL CALL

In Attendance: Greg Gillespie (Chair), Brian Fraser, Justin Gammon, Matthew Jarvis, Carl-Jan Rupp, Kimberly Simpson

Regrets: Chris Gower, Jacy Lee, Xeniya Vins

Guests: Dima Itskovich, Maxcellent Group; Dale Bellavance, Bell Group; Aaron Urion, MGBA - Mallen Growing Berzins Architecture Incorporated; Rebekka Hammer, MGBA - Mallen Growing Berzins Architecture Incorporated; Adam Boyko, MGBA - Mallen Growing Berzins Architecture Incorporated; and Chris Windjack, LADR Landscape Architects

Staff: Chuck Bell, Planner, Current Planning; Fiona Titley, Planner, Current Planning; Colton Whittaker, Committee Clerk; and Preet Chaggar, Senior Committee Clerk

ADOPTION OF MINUTES

MOVED by B. Fraser and Seconded by J. Gammon: "That the Minutes of the Advisory Design Panel meeting held on June 4, 2025, be adopted as circulated."

RESULT: Carried 6 TO 0

IN FAVOUR: Gammon, Fraser, Jarvis, Gillespie, Simpson, Rupp

OPPOSED: None

COMMITTEE BUSINESS ITEMS

3468 TILlicum ROAD

Applicant: Maxcellent Group (Dima Itskovitch)

Project Description: Rezoning and Development Permit application to construct an 18-storey mixed use purpose-built rental project with 407 rental units and 5 commercial units at grade over 2 levels of underground parking.

Planning File: DPR01079; REZ00782

Planner: Chuck Bell

Planning provided an overview of the proposal, followed by a presentation from the applicants.

The applicant noted the following in response to questions from the Panel:

- The proposed development includes two symmetrical towers connected by a keystone bridging element. While consistent in design, they result in a monolithic appearance. Options under consideration include prefabricated panels with varied colour treatments, material gradations and corrugated metal panels to visually break down the massing.
- Architectural articulation and material variation are being pursued to reinforce separation between the towers and to soften their overall appearance.
- The building incorporates a strong double-height commercial podium with a defined thick band at the base. The tower tops are articulated as four distinct white projection elements, capping each corner of the towers. The darker tower components do not feature top caps, further distinguishing the elements.
- The reflection of the light off the surface will be unique, creating different effects depending on the time of day.
- The plaza is intended as a flexible, multipurpose space to accommodate events such as farmer's markets, movie nights, music performances, and watch parties for sports. A dedicated programming coordinator will plan weekly, monthly, quarterly and annual events.
- Round, mobile planters will support flexible configurations and facilitate integration of semi-

permanent seasonal food trucks. These trucks will access the plaza via the adjacent parking lot, assisted by rollover curbs, temporary ramps, and wedges.

- Utilities run diagonally through the plaza, limiting opportunities to build structures or plant deep-rooted trees in that zone.
- A dedicated outdoor space for children under five is under consideration. A multipurpose indoor amenity room could accommodate daytime children's activities and alternate uses in the evening.
- Tree selection has not been finalized. Two species are being considered; columnar forms with tight foliage suited to either sunny (south) or shady (north) conditions. Trees will be drip irrigated, with anchored root balls, support rings for stability, and positioned mid-way up the building to help visually anchor the structure.
- Portable planters may also be positioned near the commercial parking lot to provide a landscape buffer and visually delineate parking areas from amenity spaces.
- A rooftop outdoor amenity area was considered but deemed impractical due to stair configuration and rooftop mechanical constraints. Instead, indoor amenity spaces on Levels 17 and 18 are designed to replicate rooftop experiences.
- A pedestrian-focused circulation strategy is central to the site design. The applicant aims to discourage vehicular cut-through traffic while maintaining strong pedestrian access.
- Future pedestrian access points are being explored at the west and north, including potential gated entries to adjacent commercial sites such as the gas station and mall across the street.
- Internal circulation challenges include limited direct access to Level 1 outdoor decks due to grading constraints, trees, and storm water infrastructure. These connections are under review.
- Commercial retail units (CRUs) are internally oriented and not fronting the main street. Smaller retail bays are designed to promote affordability and attract local, independent businesses.
- Retail tenancy will be determined in future phases and may be influenced by ongoing area redevelopment.
- A semi-indoor/outdoor kitchen concept was explored for restaurant space; however, current plans focus on seasonal food trucks occupying semi-permanent pads.
- A café/bar concept is being explored as a potential ground-level activation adjacent to the lobby.
- The original plan for three levels of underground parking was reduced to two levels due to a high-water table. Parking is double-loaded for efficiency.
- Parking access has been shifted westward to allow for staging areas at the end of the drive aisle and to accommodate recycling services.
- North-side parking stalls are designated for small vehicles due to spatial constraints.
- Commercial parking will be accessed from the west.
- The Transportation Demand Management (TDM) package includes BC Transit passes for residents.
- Residential parking will be decoupled from individual units to encourage alternative transportation modes.
- A secondary lobby has been introduced to separate residential and commercial garbage functions.
- CRU servicing and moving activities will be front-loaded and separated from residential corridors.
- The project meets the minimum requirements for at-grade bicycle access.
- A variance is required for long-term bike parking due to underground limitations. The applicant indicated that capacity has been maximized given site constraints.
- Temporary bike storage will be accommodated during events.
- A dedicated "bike kitchen" is proposed for bike washing and repairs.
- The building will meet Saanich's adaptability requirements and is designed to comply with the 2018 BC Building Code.
- The applicant noted the evolving nature of mail/parcel delivery and is considering a dedicated exterior access point for the parcel room to improve service efficiency and privacy.

C. Whittaker exited the meeting at 3:08 p.m.

Planning staff noted the following:

- Saanich does not have a maximum density for this area.
- Planning determined that 410 class one bike stalls are required, 404 are provided, there is a deficiency of 6 stalls.
- Saanich's zoning bylaw requires a six-space bike rack at the entrance of the building, plans show a four-space bike rack. There is a deficiency of two bike parking spaces.

The following was noted during Panel discussion:

- The proposed density is appropriate for the area due to its proximity to transit, a major center, and amenities.
- The area can support increased density; however, the massing and form need refinement to better align with design guidelines and the surrounding urban fabric.
- The proposed floor plate significantly exceeds Saanich's design guidelines. While some relaxation may be reasonable, the current size is (or appears to be) nearly double the recommended maximum.
- The attempt to suggest two towers through articulation and glazing is appreciated but does not adequately address concerns related to massing, shadowing, or scale.
- The project includes a good mix of unit types (studios, lofts, 1–3 bedrooms), and micro-amenities are a strong feature.
- The building is perceived as overly monolithic. Panel members suggested breaking the massing into two distinct volumes.
- A podium and tower form would better respond to site constraints and maintain density while improving massing articulation.
- The orientation of CRUs lacks a strong relationship to the surroundings and requires better pedestrian integration and visual connection.
- More direct and logical connections to adjacent sites and amenities should be incorporated, especially from lofts to plaza spaces.
- The site's narrow and wide configuration, along with easements, presents constraints that should be addressed more creatively.
- The proposed plaza requires further design development. As presented, it lacks programmatic variety when not activated by events and appears as a paved, underutilized space.
- The applicant may consider incorporating movable seating, planters, and additional urban fabric elements to animate the public realm.
- Enhanced landscaping and connectivity throughout the site are recommended.
- No lighting strategy was evident in the current plan; lighting should be integrated into the landscape and plaza design.
- The outdoor amenity spaces should be better programmed to include urban agriculture, children's play areas, open flexible space, and greenery.
- A child-specific space should be incorporated, particularly given the proposed unit mix aimed at families.
- The massing remains an issue despite variation in materials. Greater articulation and a stronger podium-tower relationship are needed, especially around the site perimeter.
- The current design exceeds design guidelines in massing, building floor plate size, and podium scale.
- Commercial access and signage require improvement.
- The applicant should consider well-located bicycle parking for all units, particularly in light of reduced vehicle parking.
- A laneway for loft units should be considered to enhance access and connectivity.
- The design lacks strong integration with the surrounding urban fabric, particularly in its connections to existing roads and pedestrian pathways.
- Improved pedestrian access between the site, plaza, and adjacent developments to the south,

west, and north would significantly enhance connectivity and site integration.

MOVED by J. Gammon and Seconded by K. Simpson: “That it be recommended that the design to construct an 18-storey mixed use purpose-built rental project with 407 rental units and 5 commercial units at grade over 2 levels of underground parking at 3468 Tillicum Road be approved subject to considerations of:

- Architectural expression to further break up the apparent massing of the building;
- Reinforce idea of podium tower and top;
- Reinforce the feeling of two towers;
- Improved site circulation and pedestrian connectivity to the adjacent sites;
- Improvement to public realm and further design development of the plaza space;
- Inclusion of child specific amenity space; and
- Meeting the bike parking requirements of 1 to 1.”

RESULT: Failed 3 TO 3

IN FAVOUR: Simpson, Gammon, Fraser

OPPOSED: Jarvis, Gillespie, Rupp

MOVED by J. Gammon and Seconded by K. Simpson: “That it be recommended that the design to construct an 18-storey mixed use purpose-built rental project with 407 rental units and 5 commercial units at grade over 2 levels of underground parking at 3468 Tillicum Road be postponed to allow for consideration of:

- Improved site circulation and pedestrian connectivity to adjacent sites;
- Improved public realm with further design development of the plaza space;
- Inclusion of a child specific amenity space;
- Meeting the minimum bike parking requirements; and
- Better alignment of floor plate area and massing per District guidelines.”

RESULT: Carried 5 TO 1

IN FAVOUR: Jarvis, Gillespie, Simpson, Rupp, Fraser

OPPOSED: Gammon

J. Gammon, C. Rupp, and C. Bell exited the meeting at 4:05 p.m.

It is noted that quorum was lost at 4:05 p.m., and panel members are therefore unable to make motions; however, the Panel may reach a consensus on the next item, which will be included in the minutes for the record.

The meeting recessed at 4:06 p.m. and resumed at 4:10 p.m.

4211/4213 QUADRA STREET

Applicant: Bell Group (Dale Bellavance)

Project Description: Development Permit and Rezoning Application for 18 unit multi family development.

Planning File: DPR01050, REZ00745

Planner: Fiona Titley, Planner

Planning provided an overview of the proposal, followed by a presentation from the applicants.

The applicant noted the following in response to questions from the Panel:

- Removal is proposed of a large aging oak tree that is splitting and currently lying on the ground.
- An arborist has recommended removal of trees along the east property line due to proximity of

the development to the tree root ball.

- Trees will be replaced at a 2:1 ratio with native Dogwood species.
- Front-facing Units 1–3 will have front yards facing Quadra Street. Front yard space is reduced due to a 4.5 meter road dedication.
- Rear building basement units and garage units will share outdoor amenity space in the rear and side yards.
- Depending on tenant preferences, outdoor amenity space could be either communal or individual.
- Juliet balconies are provided, opening inward to create an open-air feel without exterior projections.
- The garbage area and bike storage locker placement is free-standing and not enclosed due to the limited site area and would reduce the unit area.
- A request has been made for the District to allow a temporary loading zone within the road dedication area in front of the site, to comply with new requirements.

Planning staff noted the following:

- Engineering is not supportive of the proposed loading bay. A variance would need to be requested to allow for zero loading space.

The following was noted during Panel discussion:

- Proximity to frequent transit and Beckwith Park makes it a suitable project for increased density in this area.
- It's a creative use to provide on-site parking with living spaces above.
- The design includes assigned private amenity spaces, which raises concern about potential conflict between users; more communal and flexible open space to promote better functionality and shared use.
- The material and colour is supportable; however, large vertical sections of cultured stone and siding create large expansive areas of the same material. This design may benefit from lowering the material line and increasing window sizes.
- Concerns were raised regarding the proximity of Block A to Quadra Street, specifically the limited front yard setback and its impact on the public-private interface. The applicant should seek further design consideration of this condition to improve the pedestrian experience and spatial quality along the street.
- Outdoor unit spaces in Blocks B and C are limited. It is suggested that the applicant provide additional dedicated space or balconies for these units and more thought in window placement to provide more light.
- Addition of more windows would improve livability and overall building facade.
- The right-of-way pathway is seen as an opportunity if treated as a positive design feature, potentially acting as a shared front lane.
- Opening the outdoor amenity space and relocating planting from the pathway to the building face would provide window privacy, creating a more shared and accessible yard area.

Consensus by present Panel members: "That it be recommended that the design to construct an 18 unit multi family development at 4211/4213 Quadra Street be approved subject to considerations of:

- **Reconsideration of outdoor amenity space (more communal or less defined); and**
- **The addition of balconies."**

The meeting adjourned at 5:20 p.m.

CHAIR

I hereby certify these Minutes are accurate.

COMMITTEE CLERK