



Committee of the Whole

For the Meeting of October 24, 2024

To: Committee of the Whole **Date:** October 10, 2024

From: Karen Hoese, Director, Planning and Development

Subject: **Rezoning Application No. 00874 and Development Permit with Variances Application No. 00272 for 837 Broughton Street**

RECOMMENDATION

Rezoning Application No. 00874

1. That Council instruct the Director of Planning and Development to prepare the necessary Zoning Regulation Bylaw amendment that would authorize the proposed development for 837 Broughton Street.
2. 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 once the following conditions are met:
 - a. Revisions to the Civil plans to show a new boulevard tree, soil cells and an irrigation water service on the Broughton Street frontage to the satisfaction of the Director of Parks, Recreation and Facilities.
 - b. Revisions to the Civil, Site and Landscape plans to show the conceptual design for a marked crosswalk, with overhead sign on Broughton Street (in front of subject property).
3. That following the third reading of the zoning amendment bylaw, the applicant prepare and execute the following legal agreements, with contents satisfactory to the Director of Planning and Development and form satisfactory to the City Solicitor prior to adoption of the bylaw:
 - a. No residential unit shall be stratified under the Strata Property Act, excluding the ground floor Broughton Street facing unit, which may be strata titled to allow for a commercial use or studio.
 - b. The residential units shall be rental in perpetuity, in accordance with the following requirements:
 - i. one unit may be occupied by the owner or a member of the owner's family.
 - c. Provision of transportation demand management measures to the satisfaction of the Director of Engineering and Public Works including:

- i. car share memberships for each residential unit and the ground floor studio live-work unit
 - ii. provision of at least eight long-term bicycle stalls in excess of the minimum requirements of Schedule C – Off Street Parking
 - iii. provision of a minimum of six long-term bicycle stalls being allocated to oversized or cargo bicycles
 - iv. all long-term bicycle stalls having access to an electrical charging outlet
 - v. provisions of a bicycle repair station and bicycle wash area
 - vi. space for two mobility scooters with electrical charging capability.
- d. Provision of the following public realm improvements to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities:
- i. design, supply and installation of the City’s Downtown Public Realm Plan and Streetscape Standards (DPRP), specifically the ‘New Town District’, including furnishings, materials, and sidewalk scoring patterns
 - ii. Design and installation of a marked crosswalk, with overhead sign on Broughton Street (in front of subject property). Related marked crossing works north of the centre line of Broughton Street would be limited to concrete curb, curb extension, sidewalk, ramp, drainage, signage, paint and tactile domes and would exclude works or effort related to additional trees and/or soil cells, relocation of infrastructure, lighting, or electrical controls.
 - iii. City of Victoria standard tree guards for all street trees in grates.
4. That adoption of the zoning 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.
5. 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 No. 00272

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. 00272 for 837 Broughton Street in accordance with plans submitted to the Planning and Development department and date stamped by Planning on September 12, 2024 (as amended), subject to:
- a. Proposed development meeting all City zoning bylaw requirements, except for the following variances:
 - i. reduce the required number of residential vehicle parking stalls from 25 to zero;
 - ii. reduce the required number of visitor parking stalls from 4 to zero;
 - iii. reduce the required number of van accessible parking stalls from 1 to zero;

- iv. reduce the required rear yard setback from 8m to 7m, for portions of the building above the first storey.
 - b. Plan changes to reflect the frontage improvements to accommodate a mid-block crosswalk to the satisfaction of the Director of Engineering and Public Works.
2. That the Development Permit with Variances if issued, lapses two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

This report discusses a Rezoning application and a concurrent Development Permit with Variances (DPV) application. Relevant rezoning considerations include:

- allowing residential use
- an increase in density from 2:1 Floor Space Ratio (FSR) to 4.11:1 FSR.

Relevant DPV considerations include:

- form and character attributes of the proposed building and landscaping relative to the application’s consistency with design guidelines
- impact of variances.

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 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

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 Rezoning Application and Development Permit with Variances for the property located at 837

Broughton Street. The proposal is to rezone from the CHP-OB, Cathedra Hill Precinct Office Building District, to a new zone with higher density to construct a seven-storey residential building with ground floor live-work uses. There is a concurrent Development Permit with Variances Application pertaining to the proposed form, character, exterior design, finishes and landscaping and variances related to parking and rear yard setback.

The following points were considered in assessing the Rezoning Application:

- The rezoning contemplates increasing the density from 2:1 Floor Space Ratio (FSR) to 4.11:1 FSR. This is consistent with the densities envisaged in the Core Residential Urban Place Designation in the *Official Community Plan (OCP)* which range from a base of 3:1 up to a maximum of 5.5:1 FSR where public benefit is provided, and proposals are consistent with the objectives of the plan and other City policies.
- At seven storeys the proposal is consistent with the policies contained within the *Downtown Core Area Plan (DCAP)* and *Fairfield Neighbourhood Plan* as they relate to density and height which envisages density up to 5:1 and heights up to a maximum of 30-37.5m (10 to 11 storeys).

The following points were considered in assessing the Development Permit with Variances:

- The application is consistent with the design guideline objectives for Development Permit Area (DPA) 14 Cathedral Hill Precinct which is to strengthen commercial viability through the redevelopment of sites including surface parking lots and public realm improvements to increase vibrancy and complement the adjacent Core Business area. The proposal is also consistent with specific design guidelines for the DPA, including the recommendation for building massing to respect the smaller scale and the collection of forms that is the overriding characteristic of the area.
- Additional consistencies with the design guidelines are achieved through the architectural form and character, which creates a fitting backdrop to the character of the immediate context in terms of texture, colour and details.
- The proposal does not meet the minimum 8m rear yard setback recommended in DCAP, which results in a 1m variance being requested. Should this proposal not proceed, any future proposal would be held to the 8m rear setback standard, otherwise Council authorisation would be required for any variance.
- The proposal does not meet the guidelines related to provision of usable private open space as only two of the 42 units have private terraces. Instead, the proposal includes a shared ground floor courtyard and rooftop amenity space.
- The proposal does not meet the Family Housing Policy as it relates to unit mix, although the application does predate the policy coming into effect.

- The variance to reduce the total vehicle parking requirement from 29 stalls to zero stalls is considered supportable due to the comprehensive Transportation Demand Management (TDM) program and provision of bicycle parking in excess of the minimum requirements in the *Zoning Regulation Bylaw*, which will be secured through a legal agreement. In addition to the TDM programs, a proposal with zero parking is considered supportable for this lot which has a relatively narrow frontage (18.5m); therefore, incorporating a drive aisle to accommodate on-site parking would be detrimental to the pedestrian streetscape experience.

DESCRIPTION OF PROPOSAL

This proposal is to rezone from the the CHP-OB Zone, Cathedral Hill Precinct Office Building District, to a new zone to increase the density and allow residential and live-work uses at this location. There is a concurrent Development Permit with Variances application pertaining to the proposed form and character of a proposed seven-storey multi-unit residential building with variances related parking and rear yard setback.

The proposed new zone is intended to be based on existing residential mixed-use zones in the immediate vicinity of the subject site, with site specific regulations related to density and height. The variances are discussed in relation to the concurrent Development Permit with Variances application, leaving the proposed increase in density and the addition of residential and live/work uses being the only difference from the existing zone. As previously noted, the proposal is to increase the density from 2:1 FSR to 4.11:1 FSR.

The associated Development Permit with Variances is for the construction of a seven-storey purpose built rental residential building with a live-work unit on the ground floor. Specific details include:

- 42 one-bedroom multiple dwelling units, two with ground floor patios and 20 with Juliet balconies (units facing Broughton Street)
- one ground level live-work unit with street facing “work” component
- seven storeys in a north-south orientation (one storey is for access to a communal rooftop amenity space)
- communal bike storage room for 56 bicycles located at the rear on the ground level
- retention of one cherry tree and replacement of one cherry tree in structural soil cells along Broughton Street
- raised planters and associated shrubs and climbing vines on private property along the Broughton Street frontage
- two fully accessible private patios for the ground floor residential units, with raised planters native plants and a tree
- rear communal courtyard with three new trees in soil cells, BBQ and seating areas
- communal rooftop amenity space
- zero vehicle parking stalls.

The proposed variances are related to reduced parking and rear yard setback.

BACKGROUND

Land Use Context and Existing Site Development Potential

The area is characterized by its variety of buildings including office, retail, residential and institutional uses. Immediately adjacent land uses include the Royal Theatre to the west and the YMCA/YWCA recreational facility.

- North – a four-storey office building at 818 Broughton Street and an 11-storey residential building at 838 Broughton Street (the Escher), constructed in 2017.
- South – a two-storey office building at 850 Courtney Street and a four-storey office building at 848 Courtney Street.
- East – the YMCA/YWCA recreation facility, which is currently undergoing redevelopment plans and although no application has formally been submitted, a community meeting was held in March 2024.
- West – a two-storey heritage designated commercial building (The Mellor Building), constructed in 1912 and beyond that the Royal Theatre, also a heritage designated building constructed in 1913.



Figure 1: Subject Site and Context

The site is presently used as a surface parking lot. Under the current CHP-OB Zone, Cathedral Hill Precinct Office Building District, the property could be developed into a commercial building with a density of 2:1 FSR and a maximum height of 22.5m (approximately five storeys).

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, prior to submission of the application, it was posted on the Development Tracker along with an invitation to complete a comment form on March 18, 2024. Mailed notification was sent to owners and occupiers of property within 100m of the subject property advising that a consultation process was taking place and that information could be obtained and feedback provided through the Development Tracker. A sign was also posted on site, to notify those passing by of this consultative phase. Additionally, the applicant participated in a community meeting with the CALUC on *April 4, 2024*. At the time of writing this report, a letter from the CALUC had not been received.

Section 464(3) of the *Local Government Act* prohibits a local government from holding a public hearing for a rezoning application that is consistent with the OCP and is intended to permit residential development. However, notice must still be sent to all owners and occupiers of adjacent properties prior to introductory readings of the zoning regulation 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.

ANALYSIS

Rezoning Application

Official Community Plan

The *Official Community Plan (OCP, 2012)* designation for the site is Core Residential. This designation includes mixed-use buildings up to approximately 20 storeys with total floor space ratios ranging from a base of 3:1 to a maximum of 5.5:1 FSR. The proposal is for a seven-storey building at 4:11:1 FSR and is therefore comfortably within the heights and densities envisaged for this urban place designation. The OCP refers to the local area plan to provide finer grained policy and regulatory guidance in response to local context and development opportunity.

The proposal advances several objectives in the OCP. The applicant is offering to secure the units as rental in perpetuity, which advances goals and objectives in Section 13: Housing and Homelessness. The extensive Transportation Demand Management program would encourage residents to utilize alternate modes of transportation, which achieves some of the goals and objectives in Section 7: Transportation and Mobility. Consistent with the OCP's overall growth concept, the proposal respects the transitional nature of the area between a high density downtown and the medium to lower density residential neighbourhood through a sensitive infill design response.

Downtown Core Area Plan

The proposal is located in the Residential Mixed-Use District (RMD) in the *Downtown Core Area Plan (DCAP, 2022)*. The objectives of this district encourage multi-unit residential development appropriate to the context and function of each neighbourhood and ensuring that new residential

development includes active street-level businesses, where appropriate, to increase pedestrian activity within the public realm.

Overall, the proposal is generally consistent with the DCAP, the key guidelines for the subject property. Specifically, the proposal is in accord with a number of the guidelines used to evaluate density, massing, height and scale. The inclusion of a live-work unit on the ground floor is considered an acceptable response to the land use policies for a site located on the edge of the RMD.

Inclusionary Housing and Community Amenity Contribution Policy

The proposal is for a purpose-built rental project, which will be secured in perpetuity. Therefore, the proposal is exempt from the *Inclusionary Housing and Community Amenity Policy* and no amenity contributions are required.

Housing

The application, if approved, would add approximately 42 new residential rental units plus one live-work unit, 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 consists of 42 residential rental units plus one live-work unit at market rates.

Housing Mix

The City's Family Housing Policy (effective as of September 1, 2024), provides targets for housing mix and unit type in rezoning applications for new multi-unit residential construction consisting of four or more stories. For rental projects, the policy requires 25% of total units to have two or more bedrooms, with at least 5% of total units being three or more bedrooms. However, this proposal's unit mix was established prior to the development of this policy. As submitted, this application proposes 42 one-bedroom units ranging in size from 38.7 m² (416 ft²) to 51m² (549 ft²). The residential component of the ground floor live-work unit is 35.9m² (386 ft²).

In addition to the Family Housing Policy, the OCP identifies a mix of units as an objective and identifies the need for a diverse range of housing units including family housing. The applicant was asked to consider a more diverse range of housing units but the applicant has chosen not to, noting that the project isn't financially feasible with two and three-bedroom units and that the target market for this project would be better served by one-bedroom units.

Security of Tenure

A Housing Agreement is being proposed which would secure the upper floors of the building as rental in perpetuity. The applicant is not willing to have the property added to *Schedule N – Residential Rental Tenure*.

Existing Tenants

The proposal is to redevelop an existing surface parking lot therefore the *Tenant Assistance Policy* does not apply.

Public Realm

The following public realm improvements are proposed in association with this application:

- replacement of one cherry tree in structural soil cells along Broughton Street
- improvements along the Broughton Street frontage consistent with the City's 'New Town' District specifications in the Downtown Public Realm Plan and Streetscape Standards, including the provision and installation of applicable furnishings, materials, and concrete scoring
- provision of a marked crosswalk in front of the subject project consisting of concrete curb, sidewalk, ramp, drainage, signage, paint and tactile domes.

These would be secured with a Section 219 covenant, registered on the property's title, prior to Council giving final consideration of the proposed Zoning Regulation Bylaw amendment.

Plan revisions are recommended to the frontage design to include a conceptual design of the marked crosswalk with associated infrastructure. This is discussed in more detail under the Development Permit with Variances Application.

Development Permit with Variances Application

Official Community Plan: Design Guidelines

The OCP identifies this property in Development Permit Area 14 Cathedral Hill Precinct. One of the objectives of this designation is to strengthen commercial viability through the redevelopment of sites including surface parking lots and public realm improvements to increase vibrancy and complement the adjacent Core Business area. A number of specific guidelines are listed under this DPA including the recommendation for building massing to respect the smaller scale and the collection of forms that is the overriding characteristic of the area. In addition, features and landmarks should be respected and perpetuated, and all opportunities should be explored to create a fitting backdrop to these features in texture, colour and details. The proposal is generally consistent with these objectives through the introduction of a seven storey building in a perimeter block form and a material palette of warm brick and metal panels, which are complementary to the buildings in the immediate context.

The design guidelines that apply to this DPA are the Downtown Core Area Plan (DCAP) and the Fairfield Neighbourhood Plan.

Downtown Core Area Plan

Overall, the proposal is generally consistent with the DCAP, the key guidelines for the subject property. Specifically, the proposal is in accord with a number of the guidelines used to evaluate density, massing, and scale. For guidelines related to height, DCAP refers to the *Fairfield Neighbourhood Plan*. The key areas where the proposal differs from the design guidelines is the

infringement into the recommended rear yard setback and the lack of private balconies. To improve access to sunlight and support livability, DCAP requires a minimum rear yard setback of 8m for portions of the building located above the first storey that contain residential uses (balconies may project into this setback up to 2m). The proposed building is located 7m from the rear property line, which is 1m below the minimum requirements. The applicant states that the functionality and livability of the units on this constrained site as the rationale for deviating from the DCAP guideline. Although less than ideal, this justification is acceptable given the relatively small scale of the project that is being proposed.

The guidelines encourage the provision of a combination of private outdoor spaces to contribute to livability and a range of shared outdoor amenity spaces that are available for all building residents that encourage social interaction, play and urban food production. The proposal only provides for two private patios for the ground level units. Juliet balconies are proposed for the living rooms of all upper floor units on the front and rear elevations (a total of 40) although no private balconies are proposed. A common amenity courtyard is proposed to the rear of the property, accessed via the long-term bicycle storage room. In response to staff's comments, the applicant has included a rooftop amenity space with two distinct areas, one for seating with a BBQ and sink, and the other with raised planters for urban food production. The combination of at-grade and rooftop communal open space is proposed to mitigate the lack of private balconies.

Fairfield Neighbourhood Plan

Prior to recent boundary adjustments, the subject property resided in the Fairfield neighborhood and is captured in the land use policies within the *Fairfield Neighbourhood Plan*. This Plan also designates the site as Core Residential, which supports more housing in the northwest of the neighbourhood due to the proximity to the downtown, jobs and amenities. The proposal is consistent with the density and height provisions of the Plan, which envisages density up to 5:1 and heights up to a maximum of 30-37.5m (10-11 storeys).

Variances

Although a site-specific zone is sought, some variances are recommended (instead of inclusion in the new zone) for areas where the proposal is not consistent with the guidelines, and the Off-Street Parking Regulations (Schedule C) of the *Zoning Regulation Bylaw*. This ensures that if this proposal is not built, any potential future redevelopment would require consideration and approval of these specific aspects. The following sections discuss the proposed variances.

Setbacks

As previously noted, DCAP requires a minimum rear yard setback of 8m for portions of the building located above the first storey that contain residential uses and staff are therefore proposing the new zone incorporates the same 8m setback requirement. This results in variance to reduce the rear yard setback from 8m to 7m. Any redevelopment of the commercial properties to the south would likely result in an overall separation distance below the minimum recommended in the guidelines, although there would be opportunities to improve on the existing condition at 848 Courtney Street, where the building is currently located only 2.5m from the property line. Given the interface between the proposed residential units and the existing commercial uses, the livability impacts are

considered to be minimal and it is recommended that Council support the rear yard setback variance.

Parking

The proposed zone is intended to be based on the MRD-1 Mixed-Use Residential District-1 Zone from the *2018 Zoning Bylaw*, which would require a total number of 29 parking stalls (25 residential, one of which would be required to be a van accessible stall and four visitor). A variance is therefore requested to reduce the number of residential parking spaces from 25 stalls to zero and the required visitor stalls from four to zero).

To mitigate any potential impacts of the parking variance, the applicant has offered a number of Transportation Demand Management (TDM) measures which would be secured within a legal agreement. These include:

- a total of 58 long-term bicycle stalls (eight of which are in excess of the minimum requirements)
- ten percent of bicycle parking dedicated to cargo bikes and 100 percent of all bicycle parking with access to an electric outlet
- a bike wash / repair area located in the rear communal courtyard
- a car share membership and credits for all residential units provided by the developer
- space for two mobility scooters with electrical charging capability.

The TDM measures do not include a contribution towards the BC Transit EcoPASS program as is typically included with applications requesting parking variances. Instead, recognising the increased pedestrian demand attributable to this zero-parking project, a unique combination of TDM measures and a mid-block marked pedestrian crossing is recommended. Given the TDM measures outlined above, and the wider public benefits associated with a mid-block crosswalk, the residential and visitor parking variances are considered supportable. In addition, removing the requirement for an on-site accessible van space is supportable as it allows for the advancement of other City goals (including a continued street frontage and improved streetscape). Staff will work to identify a potential shared on-street location for an accessible van parking stall on the block.

Mid-Block Crosswalk

Broughton Street is identified as a Key Pedestrian Street within a Pedestrian Through Block Walkway area in DCAP (Map 16). Although no through block walkway is identified on this block, the Guidelines contain a number of policies relevant to enhancing pedestrian connectivity:

- *(5.5) Coordinate public and private streetscape improvements that enhance the pedestrian environment and support the policies of this Plan and the Downtown Public Realm Plan and Streetscape Standards*
- *(5.8) Ensure that the design and improvement of the pedestrian network considers and integrates opportunities to improve access and movement for people with varying mobility needs*
- *(5.9) Consider opportunities for providing safer pedestrian and cyclist crossings of major streets*

To advance the goals and objectives of DCAP noted above and to further support the proposed parking variance associated with this application, staff recommend the installation of a marked crosswalk consisting of curb extensions (on both sides of Broughton Street) and crosswalk components to improve pedestrian connectivity, safety, and comfort. The applicant has expressed a willingness to construct the mid-block crosswalk, and staff have worked with the applicant to clarify the scope of work included in the staff recommendation.

It is recommended that Council request the construction of the crosswalk, which would advance the goals and objectives of the guidelines related to pedestrian connectivity, safety, and streetscape improvement as well as addressing the increased pedestrian demand attributable to this zero-parking project.

Sustainability

The applicant has not identified any sustainability features associated with this proposal above and beyond the requirements for Step Code three. However, the applicant has indicated that additional features, such as rooftop gardening and storm water detention through planters as green building initiatives included in the proposal.

Advisory Design Panel Review

The application was reviewed by the Advisory Design Panel on June 26, 2024. At that meeting, the following motion was passed:

“It was moved ... that Development Permit with Variances Application No. 00272 for 837 Broughton Street be approved as presented.”

Although no changes were recommended by the panel, the applicant did respond to a number of comments from staff and included the following revisions in their resubmission:

- inclusion of a communal roof top amenity space
- provision for space for two electric scooters within the bicycle storage room
- further clarity on the design of the mural proposed on the west elevation.

Tree Protection 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. The *Urban Forest Master Plan* recommends a city-wide canopy cover of 40%. Based on 2019 LiDAR analysis, Downtown canopy cover is 9.2% and city-wide coverage is 28%.

Two municipal trees have been inventoried. There are no trees located on the subject property and no neighbour trees impacted by the development.

The landscape plan shows three replacement trees in the rear yard in soil cells under hardscape, all meeting tree minimum, siting and soil volume requirements outlined in the *Tree Protection Bylaw*. One municipal tree is proposed to be replaced in hardscape with soil cells along the Broughton St. frontage.

CONCLUSIONS

The proposal is consistent with the Core Residential designation and advances numerous goals and objectives in the OCP, including increasing the rental housing stock, encouraging alternative modes of transportation, increasing commercial vitality and improving the placemaking and urban design of the area.

While the proposal does not meet the Family Housing Policy and does not provide private outdoor space, on balance, the proposed development is generally consistent with the relevant Design Guidelines, providing continuity and a sense of enclosure along Broughton Street at a scale well within the maximum heights recommended in the guidelines. The simple and elegant response to the heritage character in the immediate vicinity is considered to be sensitive through the use of high-quality finishes and materials. The proposed rear yard setback variance is considered supportable due to the commercial interface and the parking variances are considered supportable due to the comprehensive TDM measures and provision of a mid-block walkway that would be secured through a legal agreement. Therefore, it is recommended that Council consider supporting this application.

Respectfully submitted,

Charlotte Wain
Senior Planner – Urban Design
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: Plans date stamped September 12, 2024
- Attachment C: Letter from applicant to Mayor and Council dated October 11, 2024 (revised)
- Attachment D: Letter from Victoria Disability Resource Centre
- Attachment E: Advisory Design Panel Meeting minutes from June 26, 2024
- Attachment F: Zoning Data Table
- Attachment G: Pre-Application Consultation Comments from Online Feedback Form