



REVISED AGENDA - VICTORIA CITY COUNCIL

Thursday, April 9, 2026

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation

Meeting will recess for a lunch break between 12:00 p.m. and 1:00 p.m.

Pages

A. TERRITORIAL ACKNOWLEDGEMENT

B. CHAIR'S REMARKS

C. INTRODUCTION OF LATE ITEMS

D. APPROVAL OF AGENDA

E. CONSENT AGENDA

Proposals for the Consent Agenda:

- F.1 - Minutes from the Council (to follow COTW) meeting held February 19, 2026
- F.2 - Minutes from the Council (to follow COTW) meeting held February 26, 2026

F. CONSIDERATION OF MINUTES

F.1 Minutes from the Council (to follow COTW) meeting held February 19, 2026 1

F.2 Minutes from the Council (to follow COTW) meeting held February 26, 2026 9

G. REPORTS OF COMMITTEE

G.1 Committee of the Whole

G.1.a Report from the April 9, 2026 Committee of the Whole Meeting

*Placeholder for time-sensitive items pending approval at the April 9, 2026 Committee of the Whole meeting.*

H. BYLAWS

\*H.1 Bylaw for 257 Belleville Street: Update for Zone Text Amendment and Development Permit with Variances Application No. 00209 16

### ***Addendum: Correspondence***

A report recommending:

- **Motion to amend previous resolution**
- **1st, 2nd, and 3rd readings of:**
  - Zoning Regulation Bylaw, Amendment Bylaw (No. 1364), No. 26-028

The application proposes to provide Council with an update on a *Zoning Regulation Bylaw* text amendment and a concurrent Development Permit with Variances Application for the property located at 257 Belleville Street. The application site is currently occupied by the Admiral Inn, which would be replaced by a residential building with approximately 35 dwelling units.

## **H.2 Bylaw for 938 Mason Street: Housing Agreement**

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- **Adoption of:**
  - Housing Agreement (938 Mason Street) Bylaw (2026), No. 26-029

The purpose of this Bylaw is to authorize an agreement for affordable rental housing for the lands known as 938 Mason Street, Victoria, BC.

## **I. CLOSED MEETING**

### **MOTION TO CLOSE THE APRIL 09, 2026 COUNCIL MEETING TO THE PUBLIC**

That Council convene a closed meeting that excludes the public under Section 90 of the *Community Charter* for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the *Community Charter*, namely:

Section 90(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

*Section 90(1)(c) labour relations or other employee relations;*

*Section 90(1)(f) law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;*

Section 90(2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

*Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the*

*federal government or both, or between a provincial government or the federal government or both and a third party.*

J. APPROVAL OF CLOSED AGENDA

K. CONSIDERATION OF CLOSED MINUTES

L. NEW BUSINESS

L.1 Intergovernmental Relations/ Law Enforcement - Community Charter Section 90(2)(b) and 90(1)(f)

L.2 Employee Relations - Community Charter Section 90(1)(c)

M. CONSIDERATION TO RISE & REPORT

N. ADJOURNMENT



**MINUTES - VICTORIACITY COUNCIL**

**February 19, 2026, 1:46 P.M.**

**COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE**

**To be held immediately following the Committee of the Whole Meeting**

**The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation**

PRESENT: Mayor Alto in the Chair, Councillor Caradonna, Councillor Coleman, Councillor Dell, Councillor Gardiner, Councillor Hammond, Councillor Kim, Councillor Loughton

PRESENT ELECTRONICALLY: Councillor Thompson

STAFF PRESENT: J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Chief Financial Officer, C. Kingsley - City Clerk, C. Mycroft - Manager of Intergovernmental & Media Relations, P. Rantucci - Director of Community Safety, Wellbeing & Partnerships, S. Webb - Assistant Director of Corporate Planning and Strategic Partnerships, K. Hoese - Director of Planning and Development, A. Johnson, Assistant Director of Development Services, S. Johnson - Director of Communications and Engagement, B. Cranwell – Information Access and Privacy Analyst, M. Haden - Legislative Coordinator

**A. TERRITORIAL ACKNOWLEDGEMENT**

Council acknowledged that the City of Victoria is located on the homelands of the Songhees First Nation and Xwsepsum First Nation communities, and acknowledged the city's robust and remarkable relationship with the two Nations and thanked the Nations for their generosity in making those relationships happen.

**B. INTRODUCTION OF LATE ITEMS**

*There were no late items.*

**C. APPROVAL OF AGENDA**

Moved and Seconded:

That the agenda be approved.

**CARRIED UNANIMOUSLY**

**D. CONSENT AGENDA**

Council requested that the following item be removed from the Consent Agenda:

- G.2 - Bylaw for Freedom of Information and Protection of Privacy Administration

Moved and Seconded:

That the following Consent Agenda items be approved:

**E.1 Minutes from the Council (to follow COTW) meeting held December 4, 2025**

That the minutes from the Council (to follow COTW) meeting held December 4, 2025 be approved.

**F.1.a.a Report Back on STEP Program Model (Verbal)**

That Council directs staff to work with the CRD, BC Housing, and other partners in developing a potential cost shared STEP-like positive flow pilot and report back to Council in April 2026.

**F.1.a.b Council Member Motion: Advocacy to the Federal Government on Environmental Regulations related to Large Marine Vessels around Victoria**

That Council directs the Mayor to write to the Federal Minister of Transport, the Minister of Fisheries and Oceans, the Minister of Environment and Climate Change Canada, and the local Member of Parliament for Victoria, and request the following:

1. That the Federal government mandate the phase-in of low-sulphur fuel by large marine vessels in Canadian territorial waters;
2. That the Federal government develop regulations to prevent the discharge of scrubber wash water within Canadian territorial waters;
3. That the Federal government ensure that all regulatory emissions requirements are being followed by large marine vessels;
4. And that the Federal government work collaboratively with the marine shipping and transportation industry and related stakeholders, including local communities and First Nations, to ensure that the industry meets both its own decarbonization and environmental objectives and those of Canada.

**F.1.a.c Council Member Motion: Safer Motor Vehicle Design Advocacy**

That Council request that the Mayor write letters to:

1. Call upon the Government of Canada and the Province of British Columbia to undertake a comprehensive review of recent motor vehicle design trends and their impacts on the safety of people walking, and using bikes and other mobility devices,.
2. Request that this review include, but not be limited to, examination of:
  - a. increasing hood and front-end heights on pickup trucks and SUVs;
  - b. vertical and box-style front-end designs and their effects on pedestrian injury severity;
  - c. visibility and blind zones created by hood height, hood length, and vehicle structure;

- d. headlight brightness, mounting height, beam pattern, and glare impacts on people walking, and using bikes and other mobility devices,; and
  - e. any other vehicle design changes identified as contributing to increased risk for vulnerable road users.
3. Urge senior governments to consider updates to motor vehicle safety standards, testing protocols, regular vehicle inspections, and other regulations to better protect people walking, and using bikes and other mobility devices, including visibility and impact considerations as being as important as occupant protection.

**G.1 Bylaw for 1026 Empress Avenue: Heritage Designation Application No. 000217**

That the following bylaw be given first and second readings:

- 1. Heritage Designation (1026 Empress Avenue) Bylaw, No. 26-006

**CARRIED UNANIMOUSLY**

**E. CONSIDERATION OF MINUTES**

**E.1 Minutes from the Council (to follow COTW) meeting held December 4, 2025**

*This item was approved on the Consent Agenda.*

**F. REPORTS OF COMMITTEE**

**F.1 Committee of the Whole**

**F.1.a Report from the February 05, 2026 Committee of the Whole Meeting**

**F.1.a.a Report Back on STEP Program Model (Verbal)**

*This item was approved on the Consent Agenda.*

**F.1.a.b Council Member Motion: Advocacy to the Federal Government on Environmental Regulations related to Large Marine Vessels around Victoria**

*This item was approved on the Consent Agenda.*

**F.1.a.c Council Member Motion: Safer Motor Vehicle Design Advocacy**

*This item was approved on the Consent Agenda.*

**G. BYLAWS**

**G.1 Bylaw for 1026 Empress Avenue: Heritage Designation Application No. 000217**

*This item was approved on the Consent Agenda.*

**G.2 Bylaw for Freedom of Information and Protection of Privacy Administration**

Moved and Seconded:

That the following bylaw be given first, second, and third readings:

1. Freedom of Information and Protection of Privacy Administration Bylaw, No. 26-027

**CARRIED UNANIMOUSLY**

**H. NOTICE OF MOTIONS**

*There were no Notices of Motions.*

**I. NEW BUSINESS**

**I.1 Report back on AVICC Resolutions**

A report requesting that Council provide direction to staff on three resolutions to submit to AVICC for consideration at the 2026 Annual General Meeting and Convention.

*Councillor Dell recused himself at 2:01 p.m. due to a perceived conflict on interest.*

*Council, by unanimous consent, moved and seconded:*

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings
2. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
3. \$1.50 Per Student Food Security Grant for Post-Secondary Food Security
4. \$10 Per Day Flat Rate Ferry Fare for Post-Secondary Students
5. Post-Secondary Affordability
6. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes
7. Upholding the North Coast Tanker Ban

**Amendment:**

Moved and Seconded:

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings

2. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
3. ~~\$1.50 Per Student Food Security Grant for Post-Secondary Food Security~~
4. ~~\$10 Per Day Flat Rate Ferry Fare for Post-Secondary Students~~
5. ~~Post-Secondary Affordability~~
6. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes
7. Upholding the North Coast Tanker Ban

**Amendment to the amendment:**

Moved and Seconded:

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings
2. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
3. ~~\$1.50 Per Student Food Security Grant for Post-Secondary Food Security~~
4. ~~\$10 Per Day Flat Rate Ferry Fare for Post-Secondary Students~~
5. Post-Secondary Affordability
6. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes
7. Upholding the North Coast Tanker Ban

CONFLICT (1): Councillor Dell

OPPOSED (1): Councillor Caradonna

**CARRIED (7 to 1)**

**On the amendment as amended:**

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings
2. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
3. ~~\$1.50 Per Student Food Security Grant for Post-Secondary Food Security~~
4. ~~\$10 Per Day Flat Rate Ferry Fare for Post-Secondary Students~~
5. Post-Secondary Affordability
6. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes
7. Upholding the North Coast Tanker Ban

CONFLICT (1): Councillor Dell

**CARRIED (8 to 0)**

*Council, by unanimous consent, amended the motion as amended:*

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings
2. Post-Secondary Affordability
3. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes

**And request that the following resolutions be distributed to the members of AVICC and that a request for consideration at the convention be made should time allow:**

4. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
5. Upholding the North Coast Tanker Ban

**And further direct that resolutions 4 and 5 be submitted directly to UBCM for consideration at their fall convention.**

**On the main motion as amended:**

That Council direct staff to submit the following resolutions to AVICC for consideration at the 2026 Annual General Meeting and Convention:

1. Enabling Authorities Allowing Local Governments to Regulate Carbon Pollution from Existing Buildings
2. Post-Secondary Affordability
3. Wheelchairs and Mobility Scooters in Bike-and-Roll Mobility Lanes and Routes

And request that the following resolutions be distributed to the members of AVICC and that a request for consideration at the convention be made should time allow:

4. Pursuing a Class-action Lawsuit Against Fossil Fuel Companies
5. Upholding the North Coast Tanker Ban

And further direct that resolutions 4 and 5 be submitted directly to UBCM for consideration at their fall convention.

CONFLICT (1): Councillor Dell  
OPPOSED (1): Councillor Gardiner

**CARRIED (7 to 1)**

*Councillor Dell rejoined the meeting at 2:18 p.m.*

**J. CLOSED MEETING**

Moved and Seconded:

**MOTION TO CLOSE THE FEBRUARY 19, 2026 COUNCIL MEETING TO THE PUBLIC**

That Council convene a closed meeting that excludes the public under Section 90 of the *Community Charter* for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the *Community Charter*, namely:

Section 90(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

*Section 90(1)(c) labour relations or other employee relations;*

*Section 90(1)(f) law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;*

*Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and*

Section 90(2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

*Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.*

**CARRIED UNANIMOUSLY**

*The daytime Council meeting was closed to the public at 2:21 p.m.*

**K. APPROVAL OF CLOSED AGENDA**

**L. CONSIDERATION OF CLOSED MINUTES**

**M. NEW BUSINESS**

**M.3 Legal - Community Charter Section 90(1)(c)**

*Council discussed a legal matter. The discussion was recorded and kept confidential.*

**M.2 Law Enforcement/ Intergovernmental Relations - Community Charter Section 90(1)(f) and 90(2)(b)**

*Council discussed a law enforcement and intergovernmental relations matter. The discussion was recorded and kept confidential.*

**M.3 Employee Relations - Community Charter Section 90(1)(c)**

*Council discussed an employee relations matter. The discussion was recorded and kept confidential.*

**N. CONSIDERATION TO RISE & REPORT**

*There was no consideration to rise and report.*

**O. ADJOURNMENT**

Moved and Seconded:

That the Council Meeting be adjourned at 3:38 p.m.

**CARRIED UNANIMOUSLY**

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CITY CLERK

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MAYOR

DRAFT



**MINUTES - VICTORIA CITY COUNCIL**

**February 26, 2026, 10:13 A.M.**

**COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE**

**The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation**

**PRESENT:** Mayor Alto in the Chair, Councillor Caradonna, Councillor Coleman, Councillor Dell, Councillor Gardiner, Councillor Hammond, Councillor Kim, Councillor Loughton, Councillor Thompson

**STAFF PRESENT:** J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Chief Financial Officer, C. Kingsley - City Clerk, S. Johnson - Director of Communications and Engagement, D. Newman - Director of Parks and Recreation, P. Rantucci - Director of Community Safety, Wellbeing & Partnerships, B. Roder - Deputy City Clerk, S. Maichen - Legislative Coordinator

**A. TERRITORIAL ACKNOWLEDGEMENT**

Council acknowledged that the City of Victoria is located on the homelands of the Songhees First Nation and Xwsepsum First Nation communities and urged us to take time to offer our thanks to the two Nations.

**B. INTRODUCTION OF LATE ITEMS**

*There were no late items.*

**C. APPROVAL OF AGENDA**

Moved and Seconded:

That the agenda be approved.

**CARRIED UNANIMOUSLY**

**D. CONSENT AGENDA**

*Council requested the following items be removed from the Consent Agenda:*

- *F.1.a.c - 2601 Avebury Avenue (SUB00444): Strata Title Conversion Application*
- *G.1 - Amendment Bylaw for Affordable Housing Standards*
- *G.2 - Amendment Bylaws for Election Regulations*

Moved and Seconded:

That the following Consent Agenda items be approved:

**E.1 Minutes from the Evening Council meeting held January 8, 2026**

That the minutes from the Evening Council meeting held January 8, 2026 be approved.

**E.2 Minutes from the Council (to follow COTW) meeting held January 22, 2026**

That the minutes from the Council (to follow COTW) meeting held January 22, 2026 be approved.

**F.1.a.a 1527 Redfern Street: Heritage Designation Application No. 000218 (South Jubilee)**

That Council:

1. Approve the heritage statement of significance for the property located at 1527 Redfern Street;
2. Instruct the Director of Planning and Development to prepare a Heritage Designation Bylaw that would designate the property as a Municipal Heritage Site, as outlined in the staff report dated August 19, 2025 for 1527 Redfern Street; and
3. That first and second readings of the Heritage Designation Bylaw for 1527 Redfern Street be considered by Council and a Public Hearing date be set.

**F.1.a.b 19 Menzies Street: Rezoning Application No. 00903 and Development Permit with Variances Application No. 00308 (James Bay)**

Rezoning Application

1. That Council instruct the Director of Planning and Development to prepare the necessary Zoning Bylaw 2018 amendment that would authorize the proposed development outlined in the staff report dated January 8, 2026 for 19 Menzies Street.
2. That, pursuant to section 30 of the Land Use Procedures Bylaw, Council waives the requirement for the holding of a public hearing.
3. That after publication of notification in accordance with section 467 of the Local Government Act, first, second, third and final reading of the zoning bylaw amendment be considered by Council.
4. That the above Recommendations be adopted on the condition that they create no legal rights for the applicant or any other person, or obligation on the part of the City or its officials, and any expenditure of funds is at the risk of the person making the expenditure.

Development Permit with Variances Application

That Council, after giving notice, and after adoption of the necessary zoning bylaw amendment, if it is adopted, consider the following motion:

- “1. That Council authorize the issuance of Development Permit with Variances No. 00308 for 19 Menzies Street, in accordance with plans submitted to the Planning and Development department on January 8, 2026, subject to:
  - a. Proposed development meeting all City zoning bylaw requirements, except for the following variances:
    - i. reduce the open lot space from 30.00% to 29.38%; reduce the landscape area from 35.00m<sup>2</sup> to 23.00 m<sup>2</sup> . That the Development Permit with Variances, if issued, lapses two years from the date of this resolution.”

**F.1.a.d Appointment of Bylaw Officers**

That Council approve the appointment of:

- Tayja Lum
- Joey Ip
- Muskan Muskan
- Rhett Palace
- Alona Startseva
- Denver Xavier

1. As Bylaw Officers pursuant to section 2(a) of the Inspection Bylaw (06-061); and
2. As a Business License Inspector for the City of Victoria

**CARRIED UNANIMOUSLY**

**E. CONSIDERATION OF MINUTES**

**E.1 Minutes from the Evening Council meeting held January 8, 2026**

*This item was approved on the Consent Agenda.*

**E.2 Minutes from the Council (to follow COTW) meeting held January 22, 2026**

*This item was approved on the Consent Agenda.*

**F. REPORTS OF COMMITTEE**

**F.1 Committee of the Whole**

**F.1.a Report from the February 12, 2026 Committee of the Whole Meeting**

**F.1.a.a 1527 Redfern Street: Heritage Designation Application No. 000218 (South Jubilee)**

*This item was approved on the Consent Agenda.*

**F.1.a.b 19 Menzies Street: Rezoning Application No. 00903 and Development Permit with Variances Application No. 00308 (James Bay)**

*This item was approved on the Consent Agenda.*

**F.1.a.c 2601 Avebury Avenue (SUB00444): Strata Title Conversion Application**

Moved and Seconded:

That Council:

1. Approve the Strata Title Conversion application for the property at 2601 Avebury Avenue.
2. Direct the Approving Officer to sign the plan of strata title conversion after the following conditions have been met:
  - a. That the owner apply for a Building Permit if determined necessary.
  - b. That the registered architect provide a Letter of Professional Assurance, in support of the strata title conversion consideration, and that if the required letter notes upgrades to achieve sound attenuation or the necessary fire separation, that those improvements occur, and a further Letter of Professional Assurance be provided confirming those conditions have been met at project completion, prior to signing a Strata Plan.
  - c. That the owner set-aside \$5,000 for the benefit of the Strata for the purpose of roof replacement.

**CARRIED UNANIMOUSLY**

**F.1.a.d Appointment of Bylaw Officers**

*This item was approved on the Consent Agenda.*

**G. BYLAWS**

**G.1 Amendment Bylaw for Affordable Housing Standards**

Moved and Seconded:

That the following bylaw be given first, second, and third readings:

1. Affordable Housing Standards Bylaw, Amendment Bylaw (No. 3), No. 26-012

**CARRIED UNANIMOUSLY**

**G.2 Amendment Bylaws for Election Regulations**

Moved and Seconded:

That the following bylaws be given first, second, and third readings:

1. Election Procedures Bylaw, Amendment Bylaw (No. 1), No. 26-017
2. Sign Bylaw, Amendment Bylaw (No. 1), 26-018

**CARRIED UNANIMOUSLY**

**G.3 Bylaw for Public Notice**

Moved and Seconded:

That the following bylaw be given first, second, and third readings:

1. Public Notice Bylaw, No. 26-013

OPPOSED (1): Councillor Gardiner

**CARRIED (8 to 1)**

**G.4 Amendment Bylaw for Council Procedures**

Moved and Seconded:

That the following bylaw be given first, second, and third readings:

1. Council Procedures Bylaw, Amendment Bylaw (No. 2), No. 26-025

OPPOSED (2): Councillor Caradonna, and Councillor Gardiner

**CARRIED (7 to 2)**

**G.5 Bylaw for Freedom of Information and Protection of Privacy Administration**

Moved and Seconded:

That the following bylaw be adopted:

1. Freedom of Information and Protection of Privacy Administration Bylaw, No. 26-027

**CARRIED UNANIMOUSLY**

**H. NOTICE OF MOTIONS**

*There were no Notices of Motions.*

**I. CLOSED MEETING**

Moved and Seconded:

**MOTION TO CLOSE THE FEBRUARY 26, 2026 COUNCIL MEETING TO THE PUBLIC**

That Council convene a closed meeting that excludes the public under Section 90 of the Community Charter for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the Community Charter, namely:

Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

Section 90(1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; and

Section 90(2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

**CARRIED UNANIMOUSLY**

*The daytime Council meeting was closed to the public at 10:45 a.m.*

**J. APPROVAL OF CLOSED AGENDA**

**K. CONSIDERATION OF CLOSED MINUTES**

**L. NEW BUSINESS**

**L.1 Legal Advice/ Intergovernmental Relations - Community Charter Section 90(1)(i) and 90(2)(b)**

*Council discussed a legal and intergovernmental relations matter. The discussion was recorded and kept confidential.*

**L.2 Service at Preliminary Stages – Community Charter Section 90(1)(k)**

*Council discussed a service at preliminary stages matter. The discussion was recorded and kept confidential.*

**M. CONSIDERATION TO RISE & REPORT**

*There was no consideration to rise and report.*

**N. ADJOURNMENT**

Moved and Seconded:

That the Council Meeting be adjourned at 11:53 a.m.

Absent (1): Councillor Kim

**CARRIED (8 to 0)**

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CITY CLERK

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MAYOR

DRAFT



## Council Report

### For the Meeting of April 9, 2026

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**To:** Council **Date:** March 26, 2026

**From:** Karen Hoese, Director, Planning and Development

**Subject:** **Update for Zone Text Amendment and Development Permit with Variances Application No. 00209 for 257 Belleville Street**

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### RECOMMENDATION

1. That Council direct that the legal agreement previously required pursuant to the Council minutes of January 23, 2025 pertaining to public realm improvements is no longer necessary because of the City's new Works and Services Bylaw, No. 26-004.
2. That the following bylaw be given first, second and third readings:
  1. Zoning Regulation Bylaw, Amendment Bylaw (No. 1364) No. 26-028.

### PURPOSE

The purpose of this report is to provide Council with an update on a *Zoning Regulation Bylaw* text amendment and a concurrent Development Permit with Variances Application for the property located at 257 Belleville Street. The application site is currently occupied by the Admiral Inn, which would be replaced by a residential building with approximately 35 dwelling units.

### BACKGROUND

Council considered this application at the January 9, 2025 Committee of the Whole Meeting and passed a motion on January 23, 2025 directing staff to prepare the necessary Zoning Regulation Bylaw amendment that would authorize the proposed development subject to preparation of two legal agreements. The intent of the two legal agreements was as follows:

- Remove the “community amenities” within the site-specific zoning and instead, in place of construction of the public plaza, secure a cash payment by amending an existing legal agreement. In addition, the amount to be provided towards the Harbour Pathway was to be increased in the legal agreement.
- Ensure that the public realm improvements are consistent with the Downtown Public Realm Plan and Streetscape Standards, with the further requirement that soil cells and irrigation on the Pendray Street frontage be required for trees provided within the City right of way.

## **UPDATE**

### **Legal Agreement regarding Plaza Construction and Harbour Pathway**

In accordance with Council's resolution, the applicant has prepared and executed a legal agreement, to amend the existing covenant registered as CA2048143 to allow a transfer of cash-in-lieu in the amount of \$121,000 towards the cost of plaza construction, and \$312,000 for further enhancement of the Harbour Pathway.

### **Legal Agreement regarding Public Realm Improvements**

On January 22, 2026 Council adopted the Works & Services Bylaw. Since this bylaw was adopted, the legal agreement for public realm improvements is no longer required because the proposed improvements are now a standard requirement of the new bylaw. The recommended motion has been updated accordingly.

### **Amended Zoning Bylaw**

A Zoning Regulation Amendment Bylaw (No. 26-028) to facilitate the proposed development has also been prepared for Council's review and consideration.

## **CONCLUSIONS**

The recommendation provided for Council's consideration contains the appropriate language to advance the zoning text amendment.

Respectfully submitted,

Rob Bateman  
Senior Planner  
Development Services Division

Karen Hoese, Director  
Planning and Development Department

**Report accepted and recommended by the City Manager.**

### **List of Attachments**

- Attachment A Zoning Regulation Bylaw, Amendment Bylaw (No. 1364) No. 26-028
- Attachment B January 9, 2025 Committee of the Whole Report
- Attachment C January 23, 2025 Council Meeting Minutes





## Committee of the Whole Report

### For the Meeting of January 9, 2025

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**To:** Committee of the Whole **Date:** December 26, 2024

**From:** Karen Hoese, Director, Planning and Development

**From:** **Zone Text Amendment and Development Permit with Variances Application No. 00209 for 257 Belleville Street**

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## RECOMMENDATIONS

### Zone Text Amendment

1. That Council instruct the Director of Planning and Development to prepare the necessary *Zoning Regulation Bylaw* amendment to remove the “community amenities” section in the R-65 Zone, Belleville Street Multiple Dwelling District.
2. Prior to the introduction of the *Zoning Regulation Bylaw* amendment, the applicant prepares and executes the following legal agreement, with contents satisfactory to the Director of Parks, Recreation and Facilities and in a form satisfactory to the City Solicitor:
  - a) Preparation of a legal agreement, executed by the applicant, to amend the covenant registered as CA2048143 to allow a transfer of cash-in-lieu in the amount of \$121,000 towards the cost of plaza construction, and \$312,000 for further enhancement of the Harbour Pathway.
3. That, after publication of notification in accordance with section 467 of the *Local Government Act*, first, second, and third reading of the *Zoning Regulation Bylaw* amendment be considered by Council.
4. That following the third reading of the *Zoning Regulation Bylaw* amendment, the applicant prepares and execute the following legal agreement, with contents satisfactory to the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities or in a form satisfactory to the City Solicitor prior to adoption of the bylaw:
  - a) Preparation of a legal agreement, executed by the applicant, to ensure that the public realm improvements are consistent with the *Downtown Public Realm Plan and Streetscape Standards*, and in general compliance with the Landscape Plans provided in the plans date stamped October 31 2023, with the further requirement that soil cells and

irrigation on the Pendray Street frontage be required for trees provided within the City right of way.

5. That adoption of the *Zoning Regulation Bylaw* amendment will not take place until all of the required legal agreements that are registrable in the Land Title Office have been so registered to the satisfaction of the City Solicitor.
6. That the above Recommendations be adopted on the condition that they create no legal rights for the applicant or any other person, or obligation on the part of the City or its officials, and any expenditure of funds is at the risk of the person making the expenditure.

### **Development Permit with Variances No. 00209**

That Council, after giving notice, consider the following motion:

“That subject to the adoption of the necessary Zoning Regulation Bylaw amendment, Council authorize the issuance of Development Permit with Variance Application No. 00209 for 257 Belleville Street, in accordance with:

1. Plans date stamped October 31, 2023
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Increase the maximum height from 30m to 32m
  - ii. Increase the maximum site coverage from 45% to 53%
  - iii. Reduce the minimum open site space from 40% to 28%.
3. That the Development Permit, if issued, lapses in two years from the date of this resolution.”

### **LEGISLATIVE AUTHORITY**

This report discusses a Rezoning (Zoning Text Amendment) Application and a concurrent Development Permit with Variances (DPV) Application. Relevant Zoning Text Amendment considerations include:

- removal of the community amenity provisions (to be secured by legal agreement).

Relevant DPV considerations include:

- the application’s consistency with the applicable design guidelines
- the impact of the proposed variances related to height, site coverage and open site space.

### **Enabling Legislation**

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan. A*

Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a *Zoning Regulation Bylaw* text amendment and a concurrent Development Permit with Variances Application for the property located at 257 Belleville Street. The application site is currently occupied by the Admiral Inn, which would be replaced by a residential building with approximately 35 dwelling units.

This proposal was originally approved in 2011; however, the approved permit (and subsequent renewals) have now lapsed. The proposal requires Council approval of a new Development Permit with Variances because the applicable policies and regulations have changed. Additionally, since the original rezoning application, it has been determined that the applicant will provide cash in lieu in place of constructing a portion of the Harbour Pathway (referred to as the “public plaza” in the report) which necessitates a *Zoning Regulation Bylaw* text amendment.

Variances are related to height, site coverage and open site space.

The following points were considered in assessing this application:

- The existing site-specific zone for the property (R-65 Zone, Belleville Multiple Dwelling District) requires community amenity contributions for improvements to the Harbour Pathway and the construction of a public plaza in order to achieve the density allowance specified within the existing zone. The original intent of this rezoning condition is maintained and will be secured with a legal agreement consistent with amendments to the *Local Government Act*. This will provide the City an opportunity to design the plaza in accordance with design features that reflect the evolving needs of this area.
- This proposed development remains largely unchanged from what was approved in 2011 with the exception of an additional level of underground parking and an increase in the number of long-term bike parking stalls. The additional vehicular and bike parking do not impact the design of the building’s exterior.
- The most relevant design guidelines applicable to this proposal are within the *Downtown Core Area Plan*. The proposal meets the intent of the applicable design guidelines as the proposal is well integrated with the surroundings through a building design that is reflective in massing, scale and materiality with the surrounding buildings. Design details ensure that the building has a strong street relationship and positive presence from a variety of public vantage points while mitigating potential concerns related to privacy and overlook along the north elevation.
- The variances for height, site coverage and open site space are resulting from changes to the *Zoning Regulation Bylaw* that have occurred since this development was originally proposed and approved over a decade ago. The height, site coverage and open site space have not changed since the original proposal and therefore represent technical variances which are

supportable.

- Additional enhancements to the public realm are required resulting from new requirements introduced after the initial approvals of this project. The additional requirements include improvements to the pedestrian experience along the Pendray Street frontage consistent with the *Downtown Public Realm Plan* and *Streetscape Standards*. These public realm improvements will be secured by way of a legal agreement.

## BACKGROUND

### History of Development Approvals

On July 21, 2011, a Rezoning Application and Development Permit were approved by Council allowing the property to be rezoned from the T-1 Zone, Limited Transient Accommodation District, to the R-65 Zone, Belleville Street Multiple Dwelling District, and to construct an eight-storey residential building, with 35 residential units.

Between January 2013 and November 2018, the Development Permit was renewed on three occasions and the final renewal expired on July 20, 2020.

The current application is generally consistent with the previously approved plans for the property with the following exceptions:

- An increase in number of underground parking stalls (additional level added) from 40 vehicle spaces to 78.
- An increase in the number of long-term bicycle parking stalls from 36 to 71 and the provision of six short-term bike parking stalls, in response to changes to the City's bicycle parking requirements.
- In the previous applications no variances were identified, but due to changes in definitions in the *Zoning Regulation Bylaw*, variances related to height, site coverage and open site space have been identified. As such, this application is now a Development Permit with Variances.
- Since the original approvals, the design guidelines within the *Downtown Core Area Plan* have been introduced. This is reviewed within the Analysis Section of this report.
- The *Downtown Public Realm Plan* and *Streetscape Standards* have also been introduced since the original approvals for this property. The project has been revised to reflect these new requirements.

### Description of Proposal

The proposal is to construct an eight-storey residential building with approximately 35 dwelling units. The built form of the proposed building is generally consistent with proposals that were previously approved but have expired.

The proposed building would terrace back on each floor above the third storey away from the Harbour and along Pendray Street, minimizing its impact on the public realm. The proposal includes street-oriented townhouse units on the Pendray Street frontage. The design is more fully explored in the section of this report on the design guidelines.

The Cross Street frontage serves as the primary access point to the development. At street level, the

building includes a covered pick-up and drop-off point for residents as well as an underground parking entry. Cross Street is a public street but serves only as the access point to the application site and the Laurel Point condominium development at 225 Belleville Street.

### Land Use Context and Site Development Potential

The area is characterized by a mix of residential and tourist commercial uses.

- The ten storey Laurel Point residential building and associated townhouses are located immediately to the northwest of the application site.
- The Harbour Pathway is situated immediately adjacent to the northeast edge of the site and Charles Redfern Park is located across Cross Street to the west.
- Both the subject site and the Belleville Terminal border the intersection of Belleville Street and Pendray Street, providing pedestrian access to the Harbour Pathway via Centennial Park and the northern vehicle access to the Belleville Terminal.
- The Gatsby Mansion, a building on the City's Heritage Register, is located across Pendray Street to the south-east.
- Two small scale Heritage Designated buildings are located to the south across Quebec Street at 221 and 225 Quebec Street, both of which are used for tourist accommodation. A Heritage Designated building is also located at 254 Belleville Street.



**Figure 1: Aerial view of the subject site**

The site is presently the Admiral Inn, with 34 suites rented on a weekly to yearly basis. This hotel will be demolished to accommodate this proposal.

The subject property was rezoned to a site-specific zone (R-65) in 2011 to allow for redevelopment for a multiple dwelling building with a maximum floor space ratio of 3:1, subject to the provision of the following community amenities:

- (a) the payment to the City of Victoria of \$74,000 to contribute to construction of the Harbour Pathway improvements along Belleville Street between Pendray Street and Oswego Street;
- (b) the construction of a plaza at the corner of Belleville Street and Pendray Street valued at at least \$121,000;
- (c) the payment to the City of Victoria of \$312,000 to be placed in the Harbour Pathway fund.

The payment identified in item (a) was required within 90 days following the adoption of the *Zoning Regulation Bylaw* amendment and has been received and the walkway has been constructed. Subject to the terms of a legal agreement registered on title, items (b) and (c) must be fulfilled prior to commencing construction of the development.

It is noted that the existing zone does not permit any other uses other than multiple dwellings. For clarity, there is no commercial component associated with this development.

### **Community Consultation**

Public notification for the *Zoning Regulation Bylaw* text amendment has not been undertaken as there is no change to the density and land use established in the existing zoning.

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, this application was referred to the James Bay Neighbourhood Land Use Committee (CALUC) for a 30-day comment period on June 30, 2022, with revisions provided after that date. At the time of writing this report, a letter from the CALUC had not been received.

Pursuant to section 464(3) of the *Local Government Act*, Council is prohibited from holding a public hearing when a residential rezoning application is consistent with the OCP and residential uses comprise at least half of the gross floor area of all buildings and structures proposed as part of the development. However, notice must still be sent to all owners and occupiers of adjacent properties as specified in the City's *Land Use Procedures Bylaw* prior to introductory readings of the bylaws.

The associated application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

Council has received correspondence on this application, which is attached to this report. It is noted that the correspondence from the public deals with wide variety of issues, some of which are outside the terms of reference for this application.

The most common issues raised are as follows:

- The units will not be affordable, and concern expressed about existing long-term tenants.
- There will be congestion and safety issues along Cross Street during and after construction.
- The setbacks from the Laurel Point condominiums are insufficient.
- The building form, height and number of storeys is inappropriate.
- Concerns about the staging and activity around the construction, including blasting.
- Shadowing of the Laurel Point green space.

## ANALYSIS

### Official Community Plan

The *Official Community Plan* (OCP) designates this property as Core Inner Harbour / Legislature. This designation envisions a range of uses including residential and tourist commercial. Heights of ten storeys or more away from the harbour are also identified as appropriate in the OCP, as determined by the context. The proposal is considered generally consistent with the OCP designation.

### Public Realm

The following public realm improvements must be provided as a condition of achieving the proposed density and have been previously secured through a Section 219 Covenant:

- public plaza located at Belleville and Pendray streets with a minimum value of \$121,000
- payment to the City of Victoria of \$312,000 towards the continued development of the David Foster Pathway (payment now to be provided prior to the issuance of the Building Permit).

The public plaza (approximately 360 m<sup>2</sup>) will be constructed on City owned land located at the east boundary of the property at the corner of Belleville Street and Pendray Street (see figure 2). The terms of the original agreement require that the applicant construct a plaza valued at least \$121,000 in order to achieve the density proposed and that the plaza be constructed prior to commencement of construction of the proposed development. However, it is now deemed more appropriate that the applicant provide those monies to allow the City to design and complete the public plaza in accordance with the City's current design standards of these public spaces. This is a mutually agreeable compromise for the City and the applicant.

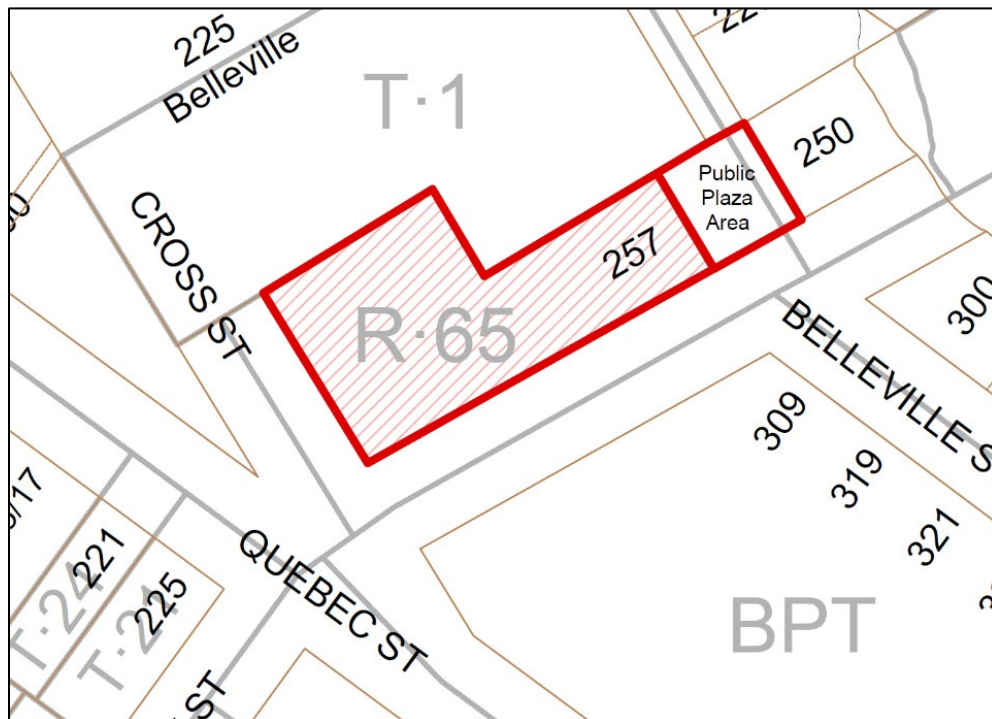


Figure 2: Map showing area of the public plaza

The revised public plaza design will be designed and constructed to the City of Victoria standards, with reference to the following:

- *Accessibility Framework*
- *Downtown Public Realm Plan and Streetscape Standards*
- *Harbour Pathway Plan.*

In addition to the contributions identified above, the *Downtown Public Realm Plan and Streetscape Standards* (which has been adopted since the original approvals for this project) impose further requirements for public realm improvements. These improvements will be secured by a legal agreement and will require the following:

- To improve pedestrian accessibility and safety, the crosswalk at the intersection of Pendray, Quebec, and Cross streets will be upgraded to a pedestrian activated flashing beacon. This will be done in coordination with City led work on the south-side of the intersection. Additional City led improvements to crossings along the corridor are anticipated as a part of future capital programs including cycling facilities along Pendray Street connecting to existing facilities on Belleville Street and those planned to the intersection of Montreal Street and Kingston Street.
- Along the Pendray Street frontage, a widened sidewalk designed to be consistent with the *Downtown Public Realm Plan and Streetscape Standards* will be required. This includes eight new street trees in grates, as well as pedestrian scale lighting and furniture. In order to assist the viability of the street trees, the City is requesting that soil cells be provided. The exact location of the trees will be determined when the site servicing for the project is finalized. The increased sidewalk width and boulevard along Pendray Street will be achieved by a statutory right-of-way of 0.86m (previously secured) and a narrowing of the vehicle travel lanes on Pendray Street.

### **Development Permit Area and Consistency with Design Guidelines**

The *OCP* identifies this property within DPA 9 (Heritage Conservation): Inner Harbour. This designation allows Council to consider the form, character, exterior design, finishes and landscaping of the proposal. The objectives of this designation include enhancing the area through infill, building additions and open spaces with a high quality of architecture, landscape and urban design that responds to its historic setting through sensitive and innovative interventions.

As noted, up to approximately 35 market condominium units are proposed and includes street-oriented townhouse units with entrances along Pendray Street. The building terraces back on each floor above the third storey away from the water. The building also steps back along Pendray Street above the third floor, minimizing its impact on the public realm. Each unit has outdoor living space (patios or roof top decks) with orientation to the harbour area and minimal overlook to Laurel Point condominiums on the north elevation.

The Cross Street frontage is the primary access point to this development. Cross Street is a public street but serves only as the access point to the Laurel Point condominiums and this property. At street level, the building includes a covered pick-up and drop-off point for residents as well as the underground parking entry. The building exterior at street level includes extensive glazing and cedar siding. The parking entrance is screened from adjacent properties through a custom wood screen.

Adjacent to the public realm, visual interest is created by a mix of materials, building articulation, and fine detailed landscaping.

Exterior building materials include cast in place concrete with brick and wood features and balconies with tinted glass. Landscaping materials include basalt pavers, benches, a wooden screen, bollard lights, a water feature and a green roof on the uppermost level.

### Downtown Core Area Plan

The *Downtown Core Area Plan* (DCAP) provides the design guidelines applicable to this proposal, and more specifically:

- Appendix 1: Public Outward View Guidelines
- Appendix 2: Public External View Guidelines
- Appendix 3: Sidewalk Width Guidelines
- Appendix 4: Building Design Guidelines.

The proposal is considered to be in general accordance with DCAP, summarized as follows:

#### *Appendix 1 and 2: View Guidelines*

The broad view (looking west from Bastion Square) towards the harbour entrance is currently framed by Laurel Point on the south. The Guidelines seek to ensure new development is located, sited and designed to maintain views of the character-defining element of the Laurel Point collection of buildings (condominiums and the Inn at Laurel Point). The proposed building's terraced form, which steps back away from the water, maintains outward views and is consistent with the buildings at Laurel Point. Moreover, the proposed step back of the upper portions of the building mitigates the impacts of the massing on the public realm.

#### *Appendix 3: Sidewalk Width Guidelines*

The proposal is consistent with these guidelines as reviewed under the Public Realm improvements.

#### *Appendix 4: Building Design Guidelines*

The Guidelines are aimed at evaluating applications to ensure a good fit within the context while providing unique design responses to the individual site conditions, opportunities and constraints. The following section outlines the proposed response to the main directions in the design guidelines in terms of street relationship, provision of outdoor common spaces, relationship to heritage context and considerations for tall buildings.

#### *Relationship to the Street: Achieving a Human Scale*

The ground level of the proposal achieves interest at the street level from:

- articulation of massing
- application of a variety of high quality materials
- detailing in terms of both the building and landscape design
- multiple street-front entries for individual townhouses as well as the main lobby.

The recessed townhouse entries, in combination with the brick and cedar clad three-storey townhouse forms which abut the street, serve to break up the lower-level massing of the building into smaller scale elements. These townhouse entries are accessed from patios which are raised slightly above grade. This modest grade separation strikes a balance between indicating private patio space for the tenants and providing a comfortable relationship with the public realm.

The western portion of the Pendray Street frontage includes a glazed exterior with direct entry into the lobby off Pendray Street. As the building angles back away from Pendray Street towards Cross Street, the frontage includes landscape improvements including benches, seating walls, plantings and a water feature, supporting occupant interaction.

### *Outdoor Common Spaces*

The intent of this section of the Guidelines is to provide a range of shared outdoor amenity space that encourages social interaction, play and urban food production.

The proposed entrance area includes concrete planters with wood seats that provide a comfortable seating area for residents. Within the private area of the building on the main floor there are two additional seating areas.

Each unit has a private patio which maximizes access to sunlight with glass railings and decorative planters. Views are minimized to the Laurel Point condominiums as the larger patio areas intended for outdoor use are facing south and east.

### *Heritage Buildings: Additions and Adjacencies*

With respect to the heritage context, the Guidelines seek to ensure the design of new buildings complement adjacent heritage buildings. Protected heritage buildings are located across the street at 319-329 Belleville Street as well as 221-225 Quebec Street and 254 Belleville Street. These protected buildings include the 2½-storey Queen Anne House (the Gatsby Mansion) located alongside two buildings constructed in 1877 to form part of “Huntingdon Manor”.

The widely divergent buildings that form the immediate context form a challenging context in which to design a suitable building. The applicant has chosen to respond to the Laurel Point collection of buildings context rather than context created by the late 19<sup>th</sup> century. This results in a context defined by contrast. This approach is viewed as justifiable in this instance as there is an established pattern of contrast extending along Quebec Street and Montreal Street that differentiate the more recent developments from the more historic residential areas of James Bay. In this instance, Quebec Street and Pendray Street serve as a logical break between the two divergent built environments and views to the heritage buildings from the public realm will not be compromised.

### *Tall Buildings*

The Tall Building Guidelines for residential buildings focus on liveability as expressed by amenity space and privacy. According to the guidelines, the proposed 32m high building would be considered a mid-rise residential building.

In terms of massing, the proposed design complies with the urban design policy by virtue of reducing the bulk of the upper storeys; using a terraced building form which distinguishes the upper storeys

from the building podium and provides visual articulation along the primary street frontage. This base building frames the public realm by the introduction of townhouse units, with a number of entry points to the building along with patios and landscaping. Shadowing impacts on the public realm and adjacent properties are also minimized by the terraced building form.

The proposal generally complies with the intent of the guidelines requiring street wall elements intended to frame the street by creating open space enclosure along the Pendray Street frontage. Although as a result of the terraced form of development, stepping back from the Harbour waterfront, an eight-storey vertical building element would front Cross Street. However, while Cross Street is a public street, it primarily functions as a driveway access to the Laurel Point condominiums. Charles Redfern Park is situated between Cross Street and Quebec Street and this intervening space reduces the visual impact of this eight-storey building face.

The different cladding material on the first three levels serve to differentiate the mass from the base to the upper floors. The terraced form is reflective of the nearby Laurel Point collection of buildings. The light-coloured aluminum bands and clear glazed hand railings that extend horizontally across the building are a direct reference to the Laurel Point Inn. The red brick matches materials of buildings along the Harbour one block away along Montreal Street. As proposed, the building's massing and material selection include obvious references to the immediate context.

#### *High Performance Buildings*

Under the terms of a legal agreement registered on title, the owner covenants and agrees that the development shall be designed and constructed to the LEED Canada NC 2009 – Gold standard.

### **Housing**

The application, if approved, would add approximately 35 new strata residential units, which would increase the overall supply of housing in the area and contribute to the targets set out in the *Victoria Housing Strategy*.

#### Affordability Targets

The proposal does not include affordable housing.

#### Housing Mix

The OCP identifies a mix of units as an objective and identifies the need for a diverse range of housing units including family housing. As submitted, this application proposes 26 one-bedroom with den dwelling units (including three ground-oriented townhouse style units) and nine two-bedroom units.

This application was submitted prior to the endorsement of the *Family Housing Policy*, which provides targets for housing mix and unit type. Under the policy, 25% of the total units would have to be two or more bedroom units and 5% of the total units would have to be three-bedroom units. The proposal includes nine two-bedroom units (25%) but there are no three-bedroom units.

## Existing Tenants

This former hotel houses tenants in semi-furnished suites as per the *Residential Tenancy Act*. As noted, the property was subject to a rezoning application in 2011, which established the use and density of the proposal. The *Tenant Assistance Policy* was not in place in 2011.

With the current proposal requiring only a text amendment to alter the terms of the public plaza commitment, it is not viewed as a full rezoning thereby not requiring a Tenant Assistance Plan.

The applicant has indicated that the existing tenants have been advised of the eventual redevelopment of the property. The applicant has provided details of a voluntary tenant assistance commitment in the attached letter. The commitment provides the following:

For all tenants:

- Relocation support provided by the building manager.
- Option for tenants to take furniture from their semi-furnished units upon moveout.

At time of Four-Month Notice to End Tenancy:

- Tenants who have resided in the building at least one year prior to June 9, 2022, will receive free rent or equivalent monetary compensation as follows:
  - one to five years tenure – three months rent compensation
  - five to nine years tenure – four months rent compensation
- All other tenants will receive 1-month free rent or equivalent monetary compensation as per the *Residential Tenancy Act*.

## **Regulatory Consideration**

### Zone Text Amendment

The definition of the “community amenities” specifies that the public plaza was the responsibility of the applicant to construct. For reasons outlined above, this is no longer desirable as the original design concept is no longer compatible with the City’s design standards of urban spaces. The alternative is to have the City construct the plaza with a monetary contribution from the applicant. As such, the definition of “community amenities” within the site-specific zoning requires an amendment to allow a cash payment in the amount of \$121,000 in place of construction of the public plaza in order that the developer can achieve the maximum density. This will be secured in a legal agreement which will also embody the community amenity contribution requirements in accordance with changes to the *Local Government Act*.

### Zoning Regulation Bylaw Variances

Three variances have been identified with this proposal, generally resulting from changes in the definitions of the Zoning Regulation Bylaw since the originally approved application. The attached Zoning Data Table compares the proposal with the R-65 Zone, Belleville Street Multiple Dwelling District.

## *Height*

The height variance (increasing the height from 30m to 32m) relates to a mechanical penthouse on the roof. This mechanical penthouse was shown on the original approvals for the proposal, however, since the original approvals the definition of height has been amended and now includes this type of mechanical equipment if it is housed in a structure with floor area, so a variance is triggered. As the height is the same as originally submitted and the presence of this mechanical penthouse is not visually intrusive and does not impact neighbours, this variance is considered supportable.

## *Site coverage and Open Site Space*

This variance for site coverage (from 45% to 53%) is required as a result of *Zoning Regulation Bylaw* amendments defining outdoor features, which effected how site coverage is calculated. The calculation now includes any structure over 0.6m above grade, so parts of the building that were previously excluded are now included in this calculation.

This variance for open site space (from 40% to 28.5%) is a direct result of the recalculated site coverage, as elements such as raised ground level patios (constructed 0.6m above grade) are no longer considered as site open space. However, the plans as they relate to site coverage and open site space have not changed since the original approval in 2011 and are supportable.

## **Advisory Design Panel Review**

The Advisory Design Panel (ADP) reviewed the original Development Permit proposal at their March 30, 2011 and, as a result, design revisions were made to the project. As the Development Permit renewal application is consistent with the previous approvals it has not been deemed necessary to refer the proposal back to ADP.

## **Tree Preservation Bylaw and Urban Forest Master Plan**

The goals of the *Urban Forest Master Plan* include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighbourhoods. This application was received between October 24, 2019, and July 1, 2021, so *Tree Preservation Bylaw No. 05-106* (consolidated November 22, 2019) applies.

The applicant has provided an arborist report (attached). A total of 18 trees have been inventoried. Of these, nine are located on the subject lot, one of which is bylaw protected. One bylaw protected tree and three non-bylaw protected trees are located off-site. There are five existing municipal trees, two on the Cross Street frontage and three on the Belleville Street frontage.

The on-site bylaw protected tree (32cm diameter Birch, Tree No. 12) is proposed for removal. Removal of the tree is required for excavation of the underground parkade and construction of the building. At the 2:1 ratio outlined in the *Tree Preservation Bylaw*, the applicant is proposing to plant two new trees on the subject lot to replace the bylaw tree removed.

Currently there are no municipal trees on the Pendray Street frontage. Eight new municipal trees are proposed on the Pendray Street in irrigated soil cells with adequate soil volumes to support long term viability of the new trees. It is noted that final placement of trees and hardscape surfaces will be dependent on the location of site servicing (utilities, sanitary sewer, storm drain, and water).

## Resource Impacts

The design and construction of the public plaza will require further input from the City.

The anticipated impact on Parks budget is as follows:

Increased Inventory	Annual Maintenance Cost
Street Trees (\$60 per tree) – 8 net new	\$480
Irrigation for trees	\$800

## CONCLUSIONS

The proposed land use and density of the proposal are consistent with the current site zoning, however, an amendment to the *Zoning Regulation Bylaw* is required to facilitate a revision to the definition of amenity contribution and to place the amenity contribution in a separate legal agreement.

The design of the proposal is consistent with the applicable design guidelines and the proposed design approach is considered to represent an appropriate fit for the area. The proposed development is consistent with the previously approved Development Permits for the site and there has been no change in circumstance which would justify an alternative recommendation in this instance. The variances that have been identified are technical in nature and do not represent any substantive changes to the previously approved development.

In light of the above it is recommended that Council consider supporting this application.

## ALTERNATE MOTION

That Council decline the Zone Text Amendment and Development Permit with Variances Application No. 00209 for the property located at 257 Belleville Street.

Respectfully submitted,

Rob Bateman  
Senior Planner  
Development Services Division

Karen Hoese, Director  
Planning and Development Department

**Report accepted and recommended by the City Manager.**

## List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped October 31, 2023

- Attachment D: Letter from applicant regarding development dated March 27, 2024
- Attachment E: Arborist report prepared by Gye + Associates, September 15, 2021
- Attachment F: Letter from applicant regarding Tenant Assistance Plan dated March 27, 2024
- Attachment G: Project Data Table
- Attachment H: Correspondence (Letters received from residents)



## MINUTES - VICTORIA CITY COUNCIL

January 23, 2025, 10:36 A.M.

**COUNCIL CHAMBERS - 1 CENTENNIAL SQUARE, VICTORIA BC**

**To be held immediately following the Committee of the Whole Meeting**

**The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation**

- PRESENT:** Mayor Alto in the Chair, Councillor Caradonna, Councillor Coleman, Councillor Dell, Councillor Gardiner, Councillor Hammond, Councillor Loughton, Councillor Thompson
- ABSENT:** Councillor Kim (joined at 2:05 p.m.)
- STAFF PRESENT:** J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Chief Financial Officer, T. Soulliere - Deputy City Manager, T. Zworski - City Solicitor, K. Hoese - Director of Sustainable Planning and Community Development, C. Kingsley - City Clerk, C. Mycroft - Manager of Intergovernmental & Media Relations, A Potvin – Communications and Engagement Advisor, S. Johnson - Director of Communications and Engagement, D. Newman – Director of Parks, Recreation, and Facilities, B. Roder – Deputy City Clerk, S. Maichen – Legislative Coordinator

### **A. TERRITORIAL ACKNOWLEDGEMENT**

Council acknowledged that the City of Victoria is located on the homelands of the Songhees First Nation and Xwsepsum First Nation communities and stated their deep appreciation for the decades and centuries of care and dedication they have invested in nurturing these beautiful lands and the waters surrounding them.

### **B. INTRODUCTION OF LATE ITEMS**

There were no late items.

### **C. APPROVAL OF AGENDA**

Moved and Seconded:

That the agenda items under *D. CLOSED MEETING* be considered first and the remainder of the agenda be reordered accordingly.

### **CARRIED UNANIMOUSLY**

Moved and Seconded:

That the agenda be approved as amended.

**CARRIED UNANIMOUSLY**

**D. CLOSED MEETING**

**MOTION TO CLOSE THE JANUARY 23, 2025 COUNCIL MEETING TO THE PUBLIC**

That Council convene a closed meeting that excludes the public under Section 90 of the *Community Charter* for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the *Community Charter*, namely:

Section 90(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

*Section 90(1)(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;*

*Section 90(1)(f) law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment;*

*Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.*

Section 90(2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

*Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;*

**CARRIED UNANIMOUSLY**

*The Daytime Council meeting was closed to the public at 10:39 a.m.*

**E. APPROVAL OF CLOSED AGENDA**

**F. CONSIDERATION OF CLOSED MINUTES**

**G. NEW BUSINESS**

**G.1 Appointment – Community Charter Section 90(1)(a)**

*Council discussed an appointment matter. The discussion was recorded and kept confidential.*

**G.2 Intergovernmental Relations and Law Enforcement – Community Charter Sections 90(1)(f) and 90(2)(b)**

*Council discussed an intergovernmental relations and law enforcement matter.  
The discussion was recorded and kept confidential.*

*The Daytime Council meeting reopened to the public at 10:58 a.m.*

**Motion to recess:**

Moved and Seconded:

That Council recess the Daytime Council meeting pending completion of the Committee of the Whole meeting.

**CARRIED UNANIMOUSLY**

*The Daytime Council meeting recessed at 10:59 a.m. and reconvened at 1:59 a.m.*

**I. CONSENT AGENDA**

Moved and Seconded:

That the following Consent Agenda items be approved:

**J.1 Minutes from the Daytime Council Meeting held December 05, 2024**

That the minutes from the Daytime Council meeting held December 05, 2024 be approved.

**K.1.a.a257 Belleville Street: Zone Text Amendment & Development Permit with Variances Application No. 00209 (James Bay)**

**Zone Text Amendment**

1. That Council instruct the Director of Planning and Development to prepare the necessary *Zoning Regulation Bylaw* amendment to remove the “community amenities” section in the R-65 Zone, Belleville Street Multiple Dwelling District.
2. Prior to the introduction of the *Zoning Regulation Bylaw* amendment, the applicant prepares and executes the following legal agreement, with contents satisfactory to the Director of Parks, Recreation and Facilities and in a form satisfactory to the City Solicitor:
  - a. Preparation of a legal agreement, executed by the applicant, to amend the covenant registered as CA2048143 to allow a transfer of cash-in-lieu in the amount of \$121,000 towards the cost of plaza construction, and \$312,000 for further enhancement of the Harbour Pathway.
3. That, after publication of notification in accordance with section 467 of the *Local Government Act*, first, second, and third reading of the *Zoning Regulation Bylaw* amendment be considered by Council.
4. That following the third reading of the *Zoning Regulation Bylaw* amendment, the applicant prepares and execute the following legal agreement, with contents satisfactory to the Director of Engineering and Public Works and the

Director of Parks, Recreation and Facilities of in a form satisfactory to the City Solicitor prior to adoption of the bylaw:

- a. Preparation of a legal agreement, executed by the applicant, to ensure that the public realm improvements are consistent with the *Downtown Public Realm Plan and Streetscape Standards*, and in general compliance with the Landscape Plans provided in the plans date stamped October 31 2023, with the further requirement that soil cells and irrigation on the Pendray Street frontage be required for trees provided within the City right of way.
5. That adoption of the *Zoning Regulation Bylaw* amendment will not take place until all of the required legal agreements that are registrable in the Land Title Office have been so registered to the satisfaction of the City Solicitor.
6. That the above Recommendations be adopted on the condition that they create no legal rights for the applicant or any other person, or obligation on the part of the City or its officials, and any expenditure of funds is at the risk of the person making the expenditure.

### **Development Permit with Variances No. 00209**

That Council, after giving notice, consider the following motion:

“That subject to the adoption of the necessary Zoning Regulation Bylaw amendment, Council authorize the issuance of Development Permit with Variance Application No. 00209 for 257 Belleville Street, in accordance with:

1. Plans date stamped October 31, 2023
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Increase the maximum height from 30m to 32m
  - ii. Increase the maximum site coverage from 45% to 53%
  - iii. Reduce the minimum open site space from 40% to 28%.
3. That the Development Permit, if issued, lapses in two years from the date of this resolution.”

### **K.1.a.b 1200 Government Street (Irish Times Pub): Liquor Licence (Downtown)**

That Council direct staff to provide the following response to the Liquor and Cannabis Regulation Branch:

1. That Council supports the application of Irish Times Pub, located at 1200 Government Street, to licence an existing 24-person outdoor patio area, that is currently licenced through the Province’s Temporary Expanded Service Area (TESA) program, under the establishment’s existing liquor primary licence conditional on the following.
  - a. The establishment having a total occupant load of 250 people, which includes three unenclosed outdoor patios having a seating capacity of 104 that includes the proposed 24-person outdoor patio.
  - b. Maintaining daily hours of service from 9 a.m. to 1 a.m. inside and 9 a.m. to 11 p.m. on all patios.
2. The following comments are provided regarding the prescribed considerations:

- a. If the application is approved, it is anticipated to have a positive economic impact on the community as the approval supports the viability of the business as a local employer.
  - b. The views of residents were solicited through a mailout to neighbouring property owners and occupiers within 100 metres of the licensed location and a notice posted at the property. In response to the notification that went to 379 owners and occupants, the City did not receive any comments from the public and the Downtown Residents Association confirmed that they did not have any comments to provide.
3. Council recommends to the Province that the liquor primary licence be approved as recommended.

#### **K.1.a.c 1022 Government Street (Bard & Banker Pub): Liquor Licence (Downtown)**

That Council direct staff to provide the following response to the Liquor and Cannabis Regulation Branch:

1. That Council supports the application of Bard & Banker Pub, located at 1022 Government Street, to licence an existing 80-person outdoor patio area (currently licenced under the Province's Temporary Expanded Service Area (TESA) program) under the establishment's existing liquor primary licence, conditional on the following.
  - a. The establishment having a total occupant load of 320 people, which includes two unenclosed outdoor patios with a seating capacity of 99 including the proposed 80-person outdoor patio.
  - b. Maintaining daily hours of service from 9 a.m. to 1 a.m. inside and 9 a.m. to 11 p.m. on all patios.
2. The following comments are provided regarding the prescribed considerations:
  - a. If the application is approved, it is anticipated to have a positive economic impact on the community as the approval supports the viability of the business as a local employer.
  - b. The views of residents were solicited through a mailout to neighbouring property owners and occupiers within 100 metres of the licensed location and a notice posted at the property. In response to the notification that went to 379 owners and occupants, the City received one letter expressing concern for the patio from the public and the Downtown Residents Association confirmed that they did not have any comments to provide.
3. Council recommends to the Province that the liquor primary licence be approved as recommended.

#### **K.1.a.e Request for Reinstatement to the Taxed Boulevard Program**

That Council approve the reinstatement of the following boulevard to the Taxed Boulevard Program effective for the 2025 tax year:

1. 2200 Block of Government Street – East Side

#### **K.1.a.f Council Member Motion: CCCO Winter Meeting January 2025**

That Council authorize the attendance and associated costs for Councillor Gardiner to participate in the Canadian Capital Cities Organization 2025 Winter Meeting to be held in Ottawa, Ontario, from January 27 to January 29, 2025 (travel on January 26 and 29).

The approximate cost for attending is:

Meeting Registration Fee	\$0
Travel to/from Ottawa	\$1,335
Taxis (Victoria and Ottawa)	\$230
Accommodation (3 nights)	\$815
Food & Incidentals	\$250
Estimated Total Cost	\$2,630

**K.1.a.g Council Member Motion: Mayor’s letters to municipalities and public or private agencies**

That Council request that the Mayor provide Councillors copies of The Mayor’s letters arising from the direction of Council subject to Council’s policies on closed and open matters to other levels of government, other municipalities, and external agencies at the time that such letters are sent.

**CARRIED UNANIMOUSLY**

**J. CONSIDERATION OF MINUTES**

**J.1 Minutes from the Daytime Council Meeting held December 05, 2024**

*This item was added to the Consent Agenda.*

**K. REPORTS OF COMMITTEE**

**K.1 Committee of the Whole**

**K.1.a. Report from the January 09, 2025 Committee of the Whole Meeting**

**K.1.a.a 257 Belleville Street: Zone Text Amendment & Development Permit with Variances Application No. 00209 (James Bay)**

*This item was added to the Consent Agenda.*

**K.1.a.b 1200 Government Street (Irish Times Pub): Liquor Licence (Downtown)**

*This item was added to the Consent Agenda.*

**K.1.a.c 1022 Government Street (Bard & Banker Pub): Liquor Licence (Downtown)**

*This item was added to the Consent Agenda.*

**K.1.a.d Minimum Unit Size for Multi-Unit Residential Developments**

Moved and Seconded:

That Council:

1. Require a 33m2 minimum unit size for all multi-unit residential developments regulated by *Zoning Bylaw 2018*.
2. Exempt Affordable Housing Developments from the above requirements.
3. Incorporate the minimum unit size requirement changes to the *Zoning Bylaw 2018* into the ongoing work on the OCP 10-year Update and Zoning Bylaw Modernization.

**CARRIED UNANIMOUSLY**

**K.1.a.e Request for Reinstatement to the Taxed Boulevard Program**

*This item was added to the Consent Agenda.*

**K.1.a.f Council Member Motion: CCCO Winter Meeting January 2025**

*This item was added to the Consent Agenda.*

**F.1.a.g Council Member Motion: Mayor's letters to municipalities and public or private agencies**

*This item was added to the Consent Agenda.*

**F.1.a.h Council Member Motion: Committees**

Moved and Seconded:

1. That the following city committees remain active until October 2026, with no changes to their Terms of Reference except updates to any reference to an end date, and any other changes noted for each committee or necessary to conform to current Council Committee Establishment Policy and the Committee Terms of Reference Policy:
  - a. The Accessibility Advisory Committee

- b. The Advisory Design Panel
  - c. The Citizens' Assembly Council Committee
  - d. The City of Victoria Youth Council, with an amendment to its Terms of Reference to include a quarterly report to City Council from the Council liaison to the CVYC
  - e. The Heritage Advisory Panel
  - f. The International Decade for People of African Descent Advisory Committee
  - g. The Welcoming City Advisory Committee.
2. That the following city committees be officially retired, concluded and/or “sunsetting”, effective immediately:
    - a. The Active Transportation Advisory Committee
    - b. The Arts in Public Places Committee
    - c. The External Grant Review Committee
    - d. The Seniors Task Force
  3. That Council:
    - a. directs the Mayor to establish some form of regular consultation between staff and the Victoria Tenants Union, and for staff to report to Council on these consultations as needed.
  5. That all members of a Council-created committee receive an honourarium from the City for the time spent in attending committee meetings, based on Victoria’s hourly living wage.
  6. That staff be directed to review and revise Terms of Reference for re-established and re-imagined committees to ensure that such Terms of Reference meet the conditions of the current Committee Establishment Policy and the current Committee Terms of Reference Policy, subject to Council approval of Sections 1, 2, 3, 4 and/or 5, above.

*Council requested that each part of the motion be considered separately.*

**On the number one:**

Moved and Seconded:

1. That the following city committees remain active until October 2026, with no changes to their Terms of Reference except updates to any reference to an end date, and any other changes noted for each committee or necessary to conform to current Council Committee Establishment Policy and the Committee Terms of Reference Policy:
  - a. The Accessibility Advisory Committee
  - b. The Advisory Design Panel
  - c. The Citizens' Assembly Council Committee

- d. The City of Victoria Youth Council, with an amendment to its Terms of Reference to include a quarterly report to City Council from the Council liaison to the CVYC
- e. The Heritage Advisory Panel
- f. The International Decade for People of African Descent Advisory Committee
- g. The Welcoming City Advisory Committee.

**CARRIED UNANIMOUSLY**

**On the number two:**

Moved and Seconded:

- 2. That the following city committees be officially retired, concluded and/or “sunsetting”, effective immediately:
  - a. The Active Transportation Advisory Committee
  - b. The Arts in Public Places Committee
  - c. The External Grant Review Committee
  - d. The Seniors Task Force

**CARRIED UNANIMOUSLY**

**On the number three:**

Moved and Seconded:

- 3. That Council:
  - a. directs the Mayor to establish some form of regular consultation between staff and the Victoria Tenants Union, and for staff to report to Council on these consultations as needed.

**CARRIED UNANIMOUSLY**

**On the number five:**

Moved and Seconded:

- 5. That all members of a Council-created committee receive an honourarium from the City for the time spent in attending committee meetings, based on Victoria’s hourly living wage.

OPPOSED (1): Councillor Gardiner

**CARRIED (7 to 1)**

**On the number six:**

Moved and Seconded:

6. That staff be directed to review and revise Terms of Reference for re-established and re-imagined committees to ensure that such Terms of Reference meet the conditions of the current Committee Establishment Policy and the current Committee Terms of Reference Policy, subject to Council approval of Sections 1, 2, 3, 4 and/or 5, above.

**CARRIED UNANIMOUSLY**

**L.1.b Report from the January 23, 2025 Committee of the Whole Meeting**

**L.1.b.a Council Member Motion: Advancing Climate-Resilient Communities**

Moved and Seconded:

1. That Council ask the Mayor to create a letter in support of a grant application to Intact Insurance for funding to assist the Garry Oak Meadow Preservation Society, the Sierra Club BC, the RUSH Initiative and Engage with Nature-based Solutions in their collaborative initiative directed at integrating FireSmart and ClimateSmart data into actionable tools, mobilize community participation and support suitable green infrastructure to enhance climate resilience in the CRD.
2. Further, that this Motion be considered at the Council meeting of January 23, 2025.

**CARRIED UNANIMOUSLY**

*Councillor Kim joined the meeting at 2:05 p.m.*

**M. BYLAWS**

**M.1 Bylaw for 515 Foul Bay Road: Rezoning Application No. 00807, Development Permit with Variances Application No. 00255 and Heritage Designation Application No. 00163**

Moved and Seconded:

That the following bylaws **be adopted**:

1. Zoning Regulation Bylaw, Amendment Bylaw (No. 1340), No. 24-048
2. Heritage Designation (515 Foul Bay Road) Bylaw, No. 24-039
3. Housing Agreement (515 Foul Bay Road) Bylaw (2025), No. 25-012

**CARRIED UNANIMOUSLY**

Moved and Seconded:

### **Development Permit with Variances Application**

That Council, after giving notice, consider the following motion:

1. That subject to the adoption of the necessary Zoning Regulation Bylaw amendment, Council authorize the issuance of Development Permit with Variances No. 00255 for 515 Foul Bay Road, by plans submitted to the Planning department and date stamped by Planning on February 26, 2024, in accordance with the following:
  - a. Subject to submission of revised plans to align architectural site plans and landscape plans, to the satisfaction of the Director of Sustainable Planning and Community Development.
  - b. Subject to the proposed development meeting all City zoning and subdivision and development servicing bylaw requirements, except for the following variances:
    - i. reduce minimum front yard setback from 6.00m to 0.41m
    - ii. reduce minimum side yard setback (north) from 4.00m to 3.08m
    - iii. increase maximum eave projection from 0.75m to 0.79m
    - iv. permit vehicle parking in the front yard
    - v. reduce short-term bicycle storage from 18 spaces to 10 spaces
    - vi. increase maximum drive aisle slope from 8.00% to 11.36%
    - vii. reduce minimum two-way drive aisle width from 6.00m to 4.00m
    - viii. increase maximum accessory building height from 3.50m to 4.00m
    - ix. permit above-ground electrical, telecommunication and cable television services.
  - c. That pursuant to section 512(2) of the Local Government Act, Council exempts the existing property at 515 Foul Bay Road as well as the new proposed lot to be created by subdivision, as generally shown in the plans submitted to the Planning department and date stamped by Planning on February 26, 2024 from the minimum frontage requirements of section 512(1) at the time of subdivision.
2. That the Development Permit with Variances, if issued, expires two years from the date of this resolution.

### **CARRIED UNANIMOUSLY**

#### **N. NOTICE OF MOTIONS**

*There were no Notices of Motions.*

#### **O. ADJOURNMENT**

Moved and Seconded:

That the Council Meeting be adjourned at 2:07 p.m.

**CARRIED UNANIMOUSLY**

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CITY CLERK

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MAYOR

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**From:** Legislative Services email  
**Subject:** FW: response to proposed amendment Bylaw(no.1364) No. 26-028

-----Original Message-----

From: Keith Merritt  
Sent: April 2, 2026 3:48 PM  
To: Legislative Services email <LegislativeServices@victoria.ca>  
Subject: response to proposed amendment Bylaw(no.1364) No. 26-028

We are residents in the Laurel Point Condominiums at 707-225 Belleville St., Victoria. We have received a notice from the City of Victoria dated March 27, 2026, offering the opportunity to comment on the proposed development permit with variances application no 00209.

Our comments are:

1. Changing the height upwards by 2 metres is not really significant if needed but if this is to accommodate a ceiling height increase of each unit from 9ft ceilings to 11 feet I have to wonder if that is a good thing in today's world considering climate change and the need to build more responsibly to decrease heating/cooling requirements for the future.
2. The new plans appear to abut right up to the property line with the Laurel point condominium (LPC) property. I am concerned that this would increase the chance of damaging the LPC parking garage with construction of the underground substructure that is needed for 78 parking spots.
3. With the open space being reduced to 28% means that the new Admiral Inn structure will have significantly less green space. Is the reduction of any useful green space the city planner's goal? The LPC adjacent property just so happens to be a developed garden space which it looks like any of the units that face this would significantly benefit from. Is that fair?
4. With the increase in size I assume there will be an increase in the number of units/people living in this building. The exit for the parking garage will be into Cross st and then having to turn onto Quebec/Pendray St. This is a challenging corner to navigate at present. With all the pedestrian traffic and now the increase in numbers of cars has there been any planning in how to make this intersection safer to use.

With the loss of green space, the encroachment on the LPC property, the increase traffic (cars and pedestrians) on an already busy/difficult street corner, the increase in size of the building..more ceiling height ie increase in size to accommodate non useful space, we would appose this amendment as it written.

Yours sincerely,

Keith and Jean Merritt

**From:** [Patrick Bryant](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - Correction  
**Date:** April 3, 2026 2:14:19 PM

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Please accept the following correction to the email below that I sent earlier. I neglected to include our full address which is:

Patrick & Patricia Bryant  
#505 - 225 Belleville Street  
Victoria, BC V8V 4T9

My name is Patrick Bryant and my wife and I live in unit #505 at Laurel Point Condominium (LPC). We strongly object to the proposed variances. After over 15 years of this issue percolating, starting with the monstrous, black, glass pyramid; my unsatisfactory and direct discussions with Alan Lowe and now Lowe once again trying to push the limits right to the extreme without regard for our community; I would like the City to take our concerns seriously and finally stand up to the developer/architect. You represent the taxpayers not just the developers and so, enough is enough. Please spend a moment to check out the effects of the variances on the actual plans re. the setbacks and our concerns re. Cross St. and maybe even pop by and take a look on site. Please deny their variance requests.

Our objections are as follows:

Site coverage:

- The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site which is excessive.
- The footprint and height of the proposed building is substantially out of proportion for the existing neighborhood. While LPC and the neighboring condominiums and hotels along Montreal Street are eight to eleven standard height stories, there is good separation which minimizes interference with each other, generally preserves views, retains green space and reduces casting of shade on other properties. The proposed building does the opposite. The proposal does not fit the site nor fit in with the immediate surrounding neighborhood. It's like the developer is trying to pack 10 pounds of stuff into a 5 pound bag to our detriment
- The enlarged building footprint leaves no setback from the boundaries of the site. This proposed building occupies virtually the entire lot. There is no green space as is the case with every other condominium in this area, most notably LPC itself. In addition, how would this building be maintained without seriously encroaching onto LPC property and the street given that the setbacks are virtually zero?
- On the West side, the building would extend right to the property line between 257 Belleville Street and Laurel Point (225 Belleville Street). The land west of this property line is owned and used by Laurel Point residents, and it is not public land even though the developer's plans might suggest otherwise.
- On the east (Pendray Street) side, it is impossible to widen the sidewalk

because the full road width is needed for the increased traffic movements associated with the Belleville Terminal.

#### Road traffic:

- The variances include parking for 78 vehicles (plus bicycle parking). This is excessive for a building with a maximum of 57 units unless this is a provision for visitor/guest parking instead of illegally using our guest parking or parking on Cross St. and impeding our accessibility. More likely the extra parking is for the really wealthy owners for 2 cars at the likely cost of more blasting and risk to our infrastructure, given we share the same rock.
- Access to their parkade will be from Cross Street, which provides access to Laurel Point. Traffic safety on Cross Street and out onto Pendray Street is already a concern; it is difficult to make the turn from Cross Street onto Pendray. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street. It will be even worse if the developer is still proposing to sell the units as bare stratas with fit outs over potentially several years involving every type of contractor (and their vehicles) under the sun including cranes etc.
- Access to the parkade would be adjacent to the existing access to the parkade at LPC. This raises additional safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids.
- Large vehicles, such as garbage trucks, would need to use the parkade entrance. This would be a new element in the traffic on Cross Street – Laurel Point has a separate entrance for these vehicles, from Montreal Street on the other side of the building.
- During the tourist season, many visitors on cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets. This already causes problems and accident risks, even without the increased traffic.
- Pendray Street will become even busier when the new Belleville Terminal is operational. There has been no systematic evaluation of the effect of developments in this part of James Bay on traffic movements.

#### Building design:

- The variances would raise the building height to 32 metres. The current bylaw limits height to 30 metres. At 32 metres, it would be taller than Laurel Point Condos. There appears to be extensive shadowing onto many of the units in the south corner of LPC during most of the year due to the proposed height of the development. Allowing another 2 metres will worsen shadowing.
- The overall appearance of this proposed building is not in keeping with the Victorian style in the neighbourhood. This is the part of Victoria first seen by the majority of visitors - it is more important for the tourist industry than even

the "Old Town".

Sincerely  
Patrick & Patricia Bryant  
Suite #505

**From:** [David Cooke](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No.00209  
**Date:** April 3, 2026 1:34:01 PM

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## **Re: Development Permit with Variances Application No.00209**

We live at Laurel point Condominiums (LPC) at 225 Belleville St, unit 315 and will be directly affected by this permit application.

We strongly oppose some aspects of the application, namely the reduction in set-backs, the increase in site coverage and the number of parking stalls. However, we support the overall tiered design of the proposed building, which is in keeping with its position on the ocean front and other buildings in the area. We therefore ask that the application be rejected and sent back to the developer to design the building with slightly smaller units on a smaller footprint and with fewer parking stalls.

The bases for our objections are:

### ***1. The reduction in set backs will cause damage to LPC property***

(a) Please note that the artist's impression shows green space between the new building and Laurel Point Condominiums, with a row of trees several metres from the proposed building. That is not accurate. The row of trees in the artist's impression is actually on LPC property, several metres from the property line of the 257 Belleville Street property. LPC has bushes and a metal fence on the LPC property line and the proposed building will be almost touching the property line and will almost certainly damage the bushes and fence along the fence line. There will not be enough space between the proposed building and LPC property line to allow for the building's construction or for any future repairs needed on the exterior of new building without damaging LPC property.

(b) The entrance to the proposed parking garage is right next to the entrance to the LPC parking garage. It is hard to see how the new building parkade entrance can be built without damaging the retaining wall for the LPC entrance.

(c) The present set back from Pendray street will be lost, with the building fronting on the sidewalk. This will decrease the attractiveness of the building, which is on the tourist route.

### ***2. The 78 proposed parking stalls is excessive and will result in unsafe conditions***

(a) The present building on the site has only 25 parking stalls, which are accessed from Cross Street. The increased number of cars will lead to unsafe conditions.

(b) The proposed 78 parking stalls is excessive in light of the 32-57 units in the proposed building. Further, this is almost double the 40 parking spaces in the existing zoning standard. Council should be trying to reduce the use of cars and encourage active transportation, and should not allow excessive parking in new buildings.

(c) The proposed building will reduce safety for pedestrians on the sidewalk at the bottom of Cross Street. The lack of a setback from the sidewalk will reduce the sightline for drivers turning out from Cross Street to Pendray Street. The sidewalk is an already a busy one, used by cruise ship and ferry passengers, and so more cars exiting from Cross Street will result in an unsafe situation.

We thank you for considering our concerns as laid out this email and hope you will take them into account as you consider your vote on the permit application.

Liliane and David Cooke,  
315-225 Belleville Street,  
Victoria BC  
V8V 4T9

Dear Victoria Mayor and City Councillors,

**You are at risk of trashing your own priorities.**

The various James Bay developments under way or being considered at the Admiral Inn site, the Quebec-Kingston-Montreal parking lot, the Ogden Point expansion and the Belleville Terminal-plus-mueums all have very serious consequences for transportation through the Belleville-Cross-Pendray-Quebec-Kingston-Montreal-St. Lawrence-Dallas corridor.

During the past couple of decades Council has been warned by residents of this neighbourhood that implementing even one of these gigantic densification projects could overwhelm the existing infrastructure for traffic flow (human and vehicular) in the area.

Should this transportation capacity crash because of developments like that proposed for the Admiral Inn site, then most of the progress you seek for our City will become unrealistic (e.g., housing supply, safety and security, mobility for all ages and abilities, strengthening of small business, expansion of tourism, heritage recognition) – all of them require functional transportation.

But astonishingly, you have not requested a professional, objective traffic engineering study of the likely impacts any of these developments will have on this crucial region of the city. **This neglect cotravenes every principle in your Code of Conduct.**

**Please correct this dangerous oversight before deciding on the proposed Admiral Inn development now before you.**

Robin Farquhar, 636 Montreal St., Unit 700 (3/4/26)

**From:** [George GULKIEWICH](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 3, 2026 12:37:14 PM

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Re: Development Permit with Variances Application No. 00209

Dear Developers and City Planners,

Please review and think of the following 3 points before you make rash decisions which will only benefit a few and leave the rest of us, who reside in James Bay and Laurel Point, with the problems you are ignoring!

1. Site coverage:

1.1 The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site.

1.2 The enlarged building footprint leaves no setback from the boundaries of the site.

1.3 On the West side, the building would extend right to the property line between 257 Belleville Street and Laurel Point (225 Belleville Street). The land on the West of this property line is used by the residents of Laurel Point but is not public land.

1.4 On the East (Pendray Street) side, it is impossible to widen the sidewalk because the full road width is needed for the increased traffic movements associated with the Belleville Terminal.

2. Road traffic:

2.1 The variances include parking for 78 vehicles (plus bicycle parking). This is excessive for a building with a maximum of 57 units.

2.2 Access to the parkade would be from Cross Street, which provides access to Laurel Point. Traffic safety on Cross Street and out onto Pendray Street is already a concern – it is difficult to negotiate a turn from Cross Street onto Pendray. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street.

2.3 Access to the parkade would be adjacent to the existing access to the parkade at Laurel Point. This raises additional safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids.

2.4 Large vehicles, such as garbage trucks, would need to use the parkade entrance. This would be a new element in the traffic on Cross Street – Laurel Point has a separate entrance for these vehicles, from Montreal Street on the other side of the building.

2.5 During the tourist season, many visitors on cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets.

This already causes problems and accident risks, even without the increased traffic.

2.6 Pendray Street will become even busier when the new Belleville Terminal is operational. There has been no systematic evaluation of the effect of developments in this part of James Bay on traffic movements.

### 3. Building design:

3.1 The variances would raise the building height to 32 metres. The current bylaw limits height to 30 metres. At 32 metres, it would be taller than Laurel Point Condos.

3.2 The overall appearance of this proposed building is not in keeping with the Victorian style in the neighbourhood. This is the part of Victoria first seen by the majority of visitors - it is more important for the tourist industry than even the "Old Town".

George Gulkiewich,  
1008 - 225 Belleville Street,  
Victoria, B.C.  
V8V 4T9

**From:** [Linda Martino](#)  
**To:** [Legislative Services email](#)  
**Cc:** [Victoria Mayor and Council](#)  
**Subject:** Development Permit with Variances Application No. 00209 — 257 Belleville Street  
**Date:** April 3, 2026 4:44:44 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

3 April 2026

Re: Development Permit with Variances Application No. 00209 — [257 Belleville Street](#)

Dear Council Members,

I am writing to object to the proposed variances for the development at [257 Belleville Street](#) (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

The enlarged footprint would leave no setback at all from the boundaries of the site. This is contrary to normal and reasonable planning practice and would have a negative impact on neighbouring properties.

The western elevation would reach the boundary with Laurel Point ([225 Belleville Street](#)). The adjacent land belongs to and is used by Laurel Point residents, not the public, and building to that line without any setback is inappropriate.

Using Cross Street for parkade access would result in a 50% increase in vehicles using that street. The junction with Pendray is already a difficult and hazardous manoeuvre; this additional traffic will make it considerably more so.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Linda Martino  
[1103-225 BELLEVILLE ST, VICTORIA, BC V8V 4T9](#)

**From:** [Gene Watt](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances application's #00209  
**Date:** April 3, 2026 4:22:03 PM

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Mayor and Councillors of the City of Victoria.

I am an owner at 225 Belleville street and I wish to voice my strong objection to the above mentioned application for the following reasons ;

1. Site coverage:

1.1 The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site.

1.2 The enlarged building footprint leaves no setback from the boundaries of the site.

1.3 On the West side, the building would extend right to the property line between [257 Belleville Street](#) and Laurel Point ([225 Belleville Street](#)). The land on the West of this property line is used by the residents of Laurel Point but is not public land.

1.4 On the East (Pendray Street) side, it is impossible to widen the sidewalk because the full road width is needed for the increased traffic movements associated with the Belleville Terminal.

2. Road traffic:

2.1 The variances include parking for 78 vehicles (plus bicycle parking). This is excessive for a building with a maximum of 57 units.

2.2 Access to the parkade would be from Cross Street, which provides access to Laurel Point. Traffic safety on Cross Street and out onto Pendray Street is already a concern – it is difficult to negotiate a turn from Cross Street onto Pendray. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street.

2.3 Access to the parkade would be adjacent to the existing access to the parkade at Laurel Point. This raises additional safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids.

2.4 Large vehicles, such as garbage trucks, would need to use the parkade entrance. This would be a new element in the traffic on Cross Street – Laurel Point has a separate entrance for these vehicles, from Montreal Street on the other side of the building.

2.5 During the tourist season, many visitors on cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets.

This already causes problems and accident risks, even without the increased traffic.

2.6 Pendray Street will become even busier when the new Belleville Terminal is operational. There has been no systematic evaluation of the effect of developments in this part of James Bay on traffic movements.

### 3. Building design:

3.1 The variances would raise the building height to 32 metres. The current bylaw limits height to 30 metres. At 32 metres, it would be taller than Laurel Point Condos.

3.2 The overall appearance of this proposed building is not in keeping with the Victorian style in the neighbourhood. This is the part of Victoria first seen by the majority of visitors - it is more important for the tourist industry than even the "Old Town"

I trust, as you being our elective voice will do the right thing and dismiss this application.

Warm regards

Gene Watt

**From:** [Ann Rempel](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 12:05:48 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I write as a nearby resident to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

Access to the parkade would be via Cross Street, which already serves Laurel Point. The turn from Cross Street onto Pendray Street is difficult and often dangerous, and a 50% increase in vehicle numbers will make an existing safety problem significantly worse.

The new parkade entrance would be placed immediately next to Laurel Point's existing entrance on Cross Street. This creates an obvious safety conflict between vehicles at two adjacent buildings and presents particular risks to pedestrians, including those using mobility aids.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Charles O'Neill  
307-225 Belleville Street Victoria BC V8V 4T9

**From:** [Deborah Begoray](#)  
**To:** [Legislative Services email](#)  
**Cc:** [Victoria Mayor and Council](#)  
**Subject:** Development Permit with Variances Application No. 00209.  
**Date:** April 4, 2026 2:02:45 PM

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I live in Laurel Point Condos (225 Belleville St.). I strongly oppose Development Permit with Variances Application No. 00209. I have lived here for 11 years.

My primary concerns are:

- The new proposal increases building density to 3:1 and in addition from 45% to 53% of site space. These increases leave no setback from the boundaries of the site. It brings this proposed building right to the border of our property at 225 Belleville St.
- Pedestrian and vehicle safety will be negatively affected by the increased size of the building. Locals and large numbers of cruise ship tourists use the dangerous corner of Quebec, Pendray and Cross Streets where this building traffic (residents and service vehicles such as garbage and recycling trucks) will exit the building. More traffic will greatly exacerbate the hazardous nature of this intersection and put users' safety at greater risk.

I urge you to vote against Development Permit with Variances Application No. 00209.

Deborah Begoray  
1104-225 Belleville St.  
Victoria, BC V8V 4T9

**From:** [Mark & Judy Brooks](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 10:12:25 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

I am particularly concerned about the west boundary, where the proposed building would come right to the property line with 225 Belleville Street. The land on the other side is private land used by Laurel Point residents, not a public space.

The proposed parkade entrance on Cross Street would increase traffic there by 50%. The turn onto Pendray is already awkward and risky, and adding half again as many vehicles will create a genuine danger. I have already complained numerous times to the Victoria Police about safety issues at this intersection and have been ignored.

Positioning the new parkade entrance directly adjacent to Laurel Point's existing one raises serious safety concerns. The concentration of vehicle movements at this point will pose real risks to pedestrians, particularly those with mobility impairments.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Mark Brooks  
Unit 104-225 Belleville St, Victoria, BC V8V 4T9

**From:** [Howard Brown](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 4:08:37 PM

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Legislative Services, City of Victoria 1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street.

Dear Council Members:

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

- Raising the maximum site coverage from 45% to 53% represents a significant breach of the bylaw limit. Will give an overly dense appearance to the area. I see no compelling justification for this variance.
- The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.
- I am particularly concerned about the west boundary, where the proposed building would come right to the property line with 225 Belleville Street. The land on the other side is private land used by Laurel Point residents, not a public space.
- Along the Pendray Street frontage, the road is already fully occupied by Belleville Terminal traffic, making any sidewalk widening impossible. The proposal does not address this issue.
- Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.
- I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Howard Brown  
816-21 Dallas Road

**From:** [Mari Chiyoda](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:27:53 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

I am concerned that site coverage would rise from the permitted maximum of 45% to 53%. This goes well beyond what the bylaw allows and sets a troubling precedent.

Access to the parkade would be via Cross Street, which already serves Laurel Point. The turn from Cross Street onto Pendray Street is difficult and often dangerous, and a 50% increase in vehicle numbers will make an existing safety problem significantly worse.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

This junction is one of the busiest and most hazardous in the neighbourhood during the cruise season. Adding more traffic to this already difficult junction is irresponsible.

The proposed height of 32 metres exceeds the 30-metre limit set by the current bylaw, and would result in a building taller than Laurel Point Condos next door. I see no justification for exceeding the established height limit in this way.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Mari & Tetsuya Chiyoda  
905-225 Bellevillr St

**From:** [Vicki Davidoff](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 10:09:03 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

Positioning the new parkade entrance directly adjacent to Laurel Point's existing one raises serious safety concerns. The concentration of vehicle movements at this point will pose real risks to pedestrians, particularly those with mobility impairments.

During the tourist season, the junction of Cross Street, Pendray Street and Quebec Street sees very heavy use by cruise-ship visitors, buses, large trucks, cyclists and pedestrians. Problems already occur here; additional traffic from this development will make matters worse.

The 32-metre height exceeds the bylaw limit of 30 metres and would make this building taller than its immediate neighbour, Laurel Point Condos. There is no good reason to allow the height limit to be breached.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

vivienne davidoff  
408-225 Belleville Street, Victoria, B.C.

**From:** [Rich Dunstan](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:18:39 PM

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To whom it may concern:

I have lived in Laurel Point condos for the past 12 years. I am writing to protest the proposed enlargement of the previously-approved development on the site of the Admiral Inn, which borders our property to the east.

I appreciate that the owner is entitled to develop the property and has already received substantial approvals, but the proposed variances would be a major step downhill for the neighbourhood.

Top of my list of concerns is traffic. Getting out of Cross Street and into traffic is already by far the biggest negative in living at Laurel Point, year-round and especially during cruise ship season, when armies of passengers (whom we are happy to welcome!) pass by in endless lines on the sidewalk, not to mention the occasional running race, and worst of all, bicycle race. The provision of 78 spaces will worsen this problem enormously. On top of that, the configuration of the proposed parking garage exit so close to our own parkade exit will be a serious problem to both parties before anyone even gets to the end of Cross Street. Garbage and recycling trucks using this same entrance will add to the problem as well, since unlike Laurel Point the Admiral development will apparently not have a separate entrance.

The large number of parking spaces will enlarge the necessary work on the Admiral Point underground parkade, thus increasing the seismic threat to our building such a short distance away. Finally, it seems anomalous to be including 78 spaces for 57 residential units in a city where so many new buildings are being approved with very minimal parking.

I am also concerned about the every-last-inch footprint of the building, which seems to leave no staging space for construction work. Since (despite what one might think from the developer's drawings) our Laurel Point east lawn will not be available for this purpose, we have heard suggestions that Charles Redfern park may be used for staging. I hope this is not correct.

Our wish and hope is that this project will remain within the footprint and number of parking spaces previously approved.

Thank you,  
Richard Dunstan  
308-225 Belleville St.  
Victoria BC V8V 4T9

**From:** [Jasmeen Griffin](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:17:16 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

The proposed parkade entrance on Cross Street would increase traffic there by 50%. The turn onto Pendray is already awkward and risky, and adding half again as many vehicles will create a genuine danger.

The 32-metre height exceeds the bylaw limit of 30 metres and would make this building taller than its immediate neighbour, Laurel Point Condos. There is no good reason to allow the height limit to be breached.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,  
Jasmeen

Jasmeen Griffin  
306-225 Belleville Street

Sent from my iPad

**From:** [Ernie Gross](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 10:25:16 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I write as a nearby resident to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street. The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

The proposal provides no setback from the property boundaries whatsoever. This is an unreasonable departure from accepted planning norms and would adversely affect the amenity of the surrounding area.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

Along the Pendray Street frontage, the road is already fully occupied by Belleville Terminal traffic, making any sidewalk widening impossible. The proposal does not address this issue.

The proposal includes parking for 78 vehicles for a building with a maximum of only 57 units. This is disproportionate and will generate more traffic than is necessary or appropriate for this location.

I urge Council to refuse the requested variances and to require the applicant to submit a revised proposal that complies

fully with the existing Zoning Regulation Bylaw.

Yours sincerely,

Ernie Gross  
310-225 Belleville Street  
Ernie Gross

**From:** [Stan Hack](#)  
**To:** [Legislative Services email](#)  
**Subject:** Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 4, 2026 7:12:48 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

This junction is one of the busiest and most hazardous in the neighbourhood during the cruise season. Adding more traffic to this already difficult junction is irresponsible.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Stan Hack  
209 225 Belleville Street, Victoria BC, V8V 4T9

**From:** [Lynn Hunter](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No.00209  
**Date:** April 4, 2026 9:38:06 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

I have enjoyed walking from my home on Montreal St. along Belleville to downtown. Construction is temporarily impeding that enjoyment but this proposed development would make that impairment permanent.

Along the Pendray Street frontage, the road is already fully occupied by Belleville Terminal traffic, making any sidewalk widening impossible. The proposal does not address this issue.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Lynn Hunter  
636 Montreal St.#500 Victoria BC V8V4Y1

**From:** [John Begoray](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:56:29 PM

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The City should deny the Development Permit with Variances Application No. 00209.

My main concern is site coverage. The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site. This would leave little or no setback from the boundaries of the site. I live in the building immediately to the west of the proposed construction and I don't see how they could build that close to our property without damaging it. Also I don't see how, in the future, they will be able to maintain the exterior of the building without trespassing on our property.

I also have concerns about the impact on traffic leaving our building via Cross street. The intersection between Cross Street, Pendray, and Quebec street is already difficult to navigate. The proposed building will significantly reduce visibility at that intersection.

John Begoray  
Unit 1104, 225 Belleville St.  
Victoria, BC, V8V 4T9

**From:** [Lynn McKay](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with. Variances Application #00209  
**Date:** April 4, 2026 8:09:33 AM

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As residents of Laurel Point Condominiums we object to the size and scope of the proposed development of Admiral Inn, on the following grounds:

1.1 The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site.

1.2 The enlarged building footprint leaves no setback from the boundaries of the site.

1.3 On the West side, the building would extend right to the property line between 257 Belleville Street and Laurel Point (225 Belleville Street). The land on the West of this property line is used by the residents of Laurel Point but is not public land.

1.4 On the East (Pendray Street) side, it is impossible to widen the sidewalk because the full road width is needed for the increased traffic movements associated with the Belleville Terminal.

## 2. Road traffic:

2.1 The variances include parking for 78 vehicles (plus bicycle parking). This is excessive for a building with a maximum of 57 units.

2.2 Access to the parkade would be from Cross Street, which provides access to Laurel Point. Traffic safety on Cross Street and out onto Pendray Street is already a concern – it is difficult to negotiate a turn from Cross Street onto Pendray. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street.

2.3 Access to the parkade would be adjacent to the existing access to the parkade at Laurel Point. This raises additional safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids.

2.4 Large vehicles, such as garbage trucks, would need to use the parkade entrance. This would be a new element in the traffic on Cross Street – Laurel Point has a separate entrance for these vehicles, from Montreal Street on the other side of the building.

2.5 During the tourist season, many visitors on cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets.

This already causes problems and accident risks, even without the increased traffic.

2.6 Pendray Street will become even busier when the new Belleville Terminal is operational. There has been no systematic evaluation of the effect of developments

in this part of James Bay on traffic movements.

3. Building design:

3.1 The variances would raise the building height to 32 metres. The current bylaw limits height to 30 metres. At 32 metres, it would be taller than Laurel Point Condos.

3.2 The overall appearance of this proposed building is not in keeping with the Victorian style in the neighbourhood. This is the part of Victoria first seen by the majority of visitors - it is more important for the tourist industry than even the "Old Town".

Thank you for your attention to this matter.

Michael and Lynn McKay,  
1101-225 Belleville St, Victoria V8V 4T9

**From:** [Ken Osman](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 9:31:32 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The western elevation would reach the boundary with Laurel Point at 225 Belleville Street. The adjacent land is used by Laurel Point residents, not the public, and building to that line without any setback is inappropriate.

Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Cross/Pendray/Quebec junction in large numbers during the summer. Existing safety concerns will only be amplified by the additional traffic this development would bring.

I urge Council to refuse the requested variances and to require the applicant to submit a revised proposal that complies fully with the existing Zoning Regulation Bylaw.

Yours sincerely,

Ken Osman  
207 225 Belleville St Victoria V8V4t9

Ken Osman

**From:** [Ann Rempel](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 4:06:13 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

The new parkade entrance would be placed immediately next to Laurel Point's existing entrance on Cross Street. This creates an obvious safety conflict between vehicles at two adjacent buildings and presents particular risks to pedestrians, including those using mobility aids.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Charles O'Neill  
307-225 Belleville Street Victoria BC V8V 4T9

**From:** [Kelly Saunders](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:23:23 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

I am concerned that site coverage would rise from the permitted maximum of 45% to 53%. This goes well beyond what the bylaw allows and sets a troubling precedent.

The proposal provides no setback from the property boundaries whatsoever. This is an unreasonable departure from accepted planning norms and would adversely affect the amenity of the surrounding area.

Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

Garbage trucks and large service vehicles would need to use the Cross Street entrance. Laurel Point sensibly routes its service vehicles through a separate entrance on Montreal Street, well away from Cross Street. The proposed development makes no equivalent provision.

The 32-metre height exceeds the bylaw limit of 30 metres and would make this building taller than its immediate neighbour, Laurel Point Condos. There is no good reason to allow the height limit to be breached.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Patricia Saunders  
604-225 Belleville Street

**From:**  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 1:16:16 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257  
Belleville Street

Dear Council Members,

As a resident living close to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

Raising the maximum site coverage from 45% to 53% represents a significant breach of the bylaw limit. I see no compelling justification for this variance.

The proposal provides no setback from the property boundaries whatsoever. This is an unreasonable departure from accepted planning norms and would adversely affect the amenity of the surrounding area.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

The proposed height of 32 metres exceeds the 30-metre limit set by the current bylaw, and would result in a building taller than Laurel Point Condos next door. I see no justification for exceeding the established height limit in this way.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Steven Saunders  
604-225 BELLEVILLE St, Victoria, BC V8V 4T9

**From:** [Joan Trumble](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 3:27:26 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

I am concerned that site coverage would rise from the permitted maximum of 45% to 53%. This goes well beyond what the bylaw allows and sets a troubling precedent.

The proposal would bring large vehicles including refuse trucks onto Cross Street for the first time. Laurel Point avoids this by using Montreal Street for service access. The new development should be required to do the same.

During the tourist season, the junction of Cross Street, Pendray Street and Quebec Street sees very heavy use by cruise-ship visitors, buses, large trucks, cyclists and pedestrians. Problems already occur here; additional traffic from this development will make matters worse.

Pendry Street will become much busier with the new route that the car traffic from the Coho will be changing to which would mean that the east sidewalk would not be able to be decreased.

The proposed building's design is not in keeping with the Victorian architectural character of this neighbourhood. This is the first part of Victoria seen by the majority of visitors arriving by sea, and it is arguably more important to the city's identity and tourism appeal than even the Old Town. The plan does not show any green space around the building which is part of the character of the neighbourhood.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Joan Trumble  
108-225 Belleville St., Victoria BC V8V 4T9

**From:** [Jos Vanderlinden](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 10:05:26 AM

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Dear Mayor and Council,

I am writing to express my significant concerns regarding the updated proposal and variance requests for the development at 257 Belleville Street.

My primary objections are as follows:

1. Building Footprint: The proposed increase in footprint coverage reduces the setback to zero at our property line. This will negatively impact our east lawn's green space and existing fencing.
2. Traffic Safety: Increased traffic on Cross and Belleville Streets poses a safety risk to pedestrians and residents, especially when considering service vehicle requirements and the upcoming completion of the new Belleville Terminal.
3. Shadow Impact: The requested height variance will cause substantial overshadowing. This loss of natural light will decrease property values and increase heating loads for affected units.

I believe these changes will have a deleterious effect on the livability of our property and strongly advise against their approval.

Best regards

Jos Vanderlinden  
#710 225 Belleville Street

**From:**  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 8:46:19 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

As a resident living close to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

Access to the parkade would be via Cross Street, which already serves Laurel Point. The turn from Cross Street onto Pendray Street is difficult and often dangerous, and a 50% increase in vehicle numbers will make an existing safety problem significantly worse.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Burton Voorhees  
506 - 225 Belleville

**From:** [Lynn W](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development permit application with variances Application No. 00209  
**Date:** April 4, 2026 12:26:37 PM

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I am a resident of Laurel Point condos, where I have lived since 2014. I wish to object to the proposal to increase the footprint and the number of parking spaces for the new building planned for the site of the Admiral Inn next door.

With these changes, it is going to be a nightmare for vehicles navigating their way in and out of the Admiral Inn. Today, before renovations, traffic to and from the Admiral Inn, shared with the Laurel Point apartments, can be a hazard. For the Admiral Inn, there is only one way in and out of the property. When garbage trucks go to the Admiral Inn, the entrance/exit is blocked.

When there are bike races and other events on Belleville, it is chaos already. Tourists, emergency vehicles, skateboarders, and bikes all compete to cross the street. Putting more vehicles at the Admiral Inn parking lot with only one entrance/exit would be awful. This amount of parking was not included in the last approval.

Increasing the amount of building area will mean that there will not be room for the construction crew and trucks to park as they build. They cannot park on the Laurel Point apartment lawn, so where do they go?

The proposed building is going to be too big and detracts from the beauty of the corner. The current bylaw allows maximum site coverage of 45% and this is over and above the bylaw at 53%.

I suggest that the developers go back to the drawing board, decrease the footprint and decrease the number of parking spots. Otherwise, it will be a nightmare and there will be no turning back.

Lynn Weedmark  
#308 - 225 Belleville St.  
Victoria BC  
V8V 4T9

**From:** [crystal brown](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 6:25:41 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

As a resident living close to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

The proposed parkade entrance on Cross Street would increase traffic there by 50%. The turn onto Pendray is already awkward and risky, and adding half again as many vehicles will create a genuine danger.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Cross/Pendray/Quebec junction in large numbers during the summer. Existing safety concerns will only be amplified by the additional traffic this development would bring.

I urge Council to refuse the requested variances and to require the applicant to submit a revised proposal that complies fully with the existing Zoning Regulation Bylaw.

Yours sincerely,

Crystal Brown  
225 Belleville St., 709 Victoria BC

Sent from my iPhone

**From:** [Jean Chilcott](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 8:41:11 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

As a resident living close to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

Access to the parkade would be via Cross Street, which already serves Laurel Point. The turn from Cross Street onto Pendray Street is difficult and often dangerous, and a 50% increase in vehicle numbers will make an existing safety problem significantly worse.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

Garbage trucks and large service vehicles would need to use the Cross Street entrance. Laurel Point sensibly routes its service vehicles through a separate entrance on Montreal Street, well away from Cross Street. The proposed development makes no equivalent provision.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Jean Chilcott  
630 Montreal St.. Victoria, V8V-4Y2 # 704

Sent from my iPad

**From:** [Jason Chin](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 11:57:04 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

As a resident living close to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

When the new Belleville Terminal is operational, Pendray Street will become substantially busier. No systematic assessment has been made of the cumulative traffic impact of all the developments in this part of James Bay. This proposal should not be approved until such an evaluation has been carried out.

The proposed height of 32 metres exceeds the 30-metre limit set by the current bylaw, and would result in a building taller than Laurel Point Condos next door. I see no justification for exceeding the established height limit in this way.

The design does not reflect the Victorian character that defines this neighbourhood and makes it so important to visitors. As the gateway seen by most people arriving in Victoria, this area deserves development that complements rather than conflicts with its historic architectural setting.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Jason Chin  
313, 225 Belleville St.

**From:** [Diana Clift](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 5, 2026 4:17:39 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

I am concerned that site coverage would rise from the permitted maximum of 45% to 53%. This goes well beyond what the bylaw allows and sets a troubling precedent.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

I am particularly concerned about the west boundary, where the proposed building would come right to the property line with 225 Belleville Street. The land on the other side is private land owned by Laurel Point Condominiums, not a public space.

The 32-metre height exceeds the bylaw limit of 30 metres and would make this building taller than its immediate neighbour, Laurel Point Condos. There is no good reason to allow the height limit to be breached.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Diana Clift  
Apt. 810, 225 Belleville Street, Victoria BC V8V 4T9

**From:** [Cynthia Cosulich](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 9:40:57 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

The east elevation abuts Pendray Street, where there is no realistic prospect of widening the sidewalk because the entire road width is needed for Belleville Terminal traffic. This is a fundamental problem with the proposed footprint.

The proposed parkade entrance on Cross Street would increase traffic there by 50%. The turn onto Pendray is already awkward and risky, and adding half again as many vehicles will create a genuine danger.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Cross/Pendray/Quebec junction in large numbers during the summer. Existing safety concerns will only be amplified by the additional traffic this development would bring.

Pendray Street will face considerably greater traffic pressure once the Belleville Terminal is in operation. No cumulative traffic study for this area of James Bay has been conducted, and it would be wrong to grant further variances in the absence of that analysis.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Cynthia Cosulich  
202-636 Montreal St., Victoria, BC, V8V 4Y1

**From:** [Jim Cuthbert](#)  
**To:** [Legislative Services email](#); [Marianne Alto \(Mayor\)](#); [Victoria Mayor and Council](#)  
**Subject:** Comments from Jim Cuthbert, Resident at 908, 225 Belleville St (Laurel Point Condominiums) to City Council re proposed variances to redevelopment of Admiral Inn site, at 257 Belleville Street.  
**Date:** April 5, 2026 3:15:57 AM

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## Grounds for objecting to variances:

### 1. Site coverage:

1.1 The current bylaw limits coverage of the site to 45%. The new proposal is for 53% coverage of the site.

1.2 The enlarged building footprint leaves no setback from the boundaries of the site.

1.3 On the West side, the building would extend right to the property line between 257 Belleville Street and Laurel Point (225 Belleville Street). The land on the West of this property line is used by the residents of Laurel Point but is not public land.

1.4 On the East (Pendray Street) side, it is impossible to widen the sidewalk because the full road width is needed for the increased traffic movements associated with the Belleville Terminal.

### 2. Road traffic:

2.1 The variances include parking for 78 vehicles (plus bicycle parking). This is excessive for a building with a maximum of 57 units.

2.2 Access to the parkade would be from Cross Street, which provides access to Laurel Point. Traffic safety on Cross Street and out onto Pendray Street is already a concern – it is difficult to negotiate a turn from Cross Street onto Pendray. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street.

2.3 Access to the parkade would be adjacent to the existing access to the parkade at Laurel Point. This raises additional safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids.

2.4 Large vehicles, such as garbage trucks, would need to use the parkade entrance. This would be a new element in the traffic on Cross Street – Laurel Point has a separate entrance for these vehicles, from Montreal Street on the other side of the building.

2.5 During the tourist season, many visitors on cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets.

This already causes problems and accident risks, even without the increased traffic.

2.6 Pendray Street will become even busier when the new Belleville Terminal is

operational. There has been no systematic evaluation of the effect of developments in this part of James Bay on traffic movements.

### 3. Building design:

3.1 The variances would raise the building height to 32 metres. The current bylaw limits height to 30 metres. At 32 metres, it would be taller than Laurel Point Condos.

3.2 The overall appearance of this proposed building is not in keeping with the Victorian style in the neighbourhood. This is the part of Victoria first seen by the majority of visitors - it is more important for the tourist industry than even the "Old Town".

Yours sincerely,

Jim Cuthbert

Resident, Condo 908

Laurel Point Inn

225 Belleville St, Victoria, BC

V8V 4T9

**From:** [vicki davidoff](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit With Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 5, 2026 9:48:49 AM

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Dear Council Members,

I write as a nearby resident of 17 years to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street.

I am very concerned that the site coverage would rise from the PERMITTED maximum of 45% to 53%. This goes well beyond what the bylaw allows and sets a troubling precedent. Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

Raising the permitted height from 30 metres to 32 metres takes the building above the height of Laurel Point Condos and goes beyond what the bylaws allow. This variance should not be granted.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaws.

Yours sincerely,  
Vicki Davidoff.  
408-225 Belleville Street, Victoria, BC V8V 4T9

**From:** [Chris Locke](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development permit with variances application No. 00209  
**Date:** April 5, 2026 12:14:48 PM

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Our names are Torben & Christine Locke. We live at 225 Belleville Street in James Bay. We strongly oppose the above permit for the following reasons:

- 1: There are no setbacks from boundaries. The plan shows building right up to the property line between 257 Belleville Street and 225 Belleville Street. The green space on the west belongs to, and is used by Laurel Point Condos residents and is not public land.
- 2: The variances include parking for 78 vehicles- more than necessary for 57 units. Access to the parade is on Cross Street. It is already difficult to make a turn from Cross St. To Pendray Street. This is a huge safety concern without an added 50% increase in vehicles. We also worry about blasting a two story parkade right next to the foundation of our buildings parkade, and the damage that could result.
- 3: The height does not suit the neighbourhood. We would like to see the building as previously planned, but with a reasonable setback, and less parking. I hope council will vote down this variance.

Sincerely,  
Torben & Christine Locke  
#896, 225 Belleville St.  
Victoria, B.C.

Sent from my iPhone

**From:** [Charles O'Neill](#)  
**To:** [Legislative Services email](#)  
**Subject:** Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 5, 2026 1:47:00 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - [257 Belleville Street](#)

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at [257 Belleville Street](#).

The proposal provides no setback from the property boundaries whatsoever. This is an unreasonable departure from accepted planning norms and would adversely affect the amenity of the surrounding area.

I am particularly concerned about the west boundary, where the proposed building would come right to the property line with [225 Belleville Street](#). The land on the other side is private land used by Laurel Point residents, not a public space.

The proposed parkade entrance on Cross Street would increase traffic there by 50%. The turn onto Pendray is already awkward and risky, and adding half again as many vehicles will create a genuine danger.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

Unlike Laurel Point, which keeps its service and refuse vehicles away from Cross Street by using a Montreal Street entrance, the proposed development would bring garbage trucks and large vehicles onto an already constrained street.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Charles O'Neill  
[307-225 BELLEVILLE STREET, Victoria, BC V8V 4T9](#)

**From:** [Robert Popple](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 5:50:29 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

5 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of the James Bay neighbourhood and I am writing to object to the variances proposed for the development at 257 Belleville Street.

The proposal includes parking for 78 vehicles for a building with a maximum of only 57 units. This is disproportionate and will generate more traffic than is necessary or appropriate for this location.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Cross/Pendray/Quebec junction in large numbers during the summer. Existing safety concerns will only be amplified by the additional traffic this development would bring.

I urge Council to refuse the requested variances and to require the applicant to submit a revised proposal that complies fully with the existing Zoning Regulation Bylaw.

Yours sincerely,

Robert Popple  
603-630 Montreal Street Victoria V8V 4Y2

Sent from my iPad

**From:** [Margot Todd](#)  
**To:** [Legislative Services email; Margot Todd](#)  
**Subject:** DEVELOPMENT PERMIT WITH VARIANCES APPLICATION NO. 00209  
**Date:** April 5, 2026 1:53:12 PM

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I am strongly opposed to the " redevelopment " of the Admiral Inn property, address 257 Belleville Street, Victoria B.C. V8V 4T9 for the following reasons:

1. At present The Laurel Point Condominiums ( LPC ) address 225 Belleville Street, Victoria B.C. V8V 4T9 has allotted 176 parking slots for owners, and visitors which also includes 5 outdoor parking slots in the roundabout. Added to this number are two legal parking spots on Cross Street.

However, I frequently notice drivers illegally parking their vehicles by the yellow line on Cross Street and I have phoned The City Of Victoria Parking Violations Department suggesting these same drivers be ticketed.

The City of Victoria Parking Violations Department did nothing.

The new proposed " development " of The Admiral Inn site would add 78 vehicles, but this does not induce delivery vans, garbage and recycling trucks, emergency vehicles as well as taxis and visitors with their vehicles.

In total there are 254 vehicles involved with a huge risk of collisions and accidents to people on Cross Streets, Pendray and Belleville Streets.

This does not include the added congestion of tourists who walk by Belleville and attempt to cross the crosswalk which in itself is highly dangerous because cars and other vehicles speed around the curves and frequently do not stop at the crosswalk whenever a pedestrian attempts to do so.

In essence, City Hall is staging an accident waiting to happen by allowing the Admiral Inn site to be " redeveloped ".

2. Redfern Park adjacent to Cross Street is the proposed " staging area " where trucks, and other vehicles will be parked whilst this proposed " redevelopment " takes years to be built. Presumably since Redfern Park is fully treed, these same trees must be felled, thereby causing loss of enjoyment for persons as well as loss of fauna.

If Peter Pollen Park is an example of what will occur, then Redern will be reduced to a wasteland. I attended a meeting at Laurel Point Condominium when a representative of the City of Victoria stated that after the contaminated soil was removed, this same park would be replanted with trees.

This never happened.

In other words, what the City of Victoria said would happen never did happen.

**In summary, this entire proposal is an overwhelmingly bad proposal and presents yet another meaningless abomination upon the James Bay neighbourhood which needs less high rise wealthy condominium development rather than more of it.**

Yours truly,

( Ms. ) Margot Todd.  
213-225 Belleville Street  
Victoria B.C V8V 4T9

**From:** [ltoope](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 5, 2026 10:54:07 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

April 4, 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of Laurel Point Condominiums (LPC) and the neighbourhood.

Raising the maximum site coverage from 45% to 53% represents a significant breach of the bylaw limit. I see no justification for this variance except as a means for the developer to increase profits.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties. On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately west that boundary is the private property of LPC, used exclusively by LPC residents and guests. There is a 10' high hedge along the property line adjacent to the Admirals Inn, and at the property line is a 6' high iron security fence. Building to the property line would damage both.

I ask that Council not grant these variances, and instead require that the applicant respect the requirements of the existing bylaws.

Respectfully,

Lloyd Toope  
215-225 Belleville St, Victoria, BC V8V 4T9

**From:** [Les-Jean Waye](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No 00209  
**Date:** April 5, 2026 3:50:36 PM

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I live in the Laurel Point Condominiums and I oppose Development Permit with Variances Application 00209.

Access to the parkade would be Cross Street, which provides access to Laurel Point Condominiums. Traffic safety on Cross Street and onto Pendray Street is already a safety concern. The additional traffic would represent a 50% increase in the number of vehicles using Cross Street.

During the tourist season, many visitors from the cruise ships pass the Junction of Cross Street, Pendray Street and Quebec Street. Buses, large trucks, pedal vehicles, bikes, motorcycles and pedestrians all use these streets. Again, it is a safety issue. This creates a large volume of traffic coming from a number of sources.

The proposed enlarged building footprint leaves no setback from the boundaries of the site. On the East Side (Pendray Street) side, it is impossible to widen the sidewalk because the full road width is needed for the increased traffic movements associated with the new Belleville Terminal.

Please consider these concerns when making a decision.

Leslie Waye  
910-225 Belleville Street  
Victoria, BC  
V8V 4T9

**From:** [DL Wildeman](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 9:38:00 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street (the former Admiral Inn site), which I believe are contrary to the interests of the neighbourhood.

The east elevation abuts Pendray Street, where there is no realistic prospect of widening the sidewalk because the entire road width is needed for Belleville Terminal traffic. This is a fundamental problem with the proposed footprint.

Positioning the new parkade entrance directly adjacent to Laurel Point's existing one raises serious safety concerns. The concentration of vehicle movements at this point will pose real risks to pedestrians, particularly those with mobility impairments.

During the tourist season, the junction of Cross Street, Pendray Street and Quebec Street sees very heavy use by cruise-ship visitors, buses, large trucks, cyclists and pedestrians. Problems already occur here; additional traffic from this development will make matters worse.

The opening of the new Belleville Terminal will bring significantly more traffic to Pendray Street. There has been no comprehensive study of the combined effect of current and planned developments on traffic in this part of James Bay. Approving further variances without such a study is premature.

This part of the city is the first impression most visitors have of Victoria, and the Victorian character of the streetscape is central to the city's appeal. The proposed building's design is out of keeping with that character and would do lasting damage to the neighbourhood.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Deanna Wildeman  
605 - 225 Belleville Street  
V8V 4T9

Sent from my iPad

**From:** [eva wittek](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 4, 2026 4:51:42 PM

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To:  
Legislative Services Victoria BC  
and  
City of Victoria/ City council

I live at 225 Belleville street, Laurel Point condominiums since 2025 September. During this short time I became aware, that right next to Laurel Point Condominiums there will be a new condo complex built ( on the present site of 257 Admiral Inn) in the near future.

I would like to express my opposition against the Development Permit with Variances Application No. 00209.

1.  
Current bylaw limits coverage of the site to 45%. The new plan is 53% coverage. If it is allowed, then in future developments, developers will be asking for allowing more and more coverage, then why do we have a bylaw if it is not followed?
2.  
The proposed new building would extend right to the property line of 225 Belleville street, which is a green space residents of Laurel Point use regularly. Having a tall wall will cast shadow on this green space enjoyed by the Laurel Point residents for 50 years.
3.  
Access to the parkade of the new building is planned right next to the existing access to Laurel Point parkade. Laurel Point residents already have to be very careful to look out for the vehicles coming and going from LPC parkade, also vehicles coming and going from the “round about”, and guest parking stalls front of Laurel Point. All these vehicles both from the new proposed condo and from Laurel Point will make a dangerous situation. Not to mention when these vehicles want to turn onto Pendray, Quebec, Belleville, Cross street intersection, which is already very, very busy, and it is not even tourist season. It will be even worse once the new Belleville Terminal will open.
4.  
The variances include 78 parking stalls for the proposed building, but the planned number of units in the new building are 57. To me this way the City of Victoria fails to comply their plan, that newly build residences, condos, rental buildings should have less parking spaces than units. I have seen in the news and read in newspapers, that the City of Victoria want to lower the parking spaces available in new developments. Encouraging people to take public transportation, ride bicycles or walk, especially downtown core, which now includes James Bay. Living in James Bay everything is in walking distance and easy to reach by public transportation according to the City of Victoria. There is no reason why people who purchase units in a luxurious condo would be able to have more vehicles, than people who can only afford to rent or buy less expensive condos. The new building should definitely have less parking space and perhaps the developer could do a car share option.

Thank you for your attention.

Eva and Jozsef Wittek

809, 225 Belleville Street  
Victoria BC  
V8V 4T9

**From:** [Debbie Andersen](#)  
**To:** [Legislative Services email](#)  
**Subject:** Zoning Regulation Bylaw, Amendment Bylaw (NO. 1364), No. 26-028, and Development Permit with Variances Application No. 00209 re proposed changes to 257 Belleville Street  
**Date:** April 6, 2026 11:52:02 PM

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Dear mayor and council:

I have been a resident of the Laurel Point Condominiums and Townhouses (LPC) since 2019. I strongly oppose the above-noted zoning bylaw amendment and proposed variances.

The City of Victoria has more than exceeded the provincial government housing targets and needs to curtail its approval of even higher density developments in James Bay, e.g., 3.0:1 floor space ratio.

-  
Increase the maximum height from 30m to 32 m

For the past ten plus years, this development has been an eight-storey building, 24 to 25 meters. This variance would significantly increase the building height and tower over the LPC townhouses, reduce light, create significant shading on the LPC condominiums, and stand out from the other surrounding buildings. This height and contemporary building design is not in keeping with the low-rise, historical Victorian style architecture in James Bay like the Pendray Inn and Tea House at 309 Belleville Street and the adjacent new Belleville Terminal, both three storeys. Thirty-two meters, or ten storeys, is too high and too dense for the neighbourhood.

-  
Increase the maximum site coverage from 45% to 53%

I completely oppose any increase to maximum site coverage. I do not support the proposed increase to 53% coverage of the site which inappropriately leaves no setbacks from the boundaries of the site. I do not want this new development built to the 225 Belleville Street property line. LPC residents use the space to the West side of the proposed development regularly for events; it is not vacant public land.

The site coverage set by municipalities dictates how it preserves its neighbourhoods. Oak Bay limits site coverage to 30% to 35% to maintain the character of its neighbourhood, whereas Victoria's site coverage is 40% to 50%. I implore city council to not increase site coverage and consider how any increase would impact the character and liveability of our neighbourhood.

-  
Reduce the minimum open site space from 40% to 28%

This proposed change effectively reduces the landscaped portion of the development, which I oppose. This does not support the city's Blue Green Network Objectives focusing on rainwater management, biodiversity, and usable amenity space for residents. This reduction in green space would continue to pave paradise, Victoria, once lauded as the city of gardens.

-  
Parking, access, and road traffic

The variances include parking for seventy-eight vehicles (plus bicycle parking). What is the reason for this number of parking spaces? It seems excessive for a building with a maximum of

fifty-seven units.

Access to the 257 Belleville parkade would be from Cross Street, which provides access to the LPC underground parkade. Traffic safety on Cross Street and out onto Pendray Street is already concerning – it is difficult to safely make a turn from Cross Street onto Pendray. This raises additional safety concerns for both vehicular traffic and pedestrians, given the increase in the number of vehicles using Cross Street.

Service vehicles such as garbage and recycling trucks must not impact the access into and out of the underground parkade for 225 Belleville Street as it is doing now at the Admiral Inn. Vehicles cannot move when these vehicles stop on Cross Street and block traffic. This new development will have to consider access for these services in its underground as there is insufficient ground level space.

With the traffic volume during tourist season, including cruise ship passengers, and the new Belleville Terminal, there needs to be a systematic evaluation of the effects on traffic. There is only one road in and out of James Bay and traffic congestion and grid lock are already an issue, especially critical for emergency vehicles and the safety of residents.

#### Summary

I am also concerned about the excavation, blasting, and construction, and the impact on the LPC building and its residents; we need geotechnical and engineering reports to demonstrate that this development will not negatively impact 225 Belleville Street.

Finally, the new Official Community Plan and revised boundaries have already increased density to levels I do not support and yet there are recommendations for even more encroachment which my neighbours and I oppose: Too Dense No Sense! We did not, and do not, want James Bay to part of the Downtown Core. Please do not approve any of the proposed changes to the bylaw zoning and variances. Thank you.

Sincerely,

Debra Andersen  
708-225 Belleville Street  
Victoria BC V8V 4T9

**From:** [Benloulou](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 1:30:57 PM

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Dear City Council,

We write to you to strongly encourage you to take all the valid concerns into consideration that are being submitted to you by the residents in the surrounding buildings, in particular the Laurel Point, regarding the proposed variances to the development of the Admirals Inn at 257 Belleville Street.

While we are of course also concerned with the increase in size and height proposed for the new building on the Admirals Inn site, our main concern is that of ROAD SAFETY for both cars and pedestrians!

The variances include an increase in the number of parking stalls to 78 vehicles (plus bicycle parking). Access to the parkade would be from Cross Street, which provides the only access to the Laurel Point building and parkade. Traffic safety on Cross Street and out onto Pendray Street is a big concern, as it is already challenging to negotiate a turn from Cross Street onto Pendray without the additional traffic, and increase in the number of vehicles that will be using Cross Street.

Access to the parkade of the new building would be adjacent to the existing access to the parkade for the Laurel Point. This raises more safety concerns for both vehicular traffic and pedestrians, particularly pedestrians using mobility aids of which there are many in the area.

Also of concern, are large service vehicles, such as garbage trucks, which would also need to use the parkade entrance. This would introduce a new element in the traffic dynamic and safety concerns on Cross Street, as there would be no separate entrance for these trucks such as the one that the Laurel Point has on the other side of the building off Montreal Street.

During the tourist season which is many months of the year, hundreds of visitors from the numerous cruise ships pass the junction of Cross Street, Pendray Street and Quebec Street on foot.

Besides the scores of pedestrians, both local and tourists, (most of whom are in "holiday mode", reading maps or looking at their phones for directions), there is also an enormous number of other means of traffic on the road in this area including busses, large trucks, construction trucks, pedal vehicles, rickshaws, peddle cars motorcycles, scooters, skateboarders, cyclists, horse drawn carriages and pedestrians, all making their way passing by Cross St. to head to the downtown area and beyond!

The current stream of all of the above, already causes serious safety concerns, challenges, problems and accident risks, even without the increased traffic from the proposed new building.

As well, please also remember to bear in mind and give consideration to the fact that Pendray Street will become even busier once the new Belleville Terminal is operational for both the Coho and the Clipper!

Thank you for considering our SAFETY concerns for all using our roads!

Sincerely,

Tamara & Georges Benloulou  
Laurel Point Condominiums  
402-225 Belleville St.

**From:**  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 8:08:33 PM

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Legislative Services  
City of Victoria

April 6, 2026

Re: Development Permit with Variances Application No. 00209 – 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street, the former Admiral Inn site.

The requested increase in maximum site coverage from 45% to 53% is a significant departure from the current bylaw and, in my view, is not justified. I am also concerned by the proposal for zero setback from the site boundaries, which is inconsistent with normal planning principles and incompatible with appropriate urban design.

In addition, Pendray Street is likely to experience increased traffic pressure once the Belleville Terminal is operational. In the absence of a cumulative traffic study for this part of James Bay, it would be premature to approve further variances.

The proposed increase in height from 30 metres to 32 metres also exceeds the bylaw limit and would make the building taller than Laurel Point Condos. This variance should not be supported.

More broadly, this area forms an important gateway to Victoria for many visitors. Its established character contributes significantly to the city's identity and appeal. The proposed design is not in keeping with that character and would, in my view, detract from the neighbourhood.

For these reasons, I respectfully ask Council to refuse the application and require a revised proposal that complies with the current Zoning Regulation Bylaw.

Yours sincerely,

Larry Burke  
#805 225 Belleville Street, Victoria

**From:** [Roland Clift](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 10:40:20 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

As a resident living adjacent to the proposed development at 257 Belleville Street, I wish to register my objection to the variances set out in Application No. 00209.

I am concerned that site coverage would rise from the permitted maximum of 45% to 53%. This goes well beyond what the bylaw allows and would set a troubling precedent.

It is a serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and the proposed variances ignore that entirely.

The western elevation would reach the boundary with Laurel Point at 225 Belleville Street. The adjacent land is part of the property of Laurel Point Condominiums and is by used Laurel Point residents; it is not public land and is not open for public use. This important feature is unclear on many of the drawing in the development folder. Building right to the property line with no setback is inappropriate.

The east elevation abuts Pendray Street, where there is no realistic prospect of widening the sidewalk because the entire road width is needed for Belleville Terminal traffic. This is a fundamental problem with the proposed footprint.

Raising the permitted height from 30 metres to 32 metres takes the building above the height of Laurel Point Condos and goes beyond what the bylaw allows. This variance should not be granted.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Roland Clift  
Apt. 810, 225 Belleville Street, Victoria V8V 4T9

**From:** [Sarah Della Valle](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 6, 2026 12:36:47 PM

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Dear City Council,

I strongly urge Victoria City Council to vote **against** Development Permit with Variances Application No. 00209 for the following reasons:

- significant increase in safety issues for residents and tourists along this extremely busy street
- increase in parking issues and subsequent loss of support for local businesses
- the plan doesn't support affordable housing goals

Kind regards,

Sarah

Sarah Della Valle

312-225 Belleville Street

Victoria, BC

V8V4T9

**From:** [C.Dubney](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 11:18:59 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I write as a nearby resident of 35 years to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street.

The western elevation would reach the boundary with Laurel Point at 225 Belleville Street. The adjacent land is used by Laurel Point residents, not the public, and building to that line without any setback is inappropriate.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Cross/Pendray/Quebec junction in large numbers from early spring to late fall. Existing safety concerns will only be amplified by the additional traffic this development would bring.

When the new Belleville Terminal is operational, Pendray Street will become substantially busier. No systematic assessment has been made of the cumulative traffic impact of all the developments in this part of James Bay. This proposal should not be approved until such an evaluation has been carried out.

Raising the permitted height from 30 metres to 32 metres takes the building above the height of Laurel Point Condos and goes beyond what the bylaw allows. This variance should not be granted.

The proposed building's design is not in keeping with the Victorian architectural character of this neighbourhood. This is the first part of Victoria seen by the majority of visitors arriving by sea, and it is arguably more important to the city's identity and tourism appeal than even the Old Town.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Liselotte (Cookie) Dubney  
302-630 Montreal St, Victoria V8V 4y2

Cookie Dubney  
Victoria B.C.

**From:** [Kara Forrest](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - Do Not Support Approval of Application  
**Date:** April 6, 2026 4:46:21 PM

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Dear City of Victoria Council and those to whom it may concern,

Please accept this as a letter **in opposition to the Development Permit with Variances Application No. 00209** (current Admiral Inn) to be heard April 9, 2026. I reside at Harbourside Residences at 630 Montreal Street, just around the corner from the Admiral Inn in James Bay.

I object to the granting of the variances because:

1. **Lack of a traffic impact assessment study** conducted (to my knowledge), especially given the increase in number of parking spots to 78 from the original plan - this is already a precarious curvature in the road; and
2. **Lack of design specificity** - An increase of building height by 2 metres apparently to house mechanical facilities, but without any design or practical details provided on the public noise or impact to aesthetics, design, and bird safety.
3. It was my understanding that in lieu of amenities (which is itself objectionable), there **would be an increase in funds** contributed by the Developer to various entities - but it does not seem like any increase in dollar amount contribution or allocation is meaningful, in light of all the requests for variances presented (in the event such variances were to be granted, to which I object).

In particular, **external remediation construction is about to start on our 630 and 636 Montreal St. Buildings from tomorrow, April 7, 2026**, and as such, with the presence of flaggers, construction traffic, and minimized parking, this will be another stressor on local and tourist traffic in this area of James Bay. This external work is **going to last at least for the next two years**.

It's also incredible that this matter has proceeded by way of variances instead of an entirely *de novo* Development Permit Application (although I believe others have already long ago objected to that, given the length of time this project has been 'in progress').

Thank you,

Kara Forrest  
630 Montreal Street  
Victoria, BC V8V 4Y2

**From:** [Ann Fraser](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 2:44:23 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to object to the proposed variances for the development at 257 Belleville Street which I believe are contrary to the interests of the neighbourhood.

I was truly amazed and upset when I saw the deceitful illustration of the proposed development:

DECEPTION! the depiction shows a building with a lawn and trees on the west side implying this will be part of the development.

FALSE ADVERTISING there will be no such green space. The development goes right up to the property line.

I am also concerned about TRAFFIC SAFETY. Access to the parkade would be via Cross Street, which already serves Laurel Point. The turn from Cross Street onto Pendray Street is difficult and often dangerous, and a 50% increase in vehicle numbers will make an existing safety problem significantly worse.

This junction is one of the BUSIEST and most HAZARDOUS in the neighbourhood during the cruise season. Adding more traffic to this already difficult junction is irresponsible.

Please vote against this proposal

Yours sincerely,

signed

Ann Fraser

609 - 225 Belleville Street

Victoria BC

V8V 4T9

**From:** [judy.gaudreau](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 10:19:41 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I write as a nearby resident to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

The western elevation would reach the boundary with Laurel Point at 225 Belleville Street. The adjacent land is used by Laurel Point residents, not the public, and building to that line without any setback is inappropriate.

Along the Pendray Street frontage, the road is already fully occupied by Belleville Terminal traffic, making any sidewalk widening impossible. The proposal does not address this issue.

Raising the permitted height from 30 metres to 32 metres takes the building above the height of Laurel Point Condos and goes beyond what the bylaw allows. This variance should not be granted.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Judy Gaudreau  
Apt. 503 225 Belleville St. Victoria

**From:** [ELANE GRAY](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 6, 2026 1:07:52 PM

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I oppose the proposed changes to the Zoning Regulation Bylaw and Development Permit with Variances regarding the Admiral Inn property at 257 Belleville St for the following reasons:

- The significant increase in density from 1.2:1 to 3.0:1 FSR. It appears that the existing bylaw allowed for an increased density subject to all community amenities being provided to the City which, according to the proposed bylaw, are being deleted.
- Increasing the site coverage to from 45% to 53% and reducing the minimum open site space from 40% to 28% is well beyond what the bylaw allows and sets a troubling precedent for the area. The setback on the interior lot line is at 0.0m, which negatively impacts the neighbouring property.

I understand that this development has been controversial from the beginning, but was approved by City Council based on the existing regulations and bylaws. The changes requested by the developer are significant and of consequence to the neighbourhood and Victoria's Inner Harbour, with no opportunity for a public hearing. I urge council to refuse the request and have the applicant revise the proposal to comply with the current zoning regulations.

Respectfully,

Elane Gray  
812-225 Belleville St  
Victoria, BC V8V 4T9

**From:** [CATHERINE HANLEY](#)  
**To:** [Legislative Services email](#)  
**Subject:** DEVELOPMENT PERMIT with VARIANCES APPLICATION No. 00209  
**Date:** April 6, 2026 6:31:08 PM

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## OBJECTION:

As an owner living at Laurel Point Condominiums, 225 Belleville St., I object to the variances as proposed for the development of the Admiral Inn suite at 257 Belleville St.

with concerns as follows:

### 1. EXCESSIVE SITE COVERAGE:

Coverage increase from existing zoning standard of 45% to 53%.

Enlarged footprint leaves no setback from property boundaries - contrary to standard practice.

West boundary encroaches on Laurel Point Condominiums' land as Admiral Inn building extends up to property line itself.

East sidewalk of Pendray St. impossible to widen as a full roadway width is required for increased traffic of Belleville Terminal.

### 2. ROAD TRAFFIC:

Increased parking from an existing 25 to 78 vehicles parking (plus bicycles) is excessive and unwarranted for building size.

Access to parkade via Cross St. which is adjacent to that used by Laurel Point Condominiums doubles the amount of traffic and makes this excess of conflicting traffic a safety risk and even more difficult and dangerous than the already existing one. In addition, large commercial vehicles would be utilising this parkade access, in contrast to Laurel Point's own access on Montreal St.

During tourist season, thousands of pedestrian cruise ship passengers (on many nights 10,000 plus) use the Cross/Pendray/Quebec Street junction in addition to the increased overall traffic of cars, buses, taxis, bikes, motorcycles, carriages etc. with dangerous safety results.

No systematic evaluation of the new Belleville Terminal and its impact on this area, particularly Pendray St., has been done.

### 3. BUILDING DESIGN:

A proposed 32 metres as opposed to an existing 15 metres height (existing zoning standard limit is 30 metres ) effectively doubles the height and overpowers the Laurel Point building with all the subsequent problems of light, views etc. and results in 9 floors as opposed to the existing 3 floors.

The overall architectural design is out of character and conflicts with the to-be-desired Victorian-heritage type architecture.

I WOULD RESPECTFULLY ASK WHETHER ANY MEMBERS OF COUNCIL ITSELF HAVE ACTUALLY BEEN ON SITE IN THIS AREA IN ORDER TO VIEW THE PROPOSED AMENDMENTS AND HOW WOULD THEY JUSTIFY THEIR VOTES FOR/AGAINST SUCH.

Kate Hanley,  
908-225 Belleville St.  
Victoria B.C.

V8V 4T9

**Subject: Formal Objection to Zoning Amendment 00209 (257 Belleville St.)**

**To: Mayor and Council, City of Victoria April 6, 2026**

I am writing to formally object to the Development Permit with Variances Application No 00209 and oppose the adoption of Bylaw 26-028 in its present form. This proposal represents a significant breach of the established density-for-amenity framework and results in a measurable loss of public value of approximately \$258,600.

**1. The 2011 Density-for-Amenity Bargain**

In 2011, this site was granted a substantial density increase from **1.2 to 3.0 FSR**. This **150% increase** was a specific **negotiated agreement** predicated on the legal requirement to provide a physical public plaza. Application 00209 now seeks to **delete** this primary amenity. While the developer has enjoyed the benefit of increased building scale for 15 years, the community has yet to receive the promised amenity.

**2. Identifying "The Problem" in Application 00209**

The current wording of Application 00209 contains several clauses that are mathematically and legally flawed:

- The Price Freeze: Section A seeks to fix the plaza contribution at exactly \$121,000. This ignores the "at least" floor of the 2011 Covenant and fails to account for 108.4% inflation in construction costs.
- Stale Data: Section B admits the \$312,000 payment represents an "estimated 2011 value." Using 15-year-old estimates to settle a 2026 obligation is a documented failure to protect the community's investment.
- The "Delay Discount": By requesting a Partial Discharge of the Covenant upon payment of devalued dollars, the developer is asking the City to permanently release them from their obligations at a 38% discount.

**3. Loss of Public Value & Fiduciary Responsibility**

Council has the legal right and the responsibility to the citizens of Victoria to renegotiate these terms to reflect 2026 costs. If the developer finds the indexed values unacceptable, the solution is simple: they must build the plaza as envisioned in the 2011 agreement and registered at Land Titles as Section 19 Covenant CA2048143.

*BCPI – Building Construction Price Index      CPI – Consumer Price Index*

Amenity Description	2011 Nominal	2011-2026 %Inc	2026 Indexed Value	Public Shortfall
Public Plaza (BCPI)	\$121,000	108.4%	\$251,680	\$130,680
Remaining Balance (CPI)	\$312,000	41.2%	\$439,920	\$127,920
<b>TOTAL AMENITY VALUE</b>	<b>\$433,000</b>		<b>\$691,600</b>	<b>\$258,600</b>

As the 2011 Covenant specifically mandated a physical amenity, any cash-in-lieu settlement must be strictly \$251,680 and legally earmarked solely for the future creation of a public plaza to restore the community 'breathing room' that justified this building's scale.

**3. Breach of Fiduciary Responsibility & Dangerous Precedent**

Approving Application No. 00209 offers **minimal to no offsetting benefit to the City**. The 2011 Covenant's "**at least**" provision illustrates that \$121,000 was a minimum floor, not a price cap. Insisting on **Current Replacement Value** is not "unfair" to the developer; it is requiring the performance of a negotiated obligation that remained active during a 15-year delay caused solely by the developer. A **62% settlement** on a 100% obligation serves **solely to the benefit of the developer** at the public's expense. Council must protect the City by rejecting these stale amounts and requiring contributions reflecting **true 2026 replacement costs**.

**Herb Sharpe**

Unit 808 – 225 Belleville Street, Victoria BC V8V 4&9

**From:** [Cate Jones](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209.  
**Date:** April 6, 2026 3:03:44 PM

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I am a resident of the Laurel Point Condominiums located at 225 Belleville St. I am responding to the Public Notice dated March 27, 2026 regarding Development Permit with Variances Application No. 00209. I am strongly opposed to the variance application.

The proposed variances have a potential direct and material impact on the Laurel Point Strata Corporation's property and asset value. There are significant concerns among owners about the impact the proposed variances will have on our property. There are potential geotechnical issues that must be considered along with numerous other potential negative impacts, including traffic safety.

The majority of our current City Council have repeatedly advocated for a reduction in vehicle traffic in the City. Many developments approved by the Mayor and Council have fewer parking stalls than units. In some cases there have been no parking stalls. Yet this variance comes with 78 parking stalls for a maximum of 57 units. This makes no sense for a development in one of the City's most walkable neighbourhoods. It runs contrary to the values you as elected officials have expressed.

Moreover, traffic safety in the area is already of significant concern, particularly during cruise ship season. Entrance and egress from Cross St is already extremely dangerous during low traffic times given the blind corners in the area. It is an incredibly complicated intersection. When significant numbers of pedestrians and various types of vehicles associated with cruise ships are in play the danger multiplies significantly. It is simply too dangerous to add this many parking stalls in this section of James Bay.

The very limited time allowed for these responses which included a long holiday weekend is extremely problematic. I cannot speak for our Strata Council, but it understand it has not been possible for our Strata Council to review the proposed variances and their impacts in the depth owners would expect. Nor has it been possible for the Strata Council to conduct a duly constituted meeting of owners to consider any motions regarding this matter.

I question why City Council needs to rush through a variance without adequate time for community input or explanation. Why are the changes now necessary on a project that dates back more than a decade?

I urge you to defer a decision against Development Permit with Variances Application No. 00209. There must be a thorough evaluation by the City of and by the Laurel Point Strata Council of the potential serious risks the expanded development on the Strata Corporation's common property. As well, a comprehensive traffic safety assessment and plan must be in place before more developments are added to the Belleville to Dallas Road corridor.

I strongly encourage you to spend time at the intersection and imagine the challenges

that pedestrians, drivers and cyclists face when trying to navigate their way through the Cross/Pendray/Quebec intersections in the height of cruise ship season.

Thank you for your consideration of my request.

Catherine Jones

#613-225 Belleville St

Victoria, BC V8V4T9

**From:**  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 6, 2026 7:49:20 PM

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April 6, 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Mayor and Council Members,

I write as a neighbouring resident to express my strong objection to the variances being requested for the development proposal at 257 Belleville Street.

I am concerned that site coverage will rise from the permitted maximum of 45% to 53% which goes well beyond what the bylaw allows and sets a troubling precedent for future development in the area.

The proposal provides no staging or setback from the property lines whatsoever. This is an unreasonable departure from accepted planning norms outside of the Downtown Core and would adversely affect the aesthetics of the surrounding area. Also, the façade which is similar to the canyon type façade of development in the downtown core introduces a claustrophobic atmosphere and would severely impact the positive experience of current residents and by tourists as they pass through the area. It will conflict with the heritage beauty and the natural environment for which Victoria is famous.

Cruise-ship visitors, buses, large vehicles, cyclists and pedestrians all converge on the Pendray/Quebec junction in large numbers during the summer. On a recent walk along Quebec Street from Montreal to Pendray, I encountered 4 large buses and 'tourist' season has not yet arrived. Existing safety concerns will only be amplified by the additional traffic resulting from the current proposal. A professional, traffic engineering study of impacts of this and other future developments is crucial for this area of the city.

During the COTW meeting on January 9, 2025, Councillor Dell when making the motion to approve the staff recommendation indicated that he liked the 8-storey design which fit with character of the neighbourhood, and Mayor Alto also stated that she approved of the design. The development proposal in January 2025 was deemed to be acceptable by Council and the community as it was in keeping with the character of the area. What has changed to warrant the reconsideration of the January 2025 approval?

This part of the city is the first impression most visitors have of Victoria, and bad planning is a reflection on the City Council. To repeat, the Victorian character of the streetscape is central to the city's appeal as a tourist destination. The design of the proposal is out of keeping with that character and will do permanent visual damage to the neighbourhood.

For the reasons set out above, I respectfully ask Council to refuse this application and to require a revised proposal that conforms to the current Zoning Regulation Bylaw.

Yours sincerely,

Corinne MacDonald  
901 - 630 Montreal Street, Victoria V8V 4Y

**From:** [Leigh Negin](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 4:55:09 PM

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Dear Mayor and Members of Council,

I am writing as a resident of Laurel Point, where I have come to deeply value both the character of this neighbourhood and the sense of community it offers. I appreciate the work that goes into balancing growth with livability in our city, and I hope you will receive the following concerns in that spirit.

### **Traffic and Safety Concerns**

The intersection of Cross Street, Pendray Street, and Quebec Street is already a very busy and, at times, challenging area - particularly during the tourist season. With cruise ship visitors, tour buses, delivery vehicles, cyclists, and pedestrians all sharing these streets, it can already feel quite congested and often unsafe.

Adding the traffic associated with this proposed development - residents, visitors, deliveries, and service vehicles - would, I believe, significantly increase both congestion and the risk of accidents. This concern feels especially pressing with the upcoming Belleville Terminal, which is expected to further increase activity in this area.

From a resident's perspective, it does not seem that there has been a comprehensive evaluation of how multiple developments in this part of James Bay are collectively affecting traffic flow and safety. A more coordinated assessment would be reassuring before additional density is introduced.

### **Neighbourhood Character and Building Design**

I am also concerned about the proposed height variance to 32 metres, which would exceed the current bylaw limit and make the building taller than Laurel Point Condominiums. This would noticeably alter the existing skyline.

Equally important is the overall design of the building. This area is one of the first impressions of Victoria for many visitors arriving by sea, and it carries a unique charm that reflects the history and character of James Bay. The current proposal does not seem to align with that established aesthetic.

As residents, we feel a strong connection to this neighbourhood, and changes of this scale have a lasting impact. I would respectfully ask that preserving the visual integrity and welcoming character of this area be given careful consideration.

## **Construction Impacts and Green Space**

There is also concern about the potential use of Redfern Park as a staging area during construction. This green space is well used and valued by residents, and the possible loss of mature trees—even temporarily—would be significant.

Past experiences have made some residents understandably cautious about whether restoration commitments will be fully realized, and this adds to the concern about long-term impacts on our shared spaces.

## **Conclusion**

I share these thoughts as someone who cares deeply about this neighbourhood and the balance between thoughtful development and preserving what makes James Bay so special.

Having lived in this neighbourhood for over 30 years, I have treasured its quiet feel, the ease of walking safely through the area, and the small-town charm that makes Victoria so unique. As an island community, I believe it is especially important that we consider how increasing density may gradually change that character. There is a real concern that, without thoughtful planning, we risk losing the very qualities that make this area so desirable.

I would respectfully urge Council to reconsider this proposal and please **vote against Development Permit with Variances Application No. 00209.**

Thank you very much for your time, your care for our city, and your consideration of these concerns.

Yours truly,

Leigh Negin

509-225 Belleville Street

Victoria, BC, V8V 4T9

**From:** [Celia Negin](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No 00209  
**Date:** April 6, 2026 6:25:31 PM

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Dear Mayor and Members of Council,

I am writing to share my concerns regarding the proposed redevelopment of the Admiral Inn property at 257 Belleville Street.

As someone who spends a great deal of time in this area, I have come to appreciate the unique character of James Bay and the sense of calm and walkability it offers. It is a special part of Victoria, both for residents and for the many visitors who first experience the city from this very location.

### **Traffic and Safety**

The streets surrounding the proposed development—Cross Street, Pendray Street, and Quebec Street—are already busy and, at times, difficult to navigate safely. During the tourist season in particular, there is a steady mix of pedestrians, cyclists, tour buses, delivery vehicles, and local traffic.

With the addition of vehicles associated with this development, along with the anticipated increase in activity from the new Belleville Terminal, there is real concern that congestion and safety risks will increase significantly.

It would be reassuring to see a more comprehensive assessment of how these combined changes will affect traffic flow and pedestrian safety in this part of James Bay.

### **Scale and Design**

I am also concerned about the requested height variance to 32 metres, which exceeds the current bylaw limit. A building of this height would stand prominently within the area and alter the existing streetscape.

In addition, the proposed design does not appear to reflect the established character of the neighbourhood. This area holds a special place as one of the first impressions of Victoria for visitors arriving by sea, and its charm is an important part of that experience.

Careful consideration of how new development fits within this context feels especially important.

### **Impact on Green Space**

The potential use of Redfern Park as a staging area during construction is also concerning. This green space is valued by residents, and any loss of trees or disruption—even if temporary—would have a meaningful impact on the community.

There is also some uncertainty, based on past experiences, about whether restoration commitments will be fully realized.

## **Closing**

I respectfully ask that Council take these concerns into account when considering this proposal. Thoughtful planning is essential to ensure that growth does not come at the expense of safety, livability, and the character that makes this neighbourhood so special.

Thank you for your time and for your consideration.

Sincerely,

Cecilia Negin

112-225 Belleville Street

Victoria, BC V8V 4T9

Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

4 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am writing to express my concern with the variances being proposed for the development at 257 Belleville Street, which shares a property line with my strata property at 225 Belleville Street.

The development would extend the building at 257 Belleville Street right up to the property line shared with the Laurel Point Condominiums at 225 Belleville Street, which includes a condominium building and 7 town houses. This would put the common property of the Laurel Point Strata at immediate risk of damage. The land adjacent to the property line includes a lawn, hedging, and fencing. This common space is used year-round by many of the residents of Laurel Point as an access route and for recreational activities. The absence of any set-back from the property line would disrupt these uses.

The proposed partial extension increases site coverage at 257 Belleville Street, and contributes to the reduction of open space from 40% to 28%, removing most of the existing buffer along the boundary. These variances in the design appear to be driven by profit considerations, rather than resulting from site constraints other than lot size. The risk to the neighbouring property appears to be proposed without any agreements or protections in place, or even requested by the developer. Construction at the property line often requires temporary access or encroachment onto neighbouring land, a situation that would inevitably occur.

### **Supporting Evidence**

Two attached images illustrate the situation:

1. The developer's original drawing.
2. The same image, shaded to show that the full lawn along the boundary is strata-owned.

I urge Council to reconsider or deny these variances. If approval is granted, I strongly request conditions be put in place by the city to protect neighbouring properties, including, but not limited to:

- No access to neighbouring property without a written agreement with the strata;
- Installation of protective barriers along the property line before construction begins;
- Independent survey confirmation of the boundary;
- Full responsibility for any damage to neighbouring strata property.

Thank you for your time and consideration.

Yours sincerely,

Linda Sharpe

808 - 225 Belleville Street, Victoria BC V8V4T9



Developer's Original Drawing



Strata Owned Property

**From:**  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 3:09:46 PM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I write as a nearby resident to express my strong objection to the variances being sought for the development proposed at 257 Belleville Street.

The proposed variance would increase maximum site coverage from 45% to 53%, well beyond the current bylaw limit. I do not consider this departure from the established standard to be justified.

The enlarged building footprint would leave no setback at all from the boundaries of the site. This is contrary to normal planning practice and would have a negative impact on neighbouring properties.

I am particularly concerned about the west boundary, where the proposed building would come right to the property line with 225 Belleville Street. The land on the other side is private land used by Laurel Point residents, not a public space.

The 32-metre height exceeds the bylaw limit of 30 metres and would make this building taller than its immediate neighbour, Laurel Point Condos. There is no good reason to allow the height limit to be breached.

The design does not reflect the Victorian character that defines this neighbourhood and makes it so important to visitors. As the gateway seen by most people arriving in Victoria, this area deserves development that complements rather than conflicts with its historic architectural setting.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements in full.

Yours sincerely,

Steven Gray  
812-225 Bellville Street V8V 4T9

**From:** [Barbara Tryfos](#)  
**To:** [Legislative Services email](#)  
**Subject:** Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street  
**Date:** April 6, 2026 11:17:57 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Dear Council Members,

I am a resident 225 Belleville Street in James Bay and I am writing to object to the variances proposed for the development at 257 Belleville Street. This proposal would have catastrophic consequences for many residents of 225 Belleville Street.

It is of serious concern that the building would be constructed with zero setback from the site boundaries. Standard planning practice requires meaningful setbacks, and this proposal ignores that entirely.

On the west side, the building would extend right to the property line shared with Laurel Point at 225 Belleville Street. The land immediately beyond that boundary is used by Laurel Point residents and is not public land. This level of proximity is unacceptable.

Using Cross Street for parkade access would result in a 50% increase in vehicles on that street. The junction with Pendray is already a hazardous manoeuvre, and this additional traffic will make it considerably more so.

Having two parkade entrances side by side on Cross Street will create a dangerous concentration of vehicle movements in a very confined area, especially for pedestrians who use mobility aids.

The proposal would bring large vehicles including refuse trucks onto Cross Street for the first time. Laurel Point avoids this by using Montreal Street for service access. The new development should be required to do the same.

I ask that Council decline to grant these variances and instead require the applicant to bring forward a scheme that respects the requirements of the existing bylaw.

Yours sincerely,

Barbara Tryfos  
No. 404, 225 Belleville Street

**From:** [Cindy Van Volsem](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 6, 2026 9:05:22 AM

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Legislative Services, City of Victoria  
1 Centennial Square, Victoria, BC V8W 1P6

6 April 2026

Re: Development Permit with Variances Application No. 00209 - 257 Belleville Street

Dear Council Members,

I am a resident of Laurel Point Condominiums at 225 Belleville and I am writing to object to the over-reach of variances proposed for the development at 257 Belleville Street. Raising the maximum site coverage from 45% to 53% represents a breach of the bylaw limit.

On the west side, the proposed building would extend right to the property line shared with Laurel Point. The land immediately beyond that boundary is used by Laurel Point residents and is not public. The new building is in effect "borrowing" easement from land it does not own.

Having two parkade entrances side by side on Cross Street will create an increased concentration of vehicle movement in an area also used heavily by pedestrians and those who use mobility aids. If this goes ahead, at the junction of Cross, Pendray and Quebec Streets, please consider a traffic circle so that vehicles can more safely turn left out of Cross Street.

I strongly urge Council to refuse the variances and to insist on a revised design that meets the existing bylaw requirements.

Yours sincerely,

Cindy Van Volsem  
109 - 225 Belleville Street, Victoria V8V 4T9

**From:** [Juhree Zimmerman](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209-OBJECTION  
**Date:** April 6, 2026 6:06:33 PM

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Greetings Legislative Services:

As an owner at Laurel Point Condos, 225 Belleville Street right next to the property being developed, I object to the variances proposed for 257 Belleville Street.

This property as proposed will create a very big traffic snag as cars from our two buildings both exit from our respective parkades, side by side, onto the very short Cross Street. From here vehicles will need to cross or turn onto Pendray Street.

This crossing is currently problematic, with only the traffic from Laurel Point Condos and the 32 units at the Admiral Inn. Pendray Street will be the main access and exit to and from the Belleville Terminal, so it is bound to be busy. As well, the "Belleville Corridor" is used by tour buses from cruise ships, touring buses, pedal cabs, motorcycles, bikes and vehicles. In tourist season, traffic is heavy. Adding vehicles from more than 57 units, 78 parking stalls and bike parking will compound this problem.

Please do not approve the variances proposed!

Regards, Juhree

Juhree Zimmerman

911, 225 Belleville Street,  
Victoria BC, V8V 4T9

**From:** [Juhree Zimmerman](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209--OBJECTION  
**Date:** April 6, 2026 10:37:44 AM

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Greetings Legislative Services:

As an owner at Laurel Point Condos, 225 Belleville Street right next to the property being developed, I object to the variances proposed for 257 Belleville Street.

The bylaw currently limits the overall site coverage to 45%. The development proposes 53%, which leaves NO space between the 2 property lines on the west side of the building. The west side is right next to our own greenspace, surrounded by a fence and hedges. We use this property daily for many purposes. It must not be encroached upon!

This large footprint also makes very little room for the sidewalk required along Cross Street for people to exit our building on foot, bike, walker or mobility scooter.

Please do not approve these variances!

Respectfully, Juhree

Juhree Zimmerman  
911, 225 Belleville Street,  
Victoria BC, V8V 4T9

**From:** [Juhree Zimmerman](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209-OBJECTION  
**Date:** April 6, 2026 6:07:58 PM

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Greetings Legislative Services:

As an owner at Laurel Point Condos, 225 Belleville Street right next to the property being developed, I object to the variances proposed for 257 Belleville Street.

The variances will raise the height of this building to 32 metres, the height of Laurel Point Condos. This new building is not in keeping with the Victorian style in Vancouver. In fact, it will mean the first thing visitors from the two ferries will see as they drive into Victoria is a giant luxury condo with very little sidewalk and no space between it and the next building.

Please do not approve these variances!

Many thanks, Juhree

Juhree Zimmerman  
911, 225 Belleville Street,  
Victoria BC, V8V 4T9

**From:** [Roland Clift](#)  
**To:** [Legislative Services email](#)  
**Cc:** [jeremy kinsman](#); [Chris Lovelace](#); [Shane Simpson](#)  
**Subject:** Development Permit with Variances Application No. 00209  
**Date:** April 7, 2026 9:48:26 AM  
**Attachments:** [image001.png](#)

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This response to the Public Notice dated March 27, 2026 comes from a group of residents of Laurel Point Condominiums (LPC), at 225 Belleville Street adjacent to 257 Belleville Street.

The variances proposed to the Development Permit for 257 Belleville Street have direct and material impacts on LPC. At 32 metres, the building would exceed the zoning limit and be taller than any other building in the neighbourhood. The expanded footprint would leave only 28.5% of the site as open space, with no set-back on either of the main sides. On the East side, it would go right to the sidewalk on Pendray Street. On the West side, it would go right to the property line with LPC. Some of the drawings give the impression that the land to the West of 257 Belleville Street is open. In fact, all the land shaded in turquoise in the drawing here, copied from the development folder, is the property of LPC. The proximity of the underground 2-level parkade raises geotechnical issues.

The Public Notice is dated March 27, 2026 and was delivered on Monday March 30<sup>th</sup>, with a deadline of Tuesday April 7<sup>th</sup> for responses. The time allowed was one week, including a long holiday weekend. As a result, it has not been possible for Strata ownership and the LPC Strata Council (VIS 259) to fully review the impact of the proposed variances or to hold a meeting of owners to consider them. We question why City Council needs to rush through these variances, to a project originally proposed more than 15 years ago, without allowing time for proper consideration by those directly affected.

**We urge you to reject the proposed variances or, at very least, to defer a decision to allow time for proper consideration.**

In addition there are concerns over traffic movements. Access for both LPC and 257 Belleville Street would be via Cross Street which links into Pendray Street. It is already difficult to negotiate a safe turn from Cross Street onto Pendray. The safety concerns are greatest during the tourist season when pedestrians from cruise ships pass this intersection. The 78 parking stalls proposed for 257 Belleville Street represents an increase of 50% in the vehicles using Cross Street. Pendray Street will become even busier when the new Belleville Terminal is operational. To the best of our knowledge, there has been no systematic analysis of the effects on traffic movements and road safety of the various developments in this part of James Bay. **We request the City Council to order a thorough objective traffic analysis as a matter of urgency.**

*Roland Clift* Apartment 810, 225 Belleville Street, Victoria, BC, V8V 4T9.

*Jeremy Kinsman* Apartment 712, 225 Belleville Street, Victoria, BC, V8V 4T9.

*Christopher Lovelace* 245 Belleville Street, Victoria, BC, V8V 4T9.

*Shane Simpson* Apartment 613, 225 Belleville Street, Victoria, BC, V8V 4T9.

**From:** [Robert Hall](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No. 00209-OBJECTION  
**Date:** April 7, 2026 7:50:05 AM

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Greetings Legislative Services:

As an owner at Laurel Point Condos, 225 Belleville Street right next to the property being developed, I object to the variances proposed for 257 Belleville Street.

This property as proposed will create a very big traffic snag as cars from our two buildings both exit from our respective parkades, side by side, onto the very short Cross Street. From here vehicles will need to cross or turn onto Pendray Street.

This crossing is currently problematic, with only the traffic from Laurel Point Condos and the 32 units at the Admiral Inn. Pendray Street will be the main access and exit to and from the Belleville Terminal, so it is bound to be busy. As well, the "Belleville Corridor" is used by tour buses from cruise ships, touring buses, pedal cabs, motorcycles, bikes and vehicles. In tourist season, traffic is heavy. Adding vehicles from more than 57 units, 78 parking stalls and bike parking will compound this problem.

Please do not approve the variances proposed!

Regards, Robert W. Hall  
911, 225 Belleville Street,  
Victoria BC, V8V 4T9

**From:** [Beverley Shaw](#)  
**To:** [Legislative Services email](#)  
**Subject:** Development Permit with Variances Application No.00209  
**Date:** April 7, 2026 9:07:43 AM

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Council Members: I submit for your consideration my objections to the above application based on two issues.

The application as described involves building right up to their lot line impinging on the spaces surrounding neighbouring properties and street movement (sidewalks and increased foot traffic).

Speaking of traffic, the corner of Cross Street and Belleville Street is already hazardous so adding space for an additional 78 cars to use this tricky intersection will result in accidents. The area is full of tourists, cyclists, runners and senior residents all of whom do not always use the best judgement in crossing this corner.

Thank you for giving me an opportunity to comment on this application.

Beverley Shaw

101 225 Belleville Street

April 6, 2026

Mayor & City Council Members,

I am writing to you concerning Development Permit with Variances Application No. 00209, at 257 Belleville Street.

I am a resident owner at Laurel Point condominiums. I have critical questions concerning the potential material and economic impacts on the Laurel Point residential property. I know these concerns are shared by many of my owner neighbours. I would note that Laurel point is valued at \$100-120 million and has been an integral part of this community for 50 years. I am concerned we can be negatively impacted by a vague project that has been on the books for years with no action and now wants additional benefits potentially at our expense.

I understand the development project has been approved and I have no interest in revisiting that issue. My concerns are the proposed changes, including an increase in building mass of some 20%, primarily on the ground floor and a resulting reduction of 18% in open space. The appearance of no setbacks to our adjacent property. All of this to increase FSR with the resulting increased values. These changes are not clear. However, we know that they could impact our material interests and values at Laurel Point.

In addition to these development changes we are concerned about the impacts of the excavation and construction. At a minimum we require an indemnity against any costs resulting from construction. A protection that insures we do not need to litigate to address any issues.

For Laurel Point this is not a matter of a public consultation, though I would note a one week comment period with the Easter Long Weekend in the middle is simply not reasonable. It is for Laurel Point a question of a meaningful consultation with a directly impacted property owner. Considering how long the applicant has sat on this project there appears no rush to proceed with this application. I would ask that Council postpone your decision and engage a meaningful discussion with the Strata Council at Laurel Point on potential impacts and mitigation before proceeding any further.

Thank you for your consideration.

Sincerely,

Shane Simpson

613-225 Belleville Street, Victoria BC

**HOUSING AGREEMENT (938 MASON STREET) BYLAW**  
A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to authorize an agreement for affordable rental housing for the lands known as 938 Mason Street, Victoria, BC.

Under its statutory powers, including section 483 of the Local Government Act, the Council of The Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

**Title**

- 1 This Bylaw may be cited as the "HOUSING AGREEMENT (938 MASON STREET) Bylaw (2026)".

**Amending Agreement authorized**

- 2 The Director of Planning and Development is authorized to execute the Housing Agreement:
  - (a) substantially in the form attached to this Bylaw as Schedule A;
  - (b) between the City and the Provincial Rental Housing Corporation, Inc. No. BC0052129, or other registered owners from time to time of the lands described in subsection (c); and
  - (c) that applies to the lands known as 938 Mason Street, Victoria, BC, legally described as:  
PID: 003-524-442, Lot 1, Suburban Lot 10, Victoria City, Plan 20248.

**Effective Date**

- 3 This Bylaw comes into force on adoption.

READ A FIRST TIME the	<b>2<sup>nd</sup></b>	day of	<b>April</b>	2026
READ A SECOND TIME the	<b>2<sup>nd</sup></b>	day of	<b>April</b>	2026
READ A THIRD TIME the	<b>2<sup>nd</sup></b>	day of	<b>April</b>	2026
ADOPTED on the		day of		2026

CITY CLERK

MAYOR

## SCHEDULE A

### HOUSING AGREEMENT

(Pursuant to section 483 of the *Local Government Act*)

BETWEEN:

**THE CORPORATION OF THE CITY OF VICTORIA**

#1 Centennial Square  
Victoria, B.C. V8W 1P6

(the "City")

AND:

**PROVINCIAL RENTAL HOUSING CORPORATION (INC. NO. BC0052129)**

1701 – 4555 Kingsway  
Burnaby, B.C. V5H 4V8

(the "Owner")

### WHEREAS:

- A. Capitalized terms used herein will have the respective meanings ascribed to them in section 1.1 of this Agreement, unless the context otherwise clearly requires or they are elsewhere defined herein.
- B. Under section 483 of the *Local Government Act* the City may, by bylaw, enter into a housing agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in section 483(2) of the *Local Government Act*.
- C. The Owner is the registered owner in fee simple of lands in the City of Victoria, British Columbia, with a civic address of 938 Mason Street, Victoria, B.C. and legally described as:

PID: 003-524-442

LOT 1, SUBURBAN LOT 10, VICTORIA CITY, PLAN 20248

(the "Lands").

- D. The ACEH has secured funding through the Owner and other sources in order to construct affordable rental units on the Lands geared to households with income that is at or below the income limits outlined in this Agreement.
- E. The Owner intends to enter into an operator agreement with ACEH as a condition of granting funding to ACEH, for ACEH to operate the Development as affordable housing in accordance with that agreement.

- F. The ACEH has applied to the Victoria Housing Reserve Fund for a grant to subsidize the construction of the Development, and as a condition of the ACEH receiving the grant, the Owner has agreed to enter into this housing agreement with the City to secure the affordability of the units.
- G. The City and the Owner wish to enter into this Agreement, as a housing agreement pursuant to section 483 of the *Local Government Act*, to secure the agreement of the Owner to provide affordable housing.

**NOW THIS AGREEMENT WITNESSES** that pursuant to section 483 of the *Local Government Act*, and in consideration of the premises and covenants contained in this agreement (the "**Agreement**"), the parties agree each with the other as follows:

## 1.0 DEFINITIONS

### 1.1 In this Agreement:

"**ACEH**" means the Aboriginal Coalition to End Homelessness Society, Inc. No. S0065028;

"**BC Housing**" means the British Columbia Housing Management Commission;

"**Business Day**" means Monday to Friday, other than any such day which is a statutory holiday in Victoria, British Columbia;

"**Development**" means the new thirty-four (34) unit building consisting of residential housing and related facilities to be constructed on the Lands;

"**Director**" means the City's Director of Planning and Development or their designate;

"**Dwelling Units**" means any or all, as the context may require, of the thirty-four (34) self-contained residential dwelling units within the Development and includes any dwelling unit that is developed on the Lands in future, whether as part of the Development or otherwise, and "**Dwelling Unit**" means any of such residential dwelling units located on the Lands;

"**Housing Income Limit**" or "**HIL**" means the household income determined annually by the British Columbia Housing Management Commission or its successors in function. Housing Income Limits (HILs) are intended to represent the maximum gross household income for eligibility in many affordable housing programs and ensure eligibility for housing assistance is targeted to those with the most financial need within their community;

"**Immediate Family**" includes a person's spouse, child, grandchild, parent, grandparent, sibling, niece and nephew, and includes the Immediate Family of the person's spouse;

"**Income**" means the total income before tax from all sources for each Non-owner;

"**Income Assistance**" means financial assistance for shelter and support provided under the *Employment and Assistance Act* or *Employment and Assistance for Persons with Disabilities Act* to a person in financial need who has no other resources and meets other specified criteria, which assistance is administered and paid by the Government of British Columbia;

"**Non-owner**" means a person other than a Related Person, the Owner, or the ACEH;

"**Owner**" includes a person who acquires an interest in the Lands or any part of the Lands or the Development and is thereby bound by this Agreement, as referred to in section 11.3;

"**Public Housing Body**" means a public housing body as prescribed in the *Residential Tenancy Act*;

"**Related Person**" includes, where the registered or beneficial owner of the Lands or Dwelling Unit, as applicable, is:

- (a) a corporation or society:
  - (i) an officer, director, shareholder, or member of such corporation or society, or of another entity which is a shareholder or member of such corporation or society; or
  - (ii) an Immediate Family of a person to whom paragraph (i) applies, or
- (b) an individual, an Immediate Family of the registered or beneficial owner;

"**Rental Unit**" means a Dwelling Unit that is designated as a rental unit in accordance with Article 4.0 of this Agreement;

"**Tenancy Agreement**" means a tenancy agreement pursuant to the *Residential Tenancy Act* that is regulated by that Act; and

"**Victoria Housing Reserve Fund**" means the fund established by the City to fund housing projects.

## **2.0 TERM**

- 2.1** The term of this Agreement shall be for a period of 60 years beginning on the date the City issues an occupancy permit for the Development.

## **3.0 DWELLING UNITS TO BE USED AND OCCUPIED ONLY AS RENTAL UNITS**

- 3.1** The Owner covenants and agrees that the Dwelling Units shall only be used as rental housing, and for that purpose shall only be occupied by a Non-owner under the terms of a Tenancy Agreement between the either the Owner, ACEH, or a Public Housing Body and the Non-owner who occupies the Dwelling Unit.

## **4.0 AFFORDABLE HOUSING**

- 4.1** The Owner covenants and agrees that a total of thirty-four (34) Dwelling Units shall be designated as Rental Units and shall only be occupied and used as Rental Units.
- 4.2** The Owner further covenants and agrees that:

- (a) the Rental Units shall be operated by the Owner, ACEH, or a Public Housing Body;
- (b) each of the Rental Units shall be rented to a Non-owner or Non-owners with an Income that does not exceed the Housing Income Limit; and
- (c) monthly rent for the Rental Units shall not exceed the maximum rent determined by BC Housing from time to time.

**4.3** The Owner covenants and agrees that upon expiry or earlier termination of the operator agreement with ACEH, the Owner will either operate the Rental Units, or enter into a new operator agreement with a new Public Housing Body.

## **5.0 RENT ADJUSTMENTS**

**5.1** During the term of the tenancy, the monthly rent payable by the Non-owner(s) of the Dwelling Units may be increased only by the amount permitted under the *Residential Tenancy Act* and any other applicable legislation.

## **6.0 SUBDIVISION**

**6.1** If the Lands are subdivided at any time hereafter either under the provisions of the *Land Title Act* or under the *Strata Property Act*, or under other similar legislation enacted from time to time, then upon the deposit of a plan of subdivision, a strata plan, or similar plan as the case may be:

- (a) the rights and benefits of this Agreement herein granted will be annexed to and run with each of the new parcels, lots or other subdivided parcels and areas so created; and
- (b) the burdens, obligations, agreements and covenants contained in this Agreement will continue to be noted on each of the new parcels, lots or other subdivided parcels and areas so created.

## **7.0 REPORTING**

**7.1** The Owner covenants and agrees to provide to the Director, within thirty (30) days of the Director's written request, a report in writing confirming that:

- (a) all Dwelling Units are being rented to Non-owners or are vacant;
- (b) rent levels for the Dwelling Units are in accordance with this Agreement; and
- (c) all other requirements of this Agreement are being complied with, along with such other information as may be reasonably requested by the Director from time to time.

**7.2** The Owner hereby authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

**7.3** The Owner acknowledges that it is within the City's sole discretion to consent or not to

consent to modifications of this Agreement and that such consent may be withheld for any reason.

## **8.0 NOTICE TO BE REGISTERED IN LAND TITLE OFFICE**

**8.1** Notice of this Agreement (the "Notice") will be registered in the Land Title Office by the City in accordance with section 483 of the *Local Government Act*, and this Agreement is binding on the parties to this Agreement as well as all persons who acquire an interest in the Lands after registration of the Notice.

## **9.0 LIABILITY**

**9.1** The Owner agrees to indemnify and saves harmless the City and each of its elected and appointed officials, employees and agents and their respective administrators, successors and permitted assigns, of and from all claims, demands, actions, damages, costs and liabilities, which all or any of them shall or may be liable for or suffer or incur or be put to by reason of or arising out of failure of the Owner to comply with the terms and conditions of this Agreement, or otherwise that would not have arisen "but for" this Agreement.

**9.2** The Owner hereby releases and forever discharges the City and each of its elected and appointed officials, employees and agents and their respective administrators, successors and permitted assigns, of and from any and all claims, demands, actions, damages, economic loss, costs and liabilities which the Owner now has or hereafter may have with respect to or by reason of or arising out of the fact that the Lands are encumbered by and affected by this Agreement, or otherwise that would not have arisen "but for" this Agreement.

## **10.0 PRIORITY AGREEMENT**

**10.1** Intentionally Deleted.

## **11.0 GENERAL PROVISIONS**

**11.1 NOTICE.** If sent as follows, notice under this Agreement is considered to be received:

- (a) upon confirmation of delivery by Canada Post if sent by registered mail,
- (b) on the next Business Day if sent by email with no notice of failure to deliver being received back by the sender, and
- (c) on the date of delivery if hand-delivered, and

in the case of the City, addressed to:

City of Victoria  
#1 Centennial Square  
Victoria, BC V8W 1P6

Attention: Director of Planning and Development  
Email: [khoese@victoria.ca](mailto:khoese@victoria.ca)  
Fax: 250-361-0386

in the case of the Owner, addressed to:

Provincial Rental Housing Corporation  
1701 – 4555 Kingsway  
Burnaby, British Columbia V5H 4V8

Attention: Manager Real Estate Services

If a party identifies alternate contact information in writing to another party, notice is to be given to that alternate address.

If normal mail or email service is interrupted by strike, work slowdown, force majeure, or other cause,

- (d) notice sent by the impaired service is considered to be received on the date of delivery, and
- (e) the sending party must use its best efforts to ensure prompt receipt of a notice by using other uninterrupted services, or by hand-delivering the notice.

**11.2 TIME.** Time is of the essence of this Agreement.

**11.3 BINDING EFFECT.** This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors, and permitted assignees. In accordance with section 483(6) of the *Local Government Act*, this Agreement and all obligations hereunder is binding on all who acquire an interest in the Lands, and the Owner only during the Owner's ownership of any interest in the Lands, and with respect only to that portion of the Lands of which the Owner has an interest.

**11.4 WAIVER.** The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

**11.5 HEADINGS.** The division of this Agreement into articles and sections and the insertion of headings are for the convenience of reference only and will not affect the construction or interpretation of this Agreement.

**11.6 LANGUAGE.** Words importing the singular number only will include the plural and vice versa, words importing the masculine gender will include the feminine and neuter genders and vice versa, and words importing persons will include individuals, partnerships, associations, trusts, unincorporated organizations and corporations and vice versa.

**11.7 LEGISLATION.** Reference to any enactment includes any regulations, orders or directives made under the authority of that enactment, and is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided.

- 11.8 EQUITABLE REMEDIES.** The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.
- 11.9 CUMULATIVE REMEDIES.** No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.
- 11.10 ENTIRE AGREEMENT.** This Agreement when executed will set forth the entire agreement and understanding of the parties as at the date it is made.
- 11.11 FURTHER ASSURANCES.** Each of the parties will do, execute, and deliver, or cause to be done, executed, and delivered all such further acts, documents and things as may be reasonably required from time to time to give effect to this Agreement.
- 11.12 AMENDMENT.** This Agreement may be amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.
- 11.13 LAW APPLICABLE.** This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.
- 11.14 NO DEROGATION FROM STATUTORY AUTHORITY.** Nothing in this Agreement shall:
- (a) limit, impair, fetter or derogate from the statutory powers of the City all of which powers may be exercised by the City from time to time and at any time to the fullest extent that the City is enabled and no permissive bylaw enacted by the City, or permit, licence or approval, granted, made or issued thereunder, or pursuant to statute, by the City shall estop, limit or impair the City from relying upon and enforcing this Agreement; or
  - (b) relieve the Owner from complying with any enactment, including the City's bylaws, or any obligation of the Owner under any other agreement with the City.
- 11.15 SEVERABILITY.** If any section, term or provision of this Agreement is found to be partially or wholly illegal or unenforceable, then such sections or parts will be considered to be separate and severable from this Agreement and the remaining sections or parts of this Agreement, as the case may be, will be unaffected thereby and will remain and be enforceable to the fullest extent permitted by law as though the illegal or unenforceable parts or sections had never been included in this Agreement.
- 11.16 JOINT AND SEVERAL.** The Owner, if more than one, are jointly and severally obligated to perform and observe each and every of the covenants, warranties and agreements herein contained by the Owner to be observed and performed.
- 11.17 COUNTERPARTS.** This Agreement may be executed in counterparts and delivered by emailed PDF file, each of which will have the same effect as if all parties had signed the same document. Each counterpart shall be deemed to be an original. All counterparts shall be construed together and shall constitute one and the same Agreement.

**11.18 EFFECTIVE DATE.** This Agreement is effective as of the date of the signature of the last party to sign.

**IN WITNESS WHEREOF** the parties hereto have set their hands and seals as of the day and year last below written.

**THE CORPORATION OF THE CITY OF VICTORIA** by its authorized signatory: )

\_\_\_\_\_)  
Karen Hoese, Director of Planning and Development )

Date signed: \_\_\_\_\_ )

**PROVINCIAL RENTAL HOUSING CORPORATION** by its authorized signatory(ies): )

  
\_\_\_\_\_)  
Print Name: Sarah Smith, Authorized Signatory )

  
\_\_\_\_\_)  
Print Name: Michael Pistrin, Director )

Date signed: January 28, 2026 \_\_\_\_\_ )