

E.1.a.d2615 Douglas Street: Rezoning Application No. 00680 and Development Variance Permit Application No.00247 (Burnside)

Council discussed the following:

- *That it would be a few months until this would come forward to Public Hearing*
- *That there is high public support for a safe crossing at this location*

Moved By Councillor Alto

Seconded By Councillor Thornton-Joe

Rezoning Application No. 00680

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00680 for 2615 Douglas Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation and execution of the following legal agreements to secure the following:
 - i. a Statutory Right-of-Way to accommodate public access to, and at, the transit shelter and plaza location on site to the satisfaction of the City Solicitor and Director of Engineering and Public Works.
 - ii. upgrade the transit plaza area and install a new T4 bus shelter on the Douglas Street frontage in accordance with the plans dated September 3, 2021 and prepared by de Hoog & Kierulf architects and Murdoch de Greeff Landscape Planning and Design, to the satisfaction of, City Solicitor, BC Transit and Director of Engineering and Public Works.
 - iii. 10 long-term, cargo bicycle parking spaces, 43 electric charging stations in the long-term bicycle storage rooms, a minimum of 92 long-term bicycle parking spaces and end-of-trip facilities (including no less than one shower for every 15 long-term bicycle parking spaces, no less than one locker per long-term bicycle parking space; and additional showers and lockers if the building included within a fitness centre) to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
 - iv. soil cells and tree guards for all trees planted in hardscape to the satisfaction of the Director of Parks, Recreation and Facilities.

2. The applicant update the Arborist Report prepared by Talbot MacKenzie & Associates to ensure the updated plans are attached and trees are correctly labelled to the satisfaction of the Director of Parks, Recreation and Facilities.

Development Variance Permit Application No. 00247

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

“That Council authorize the issuance of Development Variance Permit Application No. 00247 for 2615 Douglas Street in accordance with:

1. Plans date stamped September 17, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. reduce the required number of vehicle parking spaces from 241 to 122.
3. The Development Variance Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY

Motion arising:

Moved By Councillor Isitt

Seconded By Councillor Loveday

That Council direct staff to report back as part of the 2022 Financial Planning process on the cost implications of installing a safe crossing at Douglas and Kings Road.

Amendment:

Moved By Councillor Loveday

Seconded By Councillor Isitt

That Council direct staff to report back as part of the 2022 Financial Planning process on the ~~cost~~ implications **including cost** of installing a safe crossing at Douglas and Kings Road.

CARRIED UNANIMOUSLY

On the main motion arising as amended

FOR (4): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts

OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Thornton-Joe, Councillor Young

DEFEATED (5 to 4)

E.1 2615 Douglas Street: Rezoning Application No. 00680 and Development Variance Permit Application No. 00247 (Burnside)

Committee received a report dated November 21, 2021 from the Director of Sustainable Planning and Community Development regarding the Rezoning Application and Development Variance Permit Application for 2615 Douglas Street in order to permit a brewery, distillery, brewpub, liquor retail sales and commissary kitchen within the existing building, and recommending that it move forward to a Public Hearing.

Moved By Councillor Alto
Seconded By Mayor Helps

Rezoning Application No. 00680

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 - i. a Statutory Right-of-Way to accommodate public access to, and at, the transit shelter and plaza location on site to the satisfaction of the City Solicitor and Director of Engineering and Public Works.
 - ii. upgrade the transit plaza area and install a new T4 bus shelter on the Douglas Street frontage in accordance with the plans dated September 3, 2021 and prepared by de Hoog & Kierulf architects and Murdoch de Greeff Landscape Planning and Design, to the satisfaction of, City Solicitor, BC Transit and Director of Engineering and Public Works.
 - iii. 10 long-term, cargo bicycle parking spaces, 43 electric charging stations in the long-term bicycle storage rooms, a minimum of 92 long-term bicycle parking spaces and end-of-trip facilities (including no less than one shower for every 15 long-term bicycle parking spaces, no less than one locker per long-term bicycle parking space; and additional showers and lockers if the building included within a fitness centre) to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
 - iv. soil cells and tree guards for all trees planted in hardscape to the satisfaction of the Director of Parks, Recreation and Facilities.
2. The applicant update the Arborist Report prepared by Talbot MacKenzie & Associates to ensure the updated plans are attached and trees are correctly labelled to the satisfaction of the Director of Parks, Recreation and Facilities.

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Committee discussed:

- *Concerns regarding crossings and bike lanes near this location; the desire to secure the underground infrastructure in order to facilitate future improvements*
- *The desire for more information regarding this application*

Amendment:

Moved By Councillor Isitt

Seconded By Councillor Dubow

That staff provide further information on the potential installation of a safe crossing for people in wheelchairs, pedestrians, and cyclists when this comes to Council on November 18th

Moved By Councillor Isitt

Seconded By Councillor Dubow

MOTION TO CLOSE THE NOVEMBER 4, 2021 COMMITTEE OF THE WHOLE 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)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality.*

CARRIED UNANIMOUSLY

Committee entered a closed meeting at 9:51 a.m.

Land – Community Charter Section 90(1)(e)

Committee discussed a Land Use matter.

The conversation was recorded and kept confidential.

The open COTW meeting reconvened at 10:01 a.m.

Amendment to the amendment:

Moved By Councillor Isitt

Seconded By Councillor Dubow

That the City endeavor to achieve a safe crossing for people in wheelchairs, pedestrians, and cyclists **in conjunction with this project**

FOR (4): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts

OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Thornton-Joe, Councillor Young

DEFEATED (4 TO 5)

On the amendment:

That staff provide further information on the potential installation of a safe crossing for people in wheelchairs, pedestrians, and cyclists when this comes to Council on November 18th

FOR (4): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts

OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Thornton-Joe, Councillor Young

DEFEATED (4 TO 5)

Amendment:

Moved By Councillor Isitt

Seconded By Councillor Thornton-Joe

That staff provide additional info on November 18th on options for limiting liquor sales to products brewed or distilled on site

FOR (3): Councillor Isitt, Councillor Potts, Councillor Thornton-Joe

OPPOSED (6): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Loveday, Councillor Young

DEFEATED (3 TO 6)

On the main motion:

Rezoning Application No. 00680

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00680 for 2615 Douglas Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

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 - iii. 10 long-term, cargo bicycle parking spaces, 43 electric charging stations in the long-term bicycle storage rooms, a minimum of 92 long-term bicycle parking spaces and end-of-trip facilities (including no less than one shower for every 15 long-term bicycle parking spaces, no less than one locker per long-term bicycle parking space; and additional showers and lockers if the building included within a fitness centre) to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
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2. The applicant update the Arborist Report prepared by Talbot MacKenzie & Associates to ensure the updated plans are attached and trees are correctly labelled to the satisfaction of the Director of Parks, Recreation and Facilities.

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CARRIED UNANIMOUSLY



Committee of the Whole Report

For the Meeting of November 4, 2021

To: Committee of the Whole **Date:** November 21, 2021

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: **Rezoning Application No. 00680 and Development Variance Permit
Application No. 00247 for 2615 Douglas Street**

RECOMMENDATION

Rezoning Application No. 00680

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00680 for 2615 Douglas Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

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LEGISLATIVE AUTHORITY

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 498 of the *Local Government Act*, Council may issue a Development Variance Permit that varies a Zoning Regulation Bylaw provided the permit does not vary the use or density of land from that specified in the Zoning Regulation Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 2615 Douglas Street. The proposal is to rezone from the S-1 Zone, Limited Service District, to a new zone in order to permit a brewery, distillery, brewpub, liquor retail sales and commissary kitchen within the existing building. These proposed uses are also triggering a parking variance.

The following points were considered in assessing this application:

- focussing new employment growth along the Douglas Street Corridor and linking land use changes to the planning and implementation of Rapid Transit is strongly supported in the Plan. The applicant is proposing to introduce new uses on site to support and grow the local economy
- the subject property is designated Humber Green Large Urban Village in the *Official Community Plan* (OCP, 2012), which envisions this area as a transit-oriented hub and directs staff to require new transit shelters as a condition of development along frequent transit corridors. The applicant is willing to install a new transit shelter and upgrade the transit plaza area with additional seating, trees, and resurfacing fronting the existing Victoria Press Building on Douglas Street
- the *Burnside Gorge Neighbourhood Plan* (2017) designates the subject property Humber Green – Large Urban Village and identifies the site as a special planning area, which supports commercial uses and envisions the area as a centrally-located and transit-oriented employment hub
- the existing heritage-designated building, formally known as the Times Colonist building,

was the headquarters for newspaper printing, publishing and distribution. This proposal is re-imagining some of these light industrial uses with a focus on the food and beverage industry, which preserves the industrial character and brings new economic vitality to the area as envisioned for a Large Urban Village. The applicant is proposing to convert the old print reel room space into a distillery and brewery

- adding these new uses triggers a parking variance. The applicant is proposing to reduce the required number of parking spaces from 241 to 122, which is supportable given the transportation demand management measures (i.e., transit plaza and transit shelter, long-term and cargo bicycle parking, electric charging stations and end-of-trip facilities) being proposed to offset the parking shortfall.
- the applicant has fulfilled the requirements of the *Liquor Retail Sales Rezoning Policy*.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the S-1 Zone, Limited Service District, to a new zone in order to permit a brewery, distillery, brewpub, liquor retail sales and a commissary kitchen (shared commercial kitchen aimed to support small businesses and start-ups) within the existing building. The applicant is also proposing to reduce the required number of parking spaces from 241 to 122 to allow for these additional uses on site.

Sustainability

The applicant has not identified any sustainability features associated with this proposal.

Active Transportation

The application proposes the following features which support active transportation:

- 92 long-term (including 10 cargo) and 42 short-term bicycle parking spaces
- 43 electric bicycle charging stations
- end-of-trip facilities, including showers and lockers.

Public Realm

The applicant is proposing to install a new T4 bus shelter and upgrade the transit plaza area as public realm improvements in association with this Rezoning Application. 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.

Accessibility

No accessibility improvements are proposed beyond what is required through the *British Columbia Building Code*.

Land Use Context

The area is characterized by commercial (office and retail), service commercial and residential uses.

Existing Site Development and Development Potential

The site is presently a heritage-designated building (excluding the addition on the east side of the building) containing office uses.

Under the current S-1 Zone, the property could be developed as a four-storey building and include uses such as commercial (i.e., offices, professional services, restaurants, etc.), service commercial (i.e., servicing and repairing of goods, dry cleaning and carpet clearing, etc.) and/or light industrial (bakeries, printing and publishing establishments, milk processing and distribution, wholesale and retail sales, etc.).

Data Table

The following data table compares the proposal with the existing S-1 Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone.

Zoning Criteria	Proposal	Existing S-1 Zone
Site area (m ²) – minimum	10,088	n/a
Density (Floor Space Ratio) – maximum	1.24:1	1.5:1
Total floor area (m ²) – maximum	12,463	15,127.50
Height (m) – maximum	14.71	15
Storeys – maximum	4	n/a
Site coverage (%) - minimum	47	60
Setbacks (m) – minimum		
Front (Douglas Street)	3.67	0
Rear (Ross Lane)	39.22	0
Side (north)	5.98	3
Side (south – Kings Road)	1.67	0
Combined side yards		
Parking – minimum	122*	214
Bicycle parking stalls – minimum		
Long-term	92	66
Short-term	42	42

Relevant History

On October 8, 2020, Council approved the heritage-designation of the original 1971 exterior of the building.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Burnside Gorge CALUC. The CALUC waived the requirement for a virtual community meeting and 30-day comment period on the City's Development Tracker for this rezoning application. Letters dated May 22, 2020, June 2, 2021 and October 13, 2021 are attached to this report.

ANALYSIS

Official Community Plan

The subject property is designated Humber Green Large Urban Village in the *Official Community Plan* (OCP, 2012), which supports and encourages new commercial development in Urban Villages and envisions this area as a transit-oriented hub. By introducing a brewery, distillery, brewpub, liquor retail sales and commissary kitchen on site, this proposal is further advancing several socioeconomic, transportation and heritage objectives in the OCP, including:

- supporting the growth of the local and regional economy
- participating in the development of a more sustainable food system that considers all stages of the food system that celebrates local food culture and cuisine
- supporting economic activities that use and strengthen community resources and the capacity of citizens to enhance social well-being, such as food production and processing
- focussing new employment growth along the Douglas Street Corridor and linking land use changes to the planning and implementation of Rapid Transit
- upgrading the transit plaza area along the Douglas Street frontage
- conserving and enhancing the heritage value and character of the existing building and streetscape.

Burnside Gorge Neighbourhood Plan

The *Burnside Gorge Neighbourhood Plan* (2017) designates the subject property Humber Green – Large Urban Village and identifies the site as a special planning area, which supports commercial uses and envisions the area as a centrally-located and transit-oriented employment hub. The Plan supports new commercial development along arterial roads and fronting on the internal streets of Humber Green, including Kings Road.

The Plan also envisions small transit plazas in locations of future rapid transit stations that are defined and activated by new development. Introducing these new uses and employment opportunities on site activates the need to enhance and expand the existing transit stop in front of the building on Douglas Street, which serves 18 bus routes that provide service to key employment hubs and destinations throughout the region. The applicant is willing to install a new transit shelter, street trees and benches to create a more transit-friendly plaza.

Liquor Retail Sales Rezoning Policy

The proposal is subject to the *Liquor Retail Stores Rezoning Policy*. The Policy states that a store should be within an established or planned retail location to minimize nuisance to nearby neighbours, such as a large urban village as identified in the OCP or in a location zoned for other retail uses. The subject property is within a large urban village, which supports commercial and mixed-use development, including residential uses, and the existing zone permits retail uses. A liquor retail store at this location is supported in the Policy.

In the Policy, it mentions that the City wishes to avoid concentrations of this use (i.e., in the same block or at the same intersection) and that a new liquor retail store should be at least 200m from an existing store. There is an existing BC Liquor Store located at the corner of Hillside Avenue and Ross Lane (787 Hillside Avenue), which is located approximately 240m² from the entrance of the proposed liquor retail store which exceeds the recommended distance contained in the Policy. Additionally, this proposal is intended to be ancillary to the principal distillery use and is different than a stand-alone liquor retail store.

The Policy also states that a liquor retail store should be at least 200m from an elementary or secondary school, have a floor area of no greater than 275m² and an entrance fronting an existing street. The subject property is not within 200m of a school, the proposed floor area is 125m² and the entrance to the store would be on Kings Road. The applicant provided a Crime Prevention through Environmental Design (CPTED) analysis in the letter dated September 15, 2021 and there are no CPTED concerns with this proposal.

The Policy states that the rezoning application for a liquor retail store must be accompanied by a letter of preliminary approval from the Province of BC. The applicant reached out to the Liquor & Cannabis Regulatory Branch (LCRB) and received a response (attached) that the applicant is expected to receive zoning approval from the local government prior to submitting a Manufacturer Liquor Licence application to the LCRB for consideration.

The Policy requires the applicant to complete a neighbourhood petition. The applicant carried out the petitioning process in June 2020, and due to the pandemic, mailed petitions to 20 immediate properties and their residents. The applicant requested that the petitions be returned by mail as well. According to the applicant, there were several business closures during that time and as a result, they received limited responses. However, the applicant made a particular effort to engage with Ross Place (immediate neighbour to the north) and reached out to the Ross Place Seniors Community on multiple occasions to advise them of the project milestones. Petition notices were distributed to all their residents and the proposal was discussed at a residents' meeting. The neighbourhood petition package prepared by the applicant is attached to this report.

Lastly, the Policy requires referrals to be sent to the Victoria City Police (VicPD) and School District #61 (SD61) for a 30-day comment period. A referral was sent to VicPD on July 22, 2021 and response from VicPD dated July 29, 2021 is attached to this report. A referral was not sent to SD61 since there is no school within 200m of the subject property.

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 rezoning application was received on July 28, 2020, so it falls under Tree Preservation Bylaw No. 05-106 consolidated November 22, 2019.

The tree inventory in the Arborist Report (attached), includes five trees located on the subject property, four of which are bylaw-protected, and six municipal trees on Kings Road. There are total of 11 trees affected by the proposed development.

Two purple leaf plums (32 and 41cm DBH), which are bylaw-protected and identified in the arborist report as having fair/poor structural conditions, are proposed to be removed to accommodate a new sidewalk design and upgraded transit plaza and replaced by four new trees as required by the Bylaw. One non-bylaw protected crabapple tree (14cm DBH) is also proposed to be removed, and two Japanese maples are proposed to be retained.

A statutory right of way is proposed at a 2m offset from the Douglas Street property line to accommodate public realm and public transit improvements. Two of the four replacement trees are proposed to be planted within the right of way therefore, the City would be responsible for the maintenance of these trees after establishment. Three of the four replacement trees are proposed to be in hardscape with soil cells to achieve recommended soil volumes and to be secured in a legal agreement to the satisfaction of the Director of Parks, Recreation and Facilities.

Six municipal trees along Kings Road frontage are proposed to be retained and protected during construction.

Tree Impact Summary (as per the Arborist Report):

Tree Type	Total	To be REMOVED	To be PLANTED	Net Change
On site trees, bylaw protected	4	2	4	+2
On site trees, non-bylaw protected	1	1	0	-1
Municipal trees	6	0	0	0
Neighbouring trees, bylaw protected	0	0	0	0
Neighbouring trees, non-bylaw protected	0	0	0	0
Total	11	3	4	+1

Bylaw protected trees proposed for removal from subject property:

ID#	Species	DBH (cm)	Overall Condition	Reason for Removal/ Comments
1898	Purple leaf plum	41	Fair	Structural concerns
1899	Purple leaf plum	32	Fair	Structural concerns

Regulatory Considerations

Commissary Kitchen

The applicant is introducing a “commissary kitchen” use, which would be a unique space that would offer commercial kitchen space to food truck operators, caterers, and other local food service businesses to prepare food and beverages for sale on and off-site. This commissary kitchen concept allows for smaller, start-up and established operators to build or expand their

business operations and allows users to share kitchen costs while reducing their operating costs. The applicant is also proposing a restaurant/café space to complement the commissary kitchen use and serve as a venue for the sale of goods produced on site.

Floor Area Restrictions

The combined floor area of the proposed distillery, brewery and brewpub is approximately 615m². Including the brewpub use is becoming increasingly popular as part of the distillery/brewery experience for customers. The zoning amendment would limit the size to the combined floor area to avoid an unlikely situation where the entire building is converted to a distillery/brewery/brewpub, which may result in neighbourhood concerns. Any future deviations from the maximum floor area requirement for a combined distillery/brewery/brewpub would require a variance.

The floor area of the proposed liquor retail store is 125m² and the applicant's intention is to maintain a store as ancillary to the principal distillery/brewery use. Even though there are no plans to expand the size of the store, the new zone would limit the size of the liquor retail store to 125m² and any future deviations from the maximum floor area requirement would also require a variance.

Reduction in Vehicle Parking

The applicant is proposing to reduce the required number of parking spaces from 214 to 122 in order to facilitate this proposal. The applicant engaged WATT Consulting Group to complete a parking study (attached) and has proposed a comprehensive list of Transportation Demand Management (TDM) measures to help offset the parking shortfall that consider the proposed uses on-site.

The applicant is proposing a variety of TDM measures, including:

- an upgraded transit shelter with additional seating for transit patrons
- 92 long-term bicycle parking spaces (the proposal requires 66 long-term bicycle parking spaces, so the proposal exceeds the requirement by 26 bicycle parking spaces)
- 10 long-term, cargo bicycle parking spaces
- 43 electric bicycle charging stations
- end-of-trip facilities, including no less than one shower for every 15 long-term bicycle parking spaces, no less than one locker per long-term bicycle parking space, and additional showers and lockers if the building included within a fitness centre.

In the applicant's letter dated September 15, 2021, the applicant proposes to support the Transit ProPass program by providing an additional 10% per month discount on a transit pass above the 15% currently offered by the program, which would result in a 25% per month discount on transit passes for future employees. Since the ProPass program cannot be legally tied to a property and it is primarily an employer-based program, it is difficult to administer in its current structure as a transportation demand management measure. However, the applicant indicates that they will incorporate ProPass into the property management plan and tenant relations activities; however, as noted this cannot be secured.

In addition to providing a new transit shelter, the applicant will also be providing an upgraded transit plaza area with additional seating, trees, and resurfacing as a condition of rezoning,

which further advances several transportation objectives in the OCP, Burnside Gorge Neighbourhood Plan and the Victoria Regional RapidBus Implementation Strategy. The stop provides excellent transit access and services 18 BC Transit routes. According to the parking study, the subject property also has a WalkScore of 96 – “Walker’s Paradise: Daily errands do not require a car” and located approximately 1km (10 – 15 minute walk) from the downtown core. Lastly, the site is also located nearby the Kings-Haultain cycling corridor. Given the proposed TDM package and the site’s desirable location for walking, cycling and transit, staff supports the parking variance and recommends that a covenant is registered on title to secure the TDM measures outlined above to the satisfaction of the Director of Engineering and Public Works.

Statutory Right-of-Way

The applicant is willing to provide a Statutory Right-of-Way along the Douglas Street frontage to accommodate public access to, and at, the transit shelter and plaza location on site to the satisfaction of the City Solicitor and Director of Engineering and Public Works.

Resource Impacts

It is estimated that the annual city maintenance costs to maintain two new municipal trees and irrigation is \$520.00. The breakdown is as follows:

Increased Inventory	Annual Maintenance
Two new municipal trees (within new ROW)	\$120
Irrigation	\$400

CONCLUSIONS

The proposal to rezone the subject property to permit brewery, distillery, brewpub, liquor retail sales and commissary kitchen uses within the existing building is consistent with the relevant policies in the OCP and *Burnside Gorge Neighbourhood Plan*. Specifically, this proposal further advances several socioeconomic, transportation and heritage objectives in the OCP. Limiting the combined floor area of the distillery/brewery/brewpub and the floor area of the liquor retail store will ensure that the scale of these operations is suitable for a large urban village. Staff recommend for Council’s consideration that the Application advance to a Public Hearing.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00680 and Development Variance Permit Application No. 00247 for 2615 Douglas Street.

Respectfully submitted,

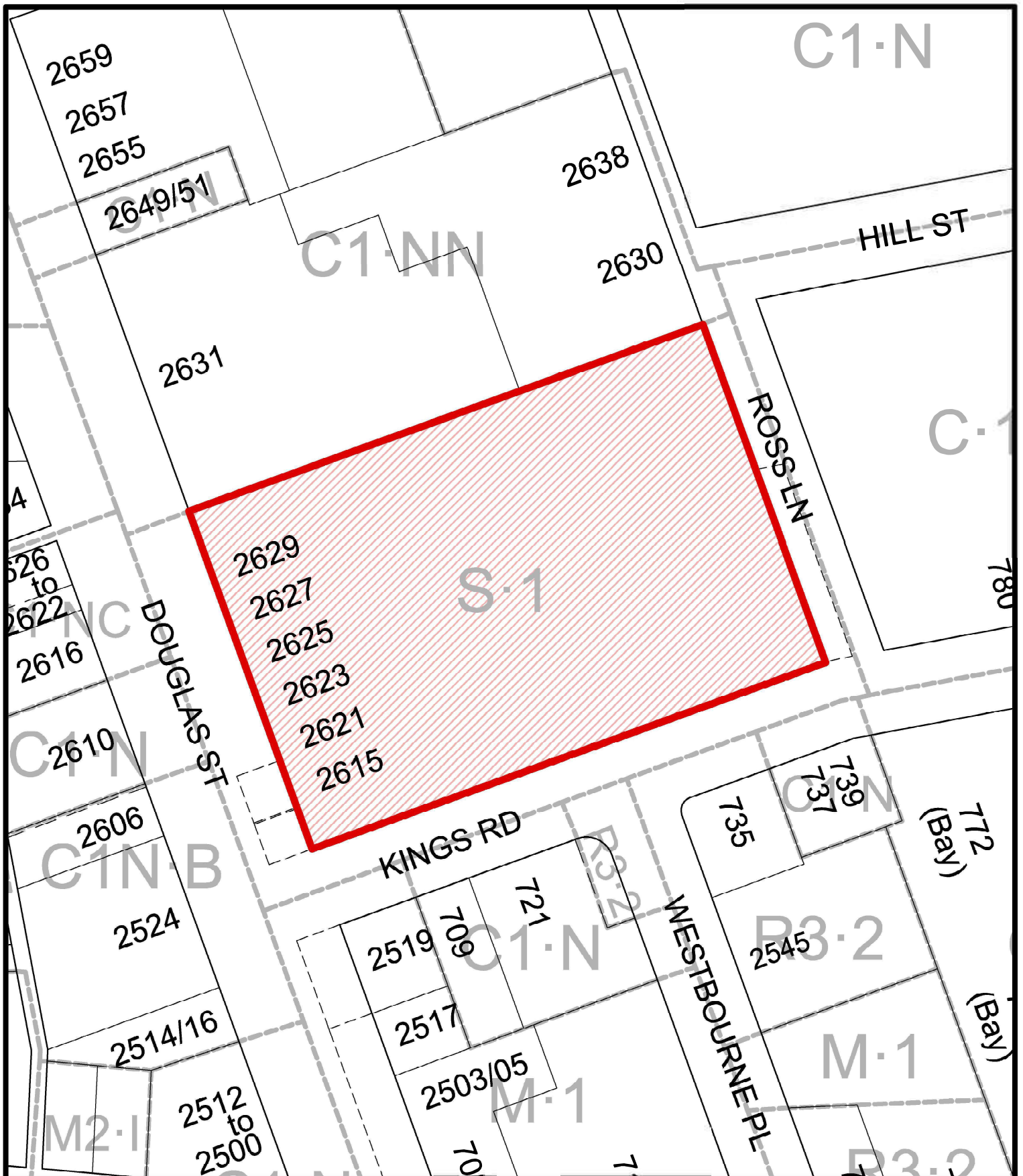
Leanne Taylor
Senior Planner
Development Services Division

Karen Hoese, Director
Sustainable Planning and Community
Development Department

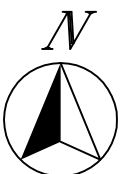
Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped September 17, 2021
- Attachment D: Letter from applicant to Mayor and Council dated September 15, 2021
- Attachment E: Community Association Land Use Committee Comments dated May 22, 2020, June 2, 2021 and October 13, 2021
- Attachment F: Referral Comments from Victoria Police Department dated July 29, 2021
- Attachment G: Email from the Liquor & Cannabis Regulatory Branch dated June 2, 2020
- Attachment H: Parking Study prepared by WATT Consulting Group dated September 2, 2021
- Attachment I: Arborist Report prepared by Talbot MacKenzie & Associates dated December 20, 2020
- Attachment J: Neighbourhood Petition Package.



2615 - 2629 Douglas Street
Rezoning No.00680



2615 - 2629 Douglas Street
Rezoning No.00680





Victoria Press Building

Revised and Resubmitted For Rezoning (3)
21-09-14





Pub 1300Z 55-00-1202

received 24 October 2013

Label	Unit	Unit	Unit	Unit	Unit
Program	1.0000	1.0000	1.0000	1.0000	1.0000

Variable	Mean	SD	N
Median age (Months) (Interim)	228	128	128
Median age (Months) (Cohort Study)	216	116	116

Global Sales (Japan & U.S.)	700
Cashless / Delivery Manufacturers	400
Convenience Stores	1,000

Category / Parameter	1990	1991	1992	1993	1994
University / Researcher	100	100	100	100	100
University / Clinics	10	10	10	10	10
Business / Manufacturer	100	100	100	100	100

revised 11 Apr 13

Present
Unknown

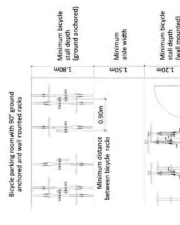
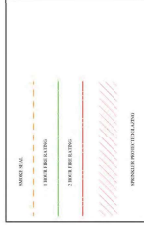
Under Sound!

2021-09-14

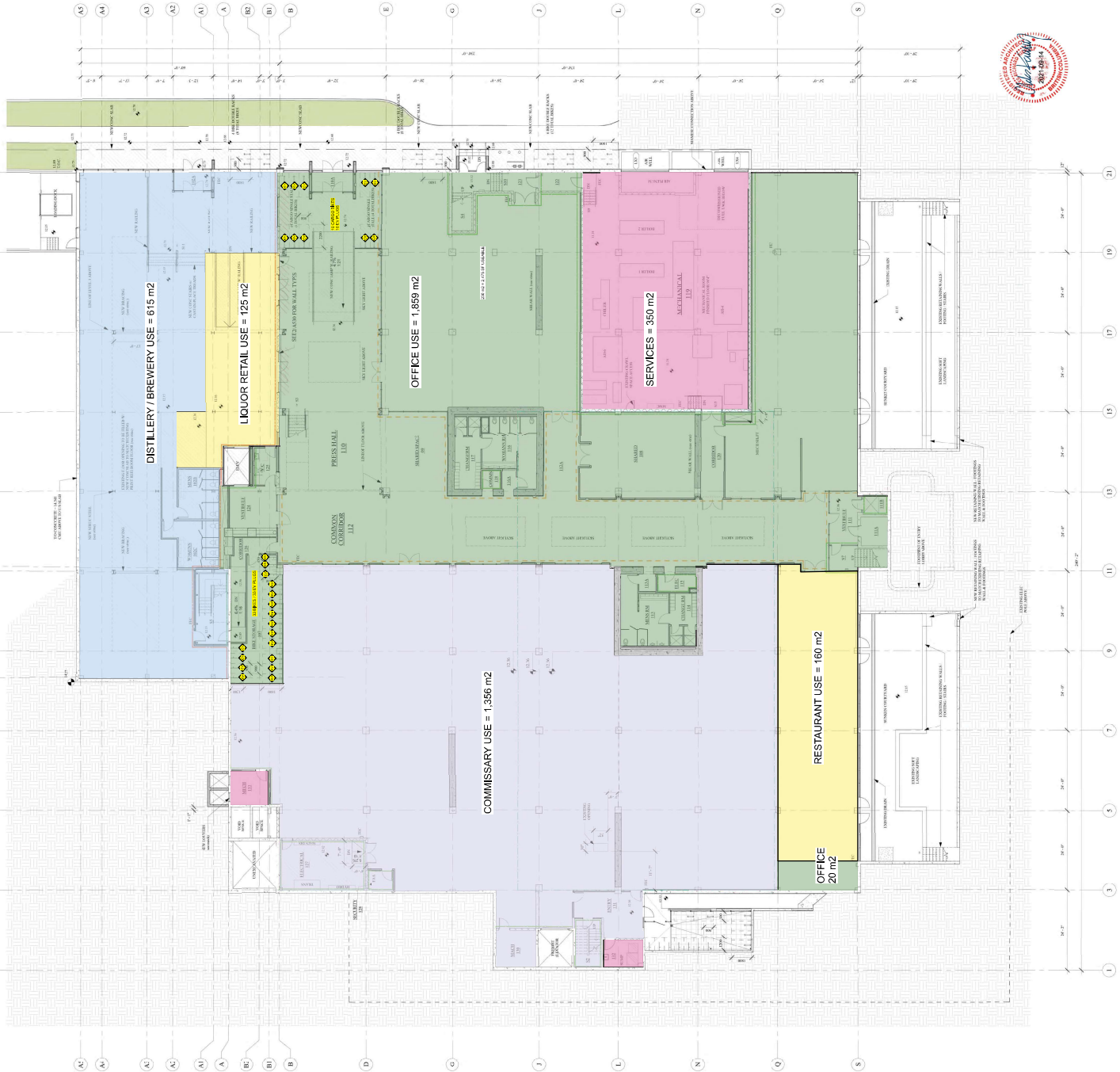
Figure 1. The effect of the initial concentration of the monomer on the polymerization of α -methylstyrene initiated by SnCl_4 in CH_2Cl_2 at -78°C . The reaction time was 10 min. The concentration of the initiator was $1.0 \times 10^{-2} \text{ mol/L}$. The concentration of the monomer was (a) 0.1 mol/L , (b) 0.2 mol/L , (c) 0.3 mol/L , (d) 0.4 mol/L , (e) 0.5 mol/L , (f) 0.6 mol/L , (g) 0.7 mol/L , (h) 0.8 mol/L , (i) 0.9 mol/L , and (j) 1.0 mol/L .



NOTES



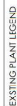
Note:
Ground Anchored
One Bolt per Foot @ 400mm
One Bolt per Foot @ 400mm
Wall Mounted
Two Bolt per Foot @ 400mm



REV	DESCRIPTION	DATE	BY	CHK
1	ISSUED FOR PERMIT	2023-08-15	DKA	DKA
2	REVISIONS	2023-08-15	DKA	DKA
3	REVISIONS	2023-08-15	DKA	DKA
4	REVISIONS	2023-08-15	DKA	DKA
5	REVISIONS	2023-08-15	DKA	DKA
6	REVISIONS	2023-08-15	DKA	DKA
7	REVISIONS	2023-08-15	DKA	DKA
8	REVISIONS	2023-08-15	DKA	DKA
9	REVISIONS	2023-08-15	DKA	DKA
10	REVISIONS	2023-08-15	DKA	DKA
11	REVISIONS	2023-08-15	DKA	DKA
12	REVISIONS	2023-08-15	DKA	DKA
13	REVISIONS	2023-08-15	DKA	DKA
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15	REVISIONS	2023-08-15	DKA	DKA
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18	REVISIONS	2023-08-15	DKA	DKA
19	REVISIONS	2023-08-15	DKA	DKA
20	REVISIONS	2023-08-15	DKA	DKA
21	REVISIONS	2023-08-15	DKA	DKA

Victoria Press LTD
2621 Douglas St. Victoria
BC
Plans Proposed -
First Floor





TREE RETENTION AND REMOVAL NOTES

1. Tree protection fencing, for existing trees, to be installed prior to commencement of all site work. Refer to Arborist's plans for location of tree protection fencing, and protection fencing detail.
2. Refer to arborist's report for detailed information for existing tree resources.

PROBLEMS/NOTES

1. The current system requires patients to call the BACD. BACD staff then call the patient's physician to determine if the patient is eligible for the system. The current system is cumbersome and inefficient.
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FILE LAYOUT NOTES

For file review of all work for approval by Landscape Architect prior to proceed with work. Requests for file input are required 48 hours in advance of performing any work, unless otherwise noted on this sheet.

1. Lay out dimensions prior to construction. Bring discrepancies to the attention of the Architect/Architectural Consultant.

2. Written dimensions take precedence over scale. Do not scale drawings.

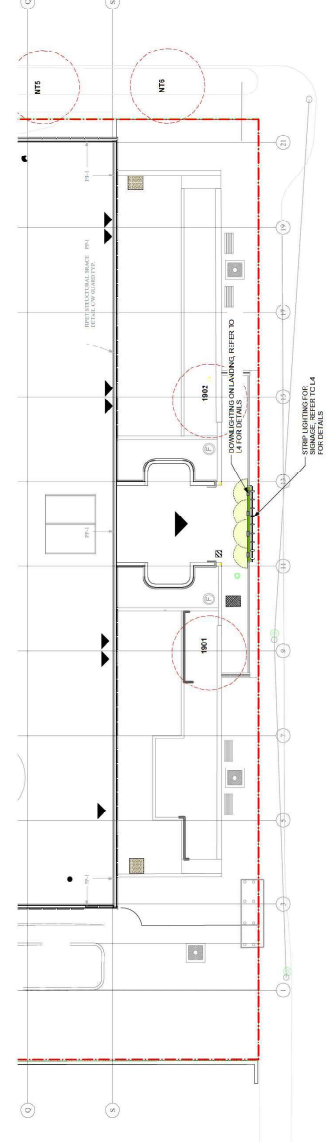
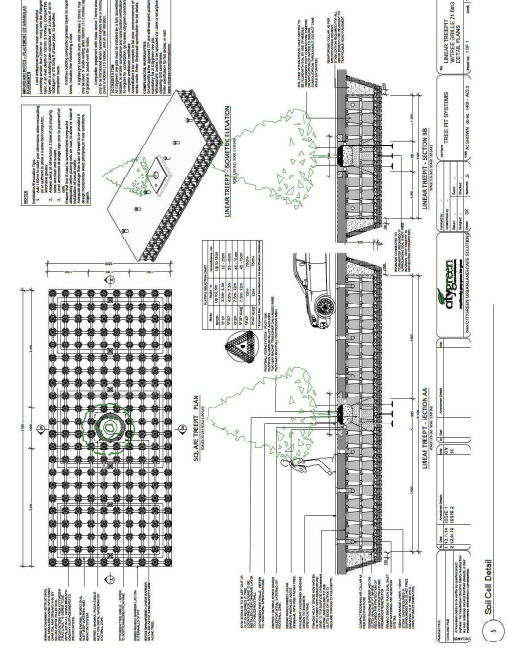
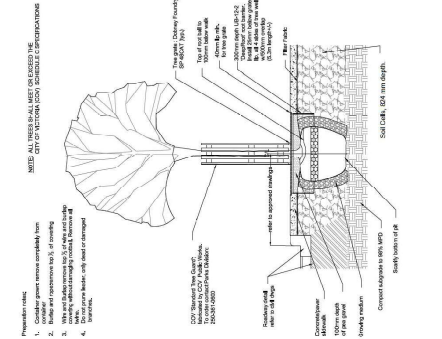
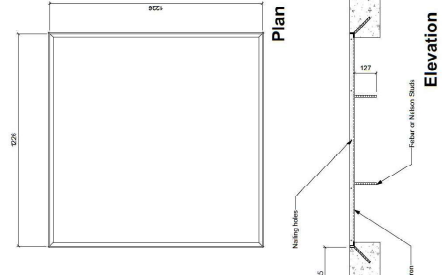
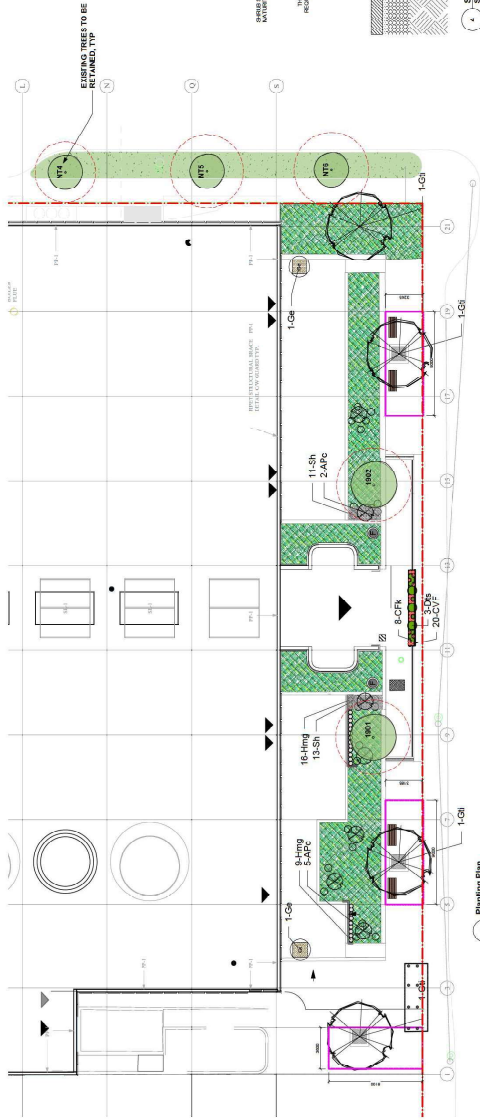
3. All plan dimensions in millimeters and all detail dimensions in millimeters, unless otherwise noted.

4. Where dimensions are called as 'equal' or 'bd', space referenced items equally, measured to centre line.

[illegible][illegible]

ALL DRAWINGS TO BE READ IN ASSOCIATION WITH LANDSCAPE SPECIFICATIONS DOCUMENT.

N = native, A = adaptive, P = pollinator, E = edible
20% shrubby/graminoid species

[illegible]

Sl	Planning Period/mission	Planning Period/mission
1	09/05/2021	Planning/GO
2	09/05/2021	Planning/GO
3	09/05/2021	IFC
4	12/11/2020	Planned CIP
5	02/10/2020	Revised CIP
6	12/05/2019	Interest for Transfer
7	04/05/2018	Development Period
8	04/05/2018	Interest
9	04/05/2018	Interest
10	04/05/2018	Interest
11	04/05/2018	Interest
12	04/05/2018	Interest
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98	04/05/2018	Interest
99	04/05/2018	Interest
100	04/05/2018	Interest



15 September, 2021

City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Dear Mayor Helps and Members of Council,

Re: Victoria Press Building, 2615-2629 Douglas Street, Rezoning and Development
Variance Permit Application

We are pleased to present our application for rezoning of the Victoria Press building to add new **commissary kitchen, cafe, distillery, brewery, brewpub and liquor retail sales** to the complement of existing permitted uses. We are the stewards of the Victoria Press building and have crafted a vision for its revitalization and reuse to bring a strong sense of place and diverse Midtown concept for Victoria as an emerging destination of choice for commerce, culture and creativity. The Victoria Press building encapsulates all of these ideas into a truly unique experience, centred around the reimagined mid-Century Victoria Press building.

Our designation of the Victoria Press building last year, supported by Council's approval of a Heritage Tax Incentive Program application, offers recognition of the architectural significance of the building and its place in our community. Bringing new uses to the building and the site presents a view toward the future of Victoria, with an emphasis on supporting innovation, entrepreneurship and small business. Economic uncertainty over these 18+ months has brought a heightened focus on supporting local businesses and providing opportunities for new investment in our community. We are committed to realizing a vision of renewed economic diversity for the Victoria Press building. With a year of construction now behind us, the first phase of the project is on-target for completion in June 2022. This newly designated heritage building will transform a 150,000 sf newspaper production facility into a modern urban office campus. With expansive 45,000 sf floor plates over three floors, the Victoria Press Building features the new Press Hall Lobby, the stunning Print Reel Room, roof-top patio and café, and all new operating system infrastructure to meet modern demands for sustainable and earthquake preparedness development.

The new building interior corridor system, illuminated by expansive skylights that penetrate from the roof to the ground level and the two massive seismic cores pinned to the bedrock, are now underway.

Our current application is the next step in our iterative development process to rezone the property to add new uses that will bring vitality to the building. The first set of uses include distillery, brewery, brewpub and liquor retail sales. We have an interested tenant planning to establish a craft distillery within the print reel room space of the Victoria Press building. The space is reflective of the industrial character of the former printing business, with a large volume suited to a new light-industrial use. Establishment of the distillery operation would be complemented by an accessory tasting lounge and retail sales component that would add to the experience and contribute to Victoria's growing craft brewery and distillery operations. The plans also propose reclassification of existing floor area for new office uses, as already permitted in the zoning.



The second set of uses include a commissary kitchen and associated cafe. Again, we have a new to Victoria tenant seeking space for a unique commissary kitchen use that offers commercial kitchen space to support food truck, catering and other food services businesses. The commissary kitchen concept is transforming the food and beverage business model, allowing smaller, start-up and established operators to build or expand their business operations through shared kitchen and food services. By eliminating the start-up capital risks of brick-and-mortar restaurant service, commissary kitchens allow users to share kitchen costs and reduce their operating costs and capital risks. A restaurant/cafe space is proposed to complement the commissary kitchen use and serve as a venue for the sale of goods produced on-site. The commissary kitchen use supports local food entrepreneurs and businesses and we believe will be unique in scale and format within the region.

Concurrent with the rezoning is a request for a parking variance to reflect the new parking calculations associated with the reclassified floor areas. The floor areas for each use are as follows:

1. Office | A total of approximately 98,167 sq.ft. (9,120 m²) of office space is proposed.
2. Restaurant | a rooftop restaurant is proposed, with 2,432 sq.ft. (226 m²) of interior space and 2,530 sq.ft. (235 m²) of exterior patio space.
3. Distillery / Brewpub | A distillery or brewpub is proposed consisting of approximately 6,619 sq.ft. (615 m²) of production / manufacturing area, a retail sales area (i.e., beer shop), approximately 1,345 sq.ft. (125 m²) in size, where customers could purchase growlers of beer from the brewpub
4. Commissary Kitchen and Restaurant/Cafe | The commissary kitchen spaces include 14,596 sq.ft. (1,356 m²) for the commercial kitchen, 215 sq.ft. (20 m²) for the office uses and 1,722 sq.ft. (160 m²) for the restaurant/cafe space.
5. Service / Mechanical | Approximately 9,052 sq.ft. (841 m²) is proposed as service and mechanical space to support new uses.

Consistency with City Planning Policy

The City of Victoria's Burnside Gorge Neighbourhood Plan was adopted in July 2017 and provides the planning directions to guide the future development and growth of the neighbourhood. The Victoria Press site is part of the Douglas Corridor sub-area of the Burnside Gorge Neighbourhood, characterized as a mixed employment area. The lands are designated as a Large Urban Village, and part of a Special Planning Area: the Humber Green.

Large Urban Villages are intended to have a mix of commercial and residential uses. The Humber Green area, bounded by Douglas Street, Hillside Avenue, Bay Street and Blanshard Street, is identified as a gateway to downtown. The area is envisioned to evolve into "a denser, centrally located hub for employment as well as mixed use residential buildings, focused on a future rapid transit station. Development will result in enhanced amenities, improved walkability and more greenery." Humber Green is envisioned as an evolving employment and mixed use area which will become the northern edge of downtown.



The proposed new uses support the envisioned mixed-employment character of the area and provide new commercial amenities within the highly accessible, walkable and transit-oriented district. New mechanical systems help mitigate against the potential for noise and odour impacts.

Consistency with Liquor Retail Stores Policy

Our proposal adds liquor retail sales as a new use, to enable accessory retail sales of the spirits produced on site. The proposal is consistent with the City of Victoria Liquor Retail Stores Policy, as summarized below.

- We have engaged with the Provincial Government. The province indicates that an applicant must receive appropriate zoning from the local government/First Nations prior to submitting their Manufacturing liquor licence application to the LCRB for consideration. We are working through this process.
- We petitioned the neighbours, as required by the Liquor Retail Stores Policy. A letter and summary of the project proposal was distributed to 25 neighbouring properties in June 2020. Given the requirements for social distancing, we did not canvass door-to-door. However, we have received limited response to the petition, with only 1 of 25 responses received to date. We will strive to continue engagement and can reinstate a petition should the City require.
- The site is within a designated Large Urban Village that is intended for commercial retail use. The retail sales area, with 1,345 sq.ft. (125 m²) of floor area, is intended to be accessory to the principal distillery use for the sale of spirits produced on-site.
- Entrance to the print reel room where the store will be located is from an existing street, utilizing Kings Road.
- Parking for the liquor retail store, which requires 2.5 parking spaces, is provided in the existing surface parking lot.
- The site is greater than 200 m from an elementary school or secondary school, with the closest being SJ Willis, which is being used by the School District while other schools are undergoing seismic upgrades. This school is located approximately 300m from the subject property.
- A BC Liquor Store is located at 787 Hillside Avenue, in the shopping plaza at the corner of Hillside Avenue and Blanshard Street. This physical location is approximately 200 m



away from the proposed Kings Road entrance, although the two properties are located kitty corner from one another at the corner of Ross Lane and Hill Street. However, the Large Urban Village designation supports consideration of a reduced separation distance. In addition, the size and character of the accessory liquor retail store for the distillery use, with only 1,345 sq.ft. (125 m²) in floor area, is not intended as a primary sales venue and would not attract the same volume and frequency of customers as the Provincial Liquor Store.

- Finally, the proposed liquor retail store is part of the revitalized Victoria Press building. Although the Print Reel Room is not part of the original building and therefore is not included in the heritage designation, the overall intent is to bring new uses to the newly designated heritage building. The distillery use is characteristic of the building's industrial past and adaptive reuse of the large space previously occupied by the newspaper operation is a fitting approach to revitalization.

Crime Prevention Through Environmental Design

The Victoria Press building is well-suited to commercial uses and to providing a safe and accessible venue for employees and visitors. The principles of CPTED are observed in the following design elements of the site.

Surveillance

Natural surveillance can occur at the main entrances to the building as both face public roads. The proposed entrance for the distillery and accessory liquor retail store are located off of Kings Road. The entrance is designed with large amounts of curtain wall glazing and curtain wall doors to allow visibility between inside and out and the entrance portal has exterior lighting. The entrance is highly visible from the sidewalk along Kings Road, and minimal landscaping along this frontage includes the grassed boulevard and street trees. The mix of tenants and uses at the Victoria Press building also contribute to the natural surveillance of the property.

Formal surveillance measures exist in the form of exterior CCTV security cameras, scheduled patrols, active graffiti control and management measures and participation in neighbourhood engagement activities to help keep the community safe and enjoyable.

Territoriality

Redesign of the building's frontage along Kings Road to add new curtain wall glazing and entrance doors creates a strong presence on the street and a sense of destination for the commercial tenants. The glazing opens the inside spaces to the street and extends the sense of ownership and territoriality into the public realm to create an inviting environment.

Lighting

New exterior lighting at the building's entrances help direct commercial clients to the welcoming portals into the building. The highly glazed frontage along Kings Road will enable interior



lighting to illuminate the entranceway, opening up the previously dark and solid exterior with visual sightlines into the building.

Community Engagement

We have shared the plans with the Burnside Gorge Community Association and have their support for this application. A CALUC Community Meeting was held prior to submitting the application in 2018 and the CALUC Chair has confirmed that a second meeting is not requested.

Parking Development Variance Permit Application

The rezoning application for new uses is presented concurrently with a Development Variance Permit to address parking for the full range of reclassified uses to be accommodated on site.

Schedule C (2018) requirements for the proposed uses in the building after rezoning would result in 214 vehicle parking spaces, 1 loading space, 66 long-term bike parking spaces and 35 short-term bike parking spaces.

At present the site is developed with a surface parking area that accommodates 131 vehicle parking spaces, 2 loading spaces, 32 long term bicycle storage spaces, and 16 short term bicycle storage spaces. Reallocation of the space, removal of parking along the northern drive lane, and the most efficient layout of the existing parking lot results in the provision of 122 parking spaces and 2 loading spaces. The proposal also makes a significant contribution to support cycling by exceeding the bicycle parking requirements including the provision of 92 long term bicycle parking spaces and 48 short term bicycle parking spaces.

Based on these calculations we are requesting a variance for the vehicle parking to maintain the existing parking lot area, resulting in a reduction of 92 vehicle parking spaces from the Schedule C requirements.

The parking variance is supported by our location along Victoria's main transit corridor, with the Douglas Street priority bus lanes, and the bicycle infrastructure with bike lanes along Douglas and Blanshard Streets.

There is a northbound bus stop immediately in front of the site and a southbound stop on the far side of Douglas Street. These bus stops are served by over 18 bus routes that provide service to key employment hubs and destinations within the region including downtown Victoria, the University of Victoria, Camosun College, Swartz Bay, the West Shore (e.g., Colwood, Langford, and Metchosin), and Sidney. With access to a multiplicity of bus routes serving a variety of destinations, future employees and visitors to the site can reliably use transit for both commuting and non-work trips. We support granting of a new Statutory Right of Way on site to accommodate an enhanced bus shelter installation that will encourage greater transit use. The new transit plaza area and T4 Bus Shelter will be enhanced with additional benches for seating, landscaping and lighting.

In addition to the transit plaza, the project provides a number of amenities to support cycling. A range of visitor, secure indoor and covered bike parking is included, exceeding the bicycle parking requirements, to encourage employees and visitors to cycle to and from the Victoria



Press building. The application is proposing 92 long-term bicycle parking spaces and 48 short-term spaces. Ten of the 92 long-term bicycle parking spaces will be designed to accommodate a cargo bicycle, which are larger bikes that do not fit in a typical bike parking stall. Cargo bike parking will make it easier for future employees to park their cargo bikes, particularly for those who utilize a cargo bike for school drop-off / pick-up. In addition, 43 of the 92 long-term bicycle parking spaces will have access to 110V outlets to facilitate charging for electric bike users.

Watt Consulting prepared a parking review for the project and concluded that the site is well-served by transit and supported by a network of cycling infrastructure. The parking supply can meet demand through application of a shared parking arrangement for the office and distillery uses, with unassigned parking allowing flexible use of the surface parking area to meet demands that are likely to occur at different times during the day and pay parking. Implementation of additional Transportation Demand Management measures will include a bus pass subsidy for commercial tenants. We are committed to supporting the ProPASS program and providing an additional 10% discount on the monthly price. This would effectively lower the cost to approximately \$62.96 per month, representing a 25% discount from the regular monthly cost of the pass. The plans also include end of trip facilities that support commuter cycling for employees.

Because the ProPASS program cannot be legally tied to the property, and is primarily an employer-based program, we have committed to working with tenant to promote, subsidize and grow ProPASS by incorporating ProPASS into the property management plan and tenant relations activities through subsidies within the building operating budget.

In summary, five TDM strategies are proposed for the Victoria Press, including: (a) subsidized transit passes, (b) electric bike parking, (c) end-of-trip facilities, (d) additional long-term bicycle parking, (e) priced parking. With these strategies in place, an employee parking reduction of 92 spaces would be supported. The combination of a shared parking agreement and adoption of TDM measures could lower site parking demand to 111 parking spaces, which is eleven spaces less than what is proposed (122).

The long-range plans for the property envision future infill development on the parking lot site in keeping with the envisioned build-out of the Burnside Gorge Neighbourhood Plan and the Humber Green area. In the interim, it is our intention to utilize the existing surface parking area to its highest and most efficient use to serve the commercial tenants of the building. We are committed to addressing the climate crisis in a meaningful way and are curating tenants that share our thinking and will support their employees in utilizing alternative modes of travel to and from the Victoria Press building. The site is well-positioned to support walking, transit and cycling and the project strives to demonstrate how the responsible adaptive reuse of an existing building can meet modern business needs.

Supporting Revitalization and Economic Investment

It is important as our local economy continues to open and mark a path toward recovery in a post-pandemic era that opportunities are in place to welcome investment and to embrace an entrepreneurial spirit. Supporting our application for the proposed additional commissary kitchen, distillery and brewery uses lays the foundation for such investment.



We have appreciated the support and collaboration with City of Victoria staff to advance our application for your consideration.

Regards,
David Fullbrook, CEO
Merchant House Capital Inc.



ATTACHMENT E

May 22, 2020

Mayor & Council
#1 Centennial Square
Victoria, BC

Dear Mayor and Council:

Rezoning Application for 2615 Douglas Street - Victoria Press Building

The Burnside Gorge Land Use Committee (BGLUC) has reviewed Merchant House Capital's amended application to rezone 2615 Douglas Street from S-1 Limited Service District to allow for a distillery use. In addition future uses for a tasting room, lounge, retail sales, and a restaurant/ brewpub would be included in the rezoning.

The original presentation to the BGLUC and the Burnside Gorge community included the option of these uses. There were no objections to the variances required in the proposal. Therefore the BGLUC does not foresee a need for another community presentation and recommends this application proceed to council.

The Burnside Gorge LUC is unanimous in endorsing this rezoning application.

Respectfully,



Avery Stetski
Land Use Committee Chair
Burnside Gorge Community Association

cc: Sustainable Planning and Community Development Department
David Fullbrook - Merchant House Capital

June 2, 2021

Mayor & Council
#1 Centennial Square
Victoria, BC

Dear Mayor and Council:

Revised Rezoning Application for 2615 Douglas Street - Victoria Press Building

The Burnside Gorge Land Use Committee (BGLUC) has reviewed Merchant House Capital's request to amend their previous rezoning application to include a new tenant use of a commissary kitchen and related café and offices.

The BGLUC had previously commented in a May 22, 2020 letter to council that we supported the amended application to rezone 2615 Douglas Street from S-1 Limited Service District to allow for a distillery use. In addition future uses for a tasting room, lounge, retail sales, and a restaurant/ brewpub would be included in the rezoning. The original presentation to the BGLUC and the Burnside Gorge community included the option of these uses. There were no community objections to the variances required in the original proposal.

As per the previous letter the BGLUC has agreed with waiving the requirement for a community meeting and the 30 day notification period to allow this latest revision to be included with the current rezoning application REZ00680 and development permit application DVP00247 for which the community meeting notice was also waived.

The Burnside Gorge LUC is unanimous in endorsing this rezoning application moving forward without a community meeting.

Respectfully,



Avery Stetski
Land Use Committee Chair
Burnside Gorge Community Association

cc: Sustainable Planning and Community Development Department
David Fullbrook - Merchant House Capital

October 13, 2021

Mayor Helps & Council
#1 Centennial Square
Victoria, BC

Dear Mayor Helps and Council:

Revised Rezoning Application Rez00630 & DPV00103 for 2615 Douglas Street - Victoria Press Building

The Burnside Gorge Land Use Committee (BGLUC) has reviewed and supports Merchant House Capital's request to amend their previous rezoning application to include a new tenant use of a commissary, kitchen, distillery, brewery, brewpub, liquor retail sales, restaurant, and related offices. In addition, we support the revised landscaping and entrance details along Douglas Street and Kings Road.

The BGLUC had previously commented in both a June 2, 2021 and a May 22, 2020 letter to council that we supported the amended application to rezone 2615 Douglas Street from S-1 Limited Service District to allow for a distillery use. The original presentation to the BGLUC and the Burnside Gorge community included the option of these uses. There were no community objections to the variances required in the original proposal.

This application is located in the Burnside Gorge Area Plan envisioned Humber Green village area, which is a mixed use concept incorporating manufacturing, commercial and residential uses. This application provides a successful combination of these functions and will be a welcome element.

As per the previous letter the BGLUC has agreed with waiving the requirement for a community meeting and the 30 day notification period to allow this latest revision to be included with the current rezoning application REZ00680 and development permit application DVP00247 for which the community meeting notice was also waived.

The Burnside Gorge LUC is unanimous in endorsing this revised rezoning application moving forward without a community meeting.

Respectfully,



Avery Stetski BGCA Land Use Committee Chair

cc: Sustainable Planning and Community Development Department
David Fullbrook - Merchant House Capital

Ayla Conklin

From: Cochrane, Kari <kari.cochrane@vicpd.ca>
Sent: July 29, 2021 1:56 PM
To: Ayla Conklin
Subject: RE: Liquor Retail Store Variance Application and Revised Plans for 2615 - 2629 Douglas Street– REZ No. 00680 & DVP No. 00247

Hi Ayla,

I've reviewed this application to increase the floor area to include a liquor retail store.

I noted that this is part of a larger project at the Times Colonist building which includes a distillery, brewery, brewpub and liquor retail sales. I believe that the location is well suited for this project as it is mostly commercial. There is a senior's residence building to the north however, I don't foresee that this project, in it's current proposed format, will significantly increase noise in the area or have a negative impact on the surrounding community.

Kari

From: Ayla Conklin <AConklin@victoria.ca>
Sent: Thursday, July 22, 2021 10:44 AM
To: Cochrane, Kari <kari.cochrane@vicpd.ca>
Subject: Liquor Retail Store Variance Application and Revised Plans for 2615 - 2629 Douglas Street– REZ No. 00680 & DVP No. 00247

Dear Sgt. Kari Cochrane, Vic PD,

Re: Liquor Retail Store Variance Application for 2615 - 2629 Douglas Street – REZ No. 00680 & DVP No. 00247

City staff have received revised plans for a Rezoning and Development Variance Permit Application for 2615 - 2629 Douglas Street to increase the maximum floor area for a liquor retail store.

The details of this application can be found on the Development Tracker at [2615 - 2629 Douglas Street](#). You will be notified of any revisions made to the plans.

Comments specifically related to this application's adherence to the Crime Prevention Through Environmental Design (CPTED) standards may be submitted to the Sustainable Planning and Community Development Department.

Please forward comments by email to developmentsservices@victoria.ca.

Regards,

Ayla Conklin
 Planning Secretary
 Development Services
 Sustainable Planning & Community Development
 City of Victoria
 1 Centennial Square, Victoria BC V8W 1P6
 T 250.361.0737



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Leanne Taylor

From: Chatlain, Tyrell LCRB:EX <Tyrell.Chatlain@gov.bc.ca>
Sent: June 2, 2020 4:14 PM
To: 'david@merchanthousecapital.com'
Subject: RE: Liquor Manufacturing Application: Victoria Press Building, 2621 Douglas St., Victoria BC

Good afternoon,

Thank you for your email.

It is expected that an applicant has received appropriate zoning from their local government/First Nation prior to submitting their Manufacturer liquor licence application to the LCRB for consideration. I have included a [link](#) to the relevant application form for your reference.

As I am unaware of any instance where the LCRB has provided a provisional approval for the sake of a re-zoning application, could you please provide me with the documentation you've received from the City of Victoria requesting this provisional approval.

Kind regards,

Tyrell Chatlain | Team Lead - Licensing Operations

Liquor & Cannabis Regulation Branch

Ministry of Attorney General

Tyrell.chatlain@gov.bc.ca

T-778-698-9034

Toll-free 1-866-209-2111

Please Note:

Due to security concerns, Liquor & Cannabis Regulation Branch will not accept electronically transmitted applications containing credit card information.

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From: David Fullbrook <david@merchanthousecapital.com>
Sent: June 1, 2020 12:08 PM
To: LCRB Liquor LCRB:EX <LCRBLiquor@gov.bc.ca>
Subject: Liquor Manufacturing Application: Victoria Press Building, 2621 Douglas St., Victoria BC

Hello:

Im the developer of the renovation of the Victoria press Building (formerly times Colonist Building) in Victoria BC. See: www.victoriapressbuilding.com.

We have a pending rezoning application with the City of Victoria to rezone the print reel room,. The historic location on the original printing presses for the times Colonist, to be converted to a distillery use. We are presently commencing construction on the renovation and have two separate distilleries that we are negotiating with for the space. We would like to move the application for rezoning forward with the City; however, their application requires a preliminary approval of the Province for the distillery use.

Is there a precedent for an application on behalf of the property owner and not the operator? Is it possible to have some interim response to the proposed liquor license application prior to a formal application?

Please advise, or alternately let me know when you might be able to have a phone call to discuss.

Thanks,
David Fullbrook.



David Fullbrook, CEO, Acquisitions & Development

MERCHANT HOUSE CAPITAL

MerchantHouseCapital.com | 250.538.8048

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E. tshah@wattconsultinggroup.com

wattconsultinggroup.com

MEMORANDUM

To: David Fullbrook – Merchant House Capital

From: Tim Shah, Senior Transportation Planner

Our File #: 2421.B01

Project: Victoria Press Building Parking Review

Date: September 2, 2021

Watt Consulting Group was retained by Merchant Housing Capital Inc to complete a parking review for the proposed redevelopment of the 2621 Douglas Street site (formerly the Times Colonist building), referred to as the “Victoria Press Building”.

The purpose of this memorandum is to comment on the expected parking demand of the proposed new land uses, determine the adequacy of the proposed supply, and identify suitable parking management and transportation demand management (TDM) strategies that could reduce site parking demand.

1.0 SITE LOCATION + CONTEXT

The site is located at 2621 Douglas Street in the City of Victoria. Historically, this site was the offices for the Times Colonist. It is currently designated as a heritage building. The following describes the context within which the site is located, and which partially defines the transportation options available:

- Planning Context | The site is located within the Humber Green Large Urban Village, per the City of Victoria Official Community Plan. The Large Urban Village will consist of low to mid-rise mixed-use buildings with wide sidewalks and transit service. The OCP also directs 40% of future population growth into Village and Centres, suggesting that this area may see significant redevelopment in future. In addition, as a heritage building,

there is relevant policy direction in Section 8 of the OCP (Placemaking – Urban Design and Heritage).¹ Specifically, policy 8.52 states the following:

“Continue to enable and support heritage conservation through incentives and allowances including, but not limited to: property tax reductions; grants; bonus density provision; and, zoning variances.”

The policy suggests that zoning variances such as parking, will be considered for heritage buildings including the subject site.

- Walking | The site is approximately 1 kilometre from downtown (10-15 minute walk). The site has a WalkScore of 96 – “Walker’s Paradise: Daily errands do not require a car”².
- Cycling | The site is located on Douglas Street where transit-cycling priorities lanes are located on both sides of the street. In addition, the site is located on the Kings-Haultain cycling corridor, which is part of the City of Victoria’s all ages and abilities bike network.³ This will include a traffic calmed neighbourhood bikeway along Kings Road / Haultain Street from Douglas Street to Richmond Road. This is anticipated to improve the cycling conditions along this corridor and make it easier / safer for future employees to cycle to the site.
- Transit | The subject site has excellent access to frequent transit. There is a northbound stop immediately in front of the subject site and a southbound stop on the far side of Douglas Street. These bus stops are served by over 18 bus routes that provide service to key employment hubs and destinations within the region including downtown Victoria, the University of Victoria, Camosun College, Swartz Bay, the West Shore (e.g., Colwood, Langford, and Metchosin), and Sidney. With access to a multiplicity of bus routes serving a variety of destinations, future employees can reliably use transit for both commuting and non-work trips.

¹ City of Victoria. (2017). Official Community Plan Section 8 (Placemaking – Urban Design and Heritage). Available online at: https://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/Replaced/OCP_Sec8_Jul2017_web.pdf

² More information about the site’s Walk Score is available online at: www.walkscore.com/score/2621-douglas-st-victoria-bc-canada

³ City of Victoria. (2020). Cycling. Available online at: <https://www.victoria.ca/assets/Community/Cycling/Appendix%20A%20-%20Kings-Haultain%20-%20approved%20design.pdf>

Douglas Street is identified as an exclusive corridor on the Rapid Transit Network (RTN). The RTN is intended to move high volumes of passengers between major regional destinations along key transportation corridors. The RTN will provide service frequency of 15 minutes or better between 7:00am to 10:00pm, 7 days a week. There are also priority bus lanes between Fisgard Street and Tolmie Avenue, which are helping to shorten travel times for passengers and increase the reliability of transit. Lastly, the applicant is proposing to upgrade the bus shelter on Douglas Street to a T4 shelter, which will include more passenger amenities. This will help increase the appeal of transit for future employees of the site along with other transit users who use the bus stop.

2.0 PROPOSED DEVELOPMENT

The proposal includes four distinct land uses, as described below.

1. **Office** | A total of approximately 98,166 sq.ft. (9,120m²) of office space is proposed.
2. **Restaurant** | a rooftop restaurant (including patio) of 4,962 sq.ft. (461m²) is proposed.
3. **Commissary** | a cafe space, office and conference space, and commercial kitchen of 16,533 sq.ft. (1,536m²) is proposed.
4. **Distillery / Brewpub** | A distillery or brewpub is proposed consisting of approximately 6,619 sq.ft. (615m²) of production / manufacturing area, a retail sales area (i.e., beer shop), approximately 1,345 sq.ft. (125m²) in size, where customers could purchase growlers of beer from the brewpub, and a service / mechanical room approximately 9,052 sq.ft. (841m²).

2.1 PARKING SUPPLY

2.1.1 VEHICLE PARKING

The proposed vehicle parking supply for this development is 122 parking spaces.

2.1.2 BICYCLE PARKING

The applicant is proposing 92 long-term bicycle parking spaces and 48 short-term spaces. Ten of the 92 long-term bicycle parking spaces will be designed to accommodate a cargo bicycle, which are larger bikes that do not fit in a typical bike parking stall. Cargo bike parking will make it easier for future employees to park their cargo bikes, particularly for those who utilize a cargo

bike for dropping off / picking up children at daycare or school. In addition, 43 of the 92 long-term bicycle parking spaces will have access to 110V outlets to facilitate charging for electric bike users.

3.0 OFF-STREET PARKING REQUIREMENT

Per the City of Victoria's Off-Street Parking Regulations ("Schedule C"), the minimum parking requirement is 214 parking spaces, as identified in **Table 1**. As such, 214 parking spaces is the expected parking demand for the site and the applicant is short 92 parking spaces.

The required bicycle parking for the site is 66 long-term spaces and 35 short-term spaces. The applicant is exceeding these requirements.

TABLE 1. SUMMARY OF OFF-STREET PARKING REQUIREMENT

Land Use		Quantity	Required Minimum Parking Supply	
			Rate	Total
Office, Village / Centre		9,120m ² (98,166 sq.ft.)	1 space per 55m ² floor area	166.8
Restaurant, Village / Centre		461m ² (4,962 sq.ft.)	1 space per 25m ²	18.4
Commissary				
	Kitchen	1,356m ² (14,595 sq.ft.)	1 space per 140m ² floor area	9.6
	Restaurant, Village / Centre	160m ² (1,722 sq.ft.)	1 space per 25m ²	6.4
	Office, Village / Centre	20m ² (215 sq.ft.)	1 space per 55m ² floor area	0.36
Distillery / Brewpub				
	Service / Mechanical	841m ² (9,052 sq.ft.)	1 space per 140m ² floor area	6.0
	Industrial	615m ² (6,619 sq.ft.)	1 space per 140m ² floor area	4.3
	Retail Sales	125m ² (1,345 sq.ft.)	1 space per 50m ² floor area	2.5
TOTAL				214

4.0 SHARED PARKING

Shared parking refers to a scenario where land uses have different peak parking demand periods. Under a conventional scenario, each land use would provide enough parking to satisfy its own peak parking demand. Under a shared parking scenario, parking supplies are shared and the total parking supply seeks to meet the peak parking demand of all land uses combined, rather than the combined peak demand for all land uses individually. All “shared” parking spaces must remain unassigned and available to all user groups included in the pool of shared parking spaces.

The office, restaurant, commissary and distillery / brewpub uses present an opportunity for shared parking, particularly among the visitor / customer parking spaces. The results of the shared parking analysis indicate that peak parking demand can be met with 15 fewer parking spaces (approx. 7% less) if the visitor / customer parking is shared between office, restaurant, commissary, and distillery / brewpub uses. This effectively reduces the demand to 199 parking spaces (see **Table 2**).

TABLE 2. SUMMARY OF OFF-STREET PARKING REQUIREMENT, WITH SHARED PARKING

Land Use	User Group	Peak Parking Demand	Peak Parking Demand (Sharing)*
Office	Employee	155	155
	Visitor / Customer	12	10
Restaurant	Employee	4	4
	Customer	14	8
Commissary	Employee	10	10
	Customer	6	1
Distillery / Brewpub	Employee	7	7
	Customer	6	4
Employee Demand		176	176
Visitor / Customer Demand		38	23
Total		214	199

*This estimate was developed based on recommendations from the Urban Land Institute's Shared Parking manual that provides parking demand ratios for employees / visitors / customers for various commercial and institutional uses.

5.0 ON-STREET PARKING

An on-street parking analysis reported 82 on-street parking spaces in proximity to the subject site. Most on-street parking is restricted to 1 hour or 2 hours from Monday to Saturday between 8:00am and 6:00pm. Observations were completed in June 2018 during seven count periods at different times of the week and day.

Peak occupancy was observed on Wednesday June 6 at 10:00am when on-street parking was 59% occupied, with 34 spaces unoccupied. If results are isolated to include only one- and two-hour parking (i.e., exclude loading, 15- and 30-minute spaces), the peak observations found on-street parking at 66% occupancy with 24 spaces unoccupied. The analysis found that on-street parking is significantly under-utilized during evenings and weekends.

6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) refers to policies, programs, and services that influence whether, why, when, where, and how people travel.⁴ TDM initiatives typically aim to reduce single-occupant vehicle (SOV) trips and encourage sustainable travel options such as walking, cycling, public transit, and shared rides. Successful TDM initiatives can result in the reduction of parking demand, fewer vehicle trips, and associated benefits of decreased greenhouse gas (GHG) emissions, improved personal health and well-being, reduced traffic congestion, and lower infrastructure costs.

6.1 SUBSIDIZED TRANSIT PASSES

6.1.1 OVERVIEW

As discussed above, the site has excellent transit access and as the Transit Future Plan becomes implemented, transit service is anticipated to improve significantly, which will make transit more appealing as a commuting option. The applicant could increase the appeal of transit by providing a subsidy. For example, the BC Transit “ProPass” program is a permanent bus pass purchased by an employee through payroll deductions. The program’s primary goal is to reduce rush-hour traffic by encouraging employees to use transit whenever possible. The program is currently offered in a select number of transit systems in the province including the

⁴ Transport Canada. (2011). TDM for Canadian Communities.

Victoria Regional Transit System and Kelowna Regional Transit System. The program grew by approximately 12 percent from 2018 to 2019, which indicates that transit ridership was growing in places such as Greater Victoria before the COVID-19 pandemic.⁵

An example of a successful subsidized transit pass is Royal Jubilee Hospital. The employer (Island Health) joined BC Transit's ProPASS program in 2009, which is a permanent bus pass purchased by an employee through payroll deductions. Island Health has nearly tripled the ProPASS subsidy since 2009, from \$5.54 per pay period in 2009 to \$17.50 in 2017 (representing a reduction of 48% from the monthly cost due to the subsidy). ProPASS enrollment has increased each year since the program was introduced. The program started in 2009/10 with just over 200 participants and by 2019/20 there were over 500 participants—a 150% increase in enrollment among Island Health employees. This has helped the hospital manage its vehicle parking demand challenges.⁶

6.1.2 RECOMMENDATION

Based on the ProPASS success in other major employers in the region, it is recommended that the applicant work with future commercial tenants of the site to enroll in the ProPASS program and provide an additional 10% discount on the monthly price. This would effectively lower the cost to approximately \$62.96 per month, representing a 25% discount from the regular cost of a monthly pass. Further incentivizing transit use among employees is anticipated to reduce parking demand. The research on transit subsidies and parking demand is not consistent and is influenced by factors such as the price of parking. However, available studies have reported that employers who have provided subsidized transit initiatives have seen reductions in driving mode share in the range of 8 to 20 percent.^{7,8,9}

⁵ Email correspondence with BC Transit Manager of Sales and Revenue on January 3, 2020.

⁶ Island Health. (2019). Carbon Neutral Action Report. Available at: <https://www.islandhealth.ca/sites/default/files/about%20us/documents/island-health-cnar-2019.pdf>

⁷ Smart Growth America. (2013). Transportation Demand Management: State of the Practice. Available online at: <https://smartgrowthamerica.org/app/legacy/documents/state-of-the-practice-tdm.pdf>

⁸ Shoup, D. (2004). Eco Passes: An Evaluation of Employer-Based Transit Programs. UC Berkeley: University of California Transportation Center. Available online at: <https://escholarship.org/uc/item/3t2037jb>

⁹ City of Seattle. (2008). Best Practices in TDM. Available online at: https://www.ctc-n.org/sites/www.ctc-n.org/files/resources/07_seattle_best_practices_in_transportation_demand_management.pdf

Not every single employee will be required to join the ProPASS program; however, higher enrolment will increase the share of employees using transit to commute to and from the site. The applicant will need to work with BC Transit and future commercial tenants to promote and encourage enrolment in the ProPASS program. Further, it is also recommended that the applicant work with BC Transit to create a more detailed implementation plan that identifies the number of passes and the total discount that will be provided.

A 15% reduction in employee parking demand is supported if the applicant commits to an additional 10% discount to the ProPASS program. The 15% reduction is only supported if the applicant can successfully work with commercial tenants to enroll in the ProPASS program.

6.2 TRANSIT SHELTER

6.2.1 OVERVIEW

The applicant is proposing to include a Type 4 transit shelter on Douglas Street. According to BC Transit's Transit Shelter Program, a Type 4 (or T4) shelter is typically intended for park and ride facilities, small transit exchanges, or stops with high levels of passenger boardings per weekday (400+).¹⁰

The provision of a high-quality transit shelter is an important part of the overall transit experience. Transit passengers often cite bus stops as a barrier to transit use due to poor quality shelters, inadequate lighting or other design and infrastructure characteristics. Further, research has reported that shelters and improvements at bus stops were among the top five enhancements needed to encourage new riders to transit who are currently using other modes of travel.¹¹



Examples of T4 shelters, cantilever base shelter (left) and standard base shelter with extra panel (right). Source: BC Transit, 2020

¹⁰ BC Transit. (2020). Transit Shelter Program. Available online at: <https://www.bctransit.com/documents/1529710350967>

¹¹ Ibid.

6.2.2 RECOMMENDATION

It is recommended that the applicant commit to providing a T4 shelter, which will help increase the appeal for employees, customers, and visitors of the subject site along with others in the neighbourhood. A T4 shelter is anticipated to help support transit use at the site and bolster the implementation of the ProPass program, making it more feasible for the program to be used by future commercial tenants throughout the life of the development. As a result, this will help reduce vehicle parking demand.

Due to limited research on this topic, a 1% reduction in employee parking demand is supported if the applicant provides a T4 shelter.

6.3 ELECTRIC BICYCLE PARKING

6.3.1 OVERVIEW

Electric Bikes (E-bikes) are an emerging transportation phenomenon that are gaining popularity worldwide and within the Capital Region. With supportive cycling infrastructure in place, E-bikes have the potential to substitute for, or completely replace, almost all trips taken by a gasoline powered car, which could address congestion issues and mitigate parking challenges within urban areas. Cargo electric bikes are also gaining popularity, especially among young families who could transport their children and groceries, for example. Even though e-bike ownership is growing locally, research has reported that one of the main barriers facing prospective E-bike users is the lack of secure parking available, which is critical for helping minimize theft of the electric bike.¹²

6.3.2 RECOMMENDATION

Based on correspondence and recommendations to the applicant, they will commit to the following:

1. **Cargo Bike Parking** | 10% of the long-term bicycle parking spaces (10 spaces) will be designed for cargo bikes, which are harder to fit in a standard bike rack where the stall depth is 1.8 metres. Cargo bikes can be as long as 2.5m. Cargo bikes are typically longer

¹² WATT Consulting Group. (2018). Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Backgrounder. Available at: https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/electric-vehicle-and-e-bike-infrastructure-backgrounder-sept-2018.pdf?sfvrsn=a067c5ca_2

than regular bicycles because they are capable of carrying cargo and/or multiple passengers and can be a popular option for young families.

2. **Access to Charging** | About 47% of the long-term bicycle parking spaces (43 spaces) will have direct access to an 110V wall to help facilitate charging for e-bike owners and/or prospective e-bike owners.
3. **Security** | All of the e-bike parking spaces will be in a secure facility to alleviate bike theft.

A 5% reduction in employee parking demand is supported as the applicant is committing to provide electric bike parking.

6.4 END-OF-TRIP CYCLING FACILITIES

6.4.1 OVERVIEW

Bicycle end-of-trip facilities further encourages the use of cycling. These facilities typically contain change rooms and showers, bicycle repair tools, and personal lockers. The provision of end-of-trip facilities has the potential to reduce parking demand. Providing showers and clothing lockers at workplaces has been found to be effective at encouraging bicycle use, particularly among commuters who require professional clothing attire.¹³

6.4.2 RECOMMENDATION

Consideration should be given to providing shower and change facilities to encourage cycling among employees. Shower / change facilities should be provided consistent with the City of Victoria's Bicycle Parking Strategy.

The following are key considerations:

- No less than one shower for each gender for every 30 long-term bicycle parking spaces;
- No less than one locker per long-term bicycle parking space, distributed by gender;
- Wash basins (i.e., sinks) shall equal the number of showers provided; and
- Additional showers and lockers are warranted if the building will include a fitness facility.

¹³ City of Victoria. (2011). Bicycle Parking Strategy. Available at:
<http://www.victoria.ca/assets/Departments/Engineering~Public~Works/Documents/parking-bicycle-strategy.pdf>

The provision of end-of-trip facilities is expected to reduce parking demand by approximately 3 to 5% among employees.¹⁴

A 5% reduction in employee parking demand is supported if the applicant commits to providing end-of-trip facilities.

6.5 ADDITIONAL LONG-TERM BICYCLE PARKING

6.5.1 OVERVIEW

The applicant is committing to provide 92 long-term bike parking spaces. This exceeds the Schedule C requirement by 26 spaces (or about 39%). The provision of additional bicycle parking spaces can support employees to satisfy potential bicycle demand in the present and future. Insufficient bicycle parking is considered a key barrier to promoting cycling, with additional bicycle parking associated with an increase of cycling by 10 to 40%.¹⁵

6.5.2 RECOMMENDATION

Based on correspondence and recommendations to the applicant, they are committing to provide 92 long-term bike parking spaces.

A 2% reduction in employee parking demand is supported for every additional 10% of long-term bicycle spaces provided beyond what is required in Schedule C.¹⁶

6.6 PRICED PARKING

6.6.1 OVERVIEW

Given the urban location of the proposed development and its access to several transportation options, consideration should be given to priced parking for employees. Priced parking is the most effective demand management tool to reduce parking demand. The overall impact of priced

¹⁴ Victoria Transport Policy Institute. (2015). Parking Management: Strategies for More Efficient Use of Parking Resources. Available at: www.vtpi.org/tdm/tdm28.htm#_Toc128220491

¹⁵ Hein, E. & Buehler, R. (2019). Bicycle parking: a systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour. *Transport Reviews*, 39(5).

¹⁶ This estimate was derived from the City of Vancouver's Transportation Demand Management for Developments in Vancouver, which is available online at: <https://vancouver.ca/files/cov/transportation-demand-management-for-developments-in-vancouver.pdf>

parking on demand may differ based on a range of factors including the specific land use type and availability of other transportation options, for example. However, what is clear is that parking demand tends to decrease as the price increases.

Coordination with the employers of the businesses that will lease the commercial spaces is required for this measure, which may result in challenges administering priced parking. If an agreement were in place that ensured priced parking would be in effect for the proposed development and employers committed to such a measure, based on the research below, a 20% reduction in parking demand would be supported. The size of the reduction could be larger depending on the price of parking.

The reduction in employee parking demand resulting from priced parking will also vary depending on price. Numerous studies have found parking demand reductions of 20% to 30% where employee parking is priced at market rates (varies by community), with reductions ranging anywhere from 10% to 50%.¹⁷ Further, priced parking has also been shown to have impacts on mode choice. One study estimated that with free parking in place, 62% of commuters would drive alone and 22% would use transit; however, with a \$6 daily parking fee, single occupancy vehicle travel dropped to 46% and transit use increased by 50%.¹⁸

6.6.2 RECOMMENDATION

The site is in proximity to two Robbins Parking sites including 2606 Douglas Street (across the street from the subject site) and 2230 Government Street. Both lots have monthly paid parking in effect ranging from \$125 per month for unreserved stalls to \$150 per month for reserved stalls.¹⁹ Assuming \$150 is the market rate for monthly parking, it is recommended that this rate be adopted at the subject site to manage parking.

A 20% reduction in employee parking demand is supported if the applicant commits to priced parking for employees.

¹⁷ Transportation Research Board. (2005). Transit Cooperative Research Program, Parking Pricing and Fees: Traveler Response to Transportation System Changes, Report 95, Chapter 13, 2005; Page 13-15, Table 13-9. Available online at: www.trb.org/Publications/TCRP/Report95.aspx

¹⁸ Hess, D. B. (2001) Effect of free parking on commuter mode choice: evidence from travel diary data. Transportation Research Record 1753: 35-42.

¹⁹ The Robbins Parking Locator is available online at: <https://robbinsparking.com/parking-locator/>

6.7 TDM SUMMARY

A summary of the proposed TDM measures and parking reductions is provided in **Table 3**. An employee parking reduction of 50% is supported if all the proposed TDM measures are provided. This represents a reduction in the estimated employee parking demand by 88 spaces. With TDM and shared parking, the total site parking demand is 111 spaces, which is 11 spaces lower than proposed supply (122 spaces).

TABLE 3. SUMMARY OF ESTIMATED PARKING DEMAND WITH TDM

TDM Measure	Parking Demand / Reduction
Estimated Employee Parking Demand, Baseline	176 spaces (per Table 2)
Total Employee Parking Demand Reduction	-50% (-88 spaces)
Subsidized Transit Pass	-15%
T4 Transit Shelter	-1%
Electric Bike Parking	-5%
End-of-Trip Facilities	-5%
Additional Long-term Bicycle Parking	-4%
Priced Parking	-20%
Estimated Employee Parking Demand with TDM	88 spaces (176 – 88)
Estimated Visitor / Customer Parking Demand	23 spaces (per Table 2)
Total Site Parking Demand with TDM	111 spaces (88 + 23)
Proposed Parking Supply	122 spaces
Difference	+11

7.0 SUMMARY

The purpose of this memo is to quantify the expected parking demand associated with the proposed redevelopment of the 2621 Douglas Street site (“The Victoria Press Building”) to include office, a distillery / brewpub, commissary, and a restaurant.

The proposed parking supply for the site is 122 spaces. The required minimum parking supply under the City of Victoria’s Schedule C regulations is 214 parking spaces (92 greater than proposed). The total parking supply necessary to meet the Schedule C requirements may be reduced by approximately 15 spaces (199 spaces) if the visitor / customer parking associated with the office, restaurant, commissary, and distillery / brewpub uses is shared (i.e., unassigned).

The review of on-street parking conditions determined that short-term parking nearby the site experiences moderate occupancy during a weekday mid-day and may appeal to customers / visitors of the site. All nearby on-street parking experiences low occupancy during evenings and weekends and may appeal to restaurant patrons during these periods.

Six TDM strategies are recommended including: [a] subsidized transit passes, [b] T4 transit shelter [c] electric bike parking [d] end-of-trip facilities [e] additional long-term bicycle parking and [f] priced parking. If the applicant committed to all six TDM strategies, an employee parking reduction of 88 spaces would be supported. The combination of a shared parking arrangement and the adoption of the recommended TDM measures could lower site parking demand to 111 parking spaces, which would be 11 spaces under the proposed parking supply.

Please contact me if there are any questions or comments regarding this memorandum. Thank you.

Sincerely,

Watt Consulting Group



Tim Shah, RPP, MCIP

Senior Transportation Planner

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TALBOT MACKENZIE & ASSOCIATES

CONSULTING ARBORISTS

2621 Douglas Street, Victoria, BC

Construction Impact Assessment & Tree Management Plan

PREPARED FOR: Merchant House Capital
2621 Douglas Street
Victoria, BC
V8R 4M2

PREPARED BY: Talbot, Mackenzie & Associates
Noah Talbot – Consulting Arborist
ISA Certified # PN-6822A
Tree Risk Assessment Qualified

DATE OF ISSUANCE: December 16, 2020

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1. INTRODUCTION

Talbot Mackenzie & Associates was asked to complete a tree inventory, construction impact assessment and management plan for the trees at the following proposed project:

Site:	2621 Douglas Street
Municipality	City of Victoria
Client Name:	Merchant House Capital
Dates of Site Visit:	October 8, 2020
Site Conditions:	1 urban lot with the existing Victoria Press building at the West side of the property and a parking lot on the East side of the property. Ongoing construction activity to the interior of the building.
Weather During Site Visit:	Clear and sunny

The purpose of this report is to address requirements of the City of Victoria arborist report terms of reference, and Tree Preservation Bylaw No. 05-106. The construction impact assessment section of this report (section 8), is based on plans reviewed to date, including the Landscape plans (dated February 19, 2020) prepared by Murdoch De Greeff Inc) and site servicing plan (dated March 14, 2019) - prepared by JE Anderson & Associates.

2. TREE INVENTORY METHODOLOGY

For the purpose of this report, the size, health, and structural condition of trees located on the subject site and trees located on the municipal boulevard (fronting the subject site was documented). There were no private offsite trees observed with critical root zones extending onto the subject property. For ease of identification in the field, numerated metal tags were attached to the lower trunks of onsite trees (tag#'s 1898 – 1902). Trees located on the municipal frontage were not tagged (identified as NT 1 – NT 6). Each tree was visually examined on a limited visual assessment basis (level 1), in accordance with Tree Risk Assessment Qualification (TRAQ) methods (Dunster *et al.* 2017) and ISA Best Management Practices.

3. EXECUTIVE SUMMARY

Based on review of the Landscape plans and site servicing plan, 2 bylaw protected size onsite plum trees are proposed for removal due to impacts associated with the proposed new sidewalk design. An additional 1 non bylaw protected size onsite crabapple tree is proposed for removal due to due to impacts associated with the proposed new landscape design. The three trees proposed for removal were rated unsuitable for retention, due to their existing structural defects, poor rooting environment and poor soil conditions. Plum 1898 is infected with the wood decay pathogen *Ganodema applanatum*.

Two bylaw protected size onsite Japanese maple trees are located where they are possible for retention provided that the critical root zones can be adequately protected during proposed demolition and construction works. Six municipal boulevard trees are located on the Kings Road frontage, where they should be possible to protect using tree protection barriers.

4. TREE INVENTORY DEFINITIONS

Tag: Tree identification number on a metal tag attached to tree with nail or wire, generally at eye level. Trees on municipal or neighboring properties are not tagged.

NT: No tag due to inaccessibility or ownership by municipality or neighbour.

DBH: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.

* Measured over ivy

~ Approximate due to inaccessibility or on neighbouring property

Dripline: Indicates the radius of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the tree species to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes, and other soil disturbance. This rating does not take into account individual tree characteristics, such as health and vigour. Three ratings are assigned based on our knowledge and experience with the tree species: Poor (P), Moderate (M) or Good (G).

Critical Root Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 10, 12 or 15 depending on the tree's Relative Tolerance Rating. This methodology is based on the methodology used by Nelda Matheny and James R. Clark in their book "Trees and Development: A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 12 x DBH = Moderate
- 10 x DBH = Good

To calculate the critical root zone, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest stem and 60% of the diameter of the next two largest stems. It should be noted that these measures are solely mathematical calculations that do not consider factors such

as restricted root growth, limited soil volumes, age, crown spread, health, or structure (such as a lean).

Health Condition:

- Poor - significant signs of visible stress and/or decline that threaten the long-term survival of the specimen
- Fair - signs of stress
- Good - no visible signs of significant stress and/or only minor aesthetic issues

Structural Condition:

- Poor - Structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair - Structural concerns that are possible to mitigate through pruning
- Good - No visible or only minor structural flaws that require no to very little pruning

Suitability ratings are described as follows:

Rating: Suitable.

- A tree with no visible or minor health or structural defects, is tolerant to changes to the growing environment and is a possible candidate for retention provided that the critical root zone can be adequately protected.

Rating: Conditional.

- A tree with good health but is a species with a poor tolerance to changes to its growing environment or has a structural defect(s) that would require that certain measures be implemented, in order to consider it suitable for retention (ie. retain with other codominant tree(s), structural pruning, mulching, supplementary watering, etc.)

Rating: Unsuitable.

- A tree with poor health, a major structural defect (that cannot be mitigated using ANSI A300 standards), or a species with a poor tolerance to construction impacts, and unlikely to survive long term (in the context of the proposed land use changes).

Retention Status:

- Remove - Not possible to retain given proposed construction plans
- Retain - It is possible to retain this tree in the long-term given the proposed plans and information available. This is assuming our recommended mitigation measures are followed
- Retain * - See report for more information regarding potential impacts

Table 1. Tree Inventory

Tag or ID #	Location (On, Off, Shared, City)	Surveyed ?	Bylaw protected?	Name	Botanical	dbh (cm)	Ht (m)	Critical root zone radius (m)	Dripline radius (m)	Condition		Retention Suitability (onsite trees)	Relative tolerance	Remarks	Tree Retention Comments	Retention status
										Health	Structural					
NT1	City	No	Yes	Upright European hornbeam	<i>Carpinus betulus</i> 'fastigiata'	5	4	0.53	0.5	Good	Good		Good	Located on municipal boulevard, juvenile tree.	Project arborist to supervise any excavation required within the critical root zone.	Retain
NT2	City	No	Yes	English hawthorn	<i>Crataegus laevigata</i>	9	4	0.95	1.5	Fair	Fair		Good	Located on municipal boulevard, weed water damage at root collar.	Project arborist to supervise any excavation required within the critical root zone.	Retain
NT3	City	No	Yes	Upright European hornbeam	<i>Carpinus betulus</i> 'fastigiata'	4	4	0.42	0.5	Good	Good		Good	Located on municipal boulevard, juvenile tree.	Project arborist to supervise any excavation required within the critical root zone.	Retain
NT4	City	Yes	Yes	English hawthorn	<i>Crataegus laevigata</i>	25	6	2.63	3	Fair/good	Fair/good		Good	Located on municipal boulevard, beginning to conflict with overhead utilities, multiple leaders form at 2m above grade - no major weaknesses visible at stem unions.	Project arborist to supervise any excavation required within the critical root zone.	Retain
NT5	City	Yes	Yes	English hawthorn	<i>Crataegus laevigata</i>	30	6	3.15	3	Fair/good	Fair/good		Good	Located on municipal boulevard, beginning to conflict with overhead utilities, codominant leaders form at 2m above grade - no major weaknesses visible at stem union, historic pruning wounds with associated surface decay.	Project arborist to supervise any excavation required within the critical root zone.	Retain
NT6	City	Yes	Yes	English hawthorn	<i>Crataegus laevigata</i>	31	6	3.26	3	Fair/good	Fair/good		Good	Located on municipal boulevard, beginning to conflict with overhead utilities, multiple leaders form at 2m above grade - no major weaknesses visible at stem unions, pruning and small tear out wounds with associated surface decay.	Project arborist to supervise any excavation required within the critical root zone.	Retain
1898	On	Yes	Yes	Purple leaf plum	<i>Prunus cerasifera</i>	41	7	4.31	4	Fair/good	Fair/poor	Unsuitable	Good	Located on municipal property, heavily compacted soils surrounding root collar, growing within confined area (existing concrete retaining wall to East, existing concrete sidewalk to West, existing brick pavers to North and South), <i>Ganoderma applanatum</i> fruiting bodies attached to root collar, suckering from base, injuries to topsides of surface roots with associated decay.	Located within footprint of the proposed new sidewalk.	Remove
1899	On	Yes	Yes	Purple leaf plum	<i>Prunus cerasifera</i>	32	7	3.36	4	Fair/good	Fair/poor	Unsuitable	Good	Located on municipal property, heavily compacted soils surrounding root collar, growing within confined area (existing concrete retaining wall to East, existing concrete sidewalk to West, existing brick pavers to North and South), trunk leaning to East - corrected, injuries to topsides of surface roots, asymmetric crown on West side due to sidewalk clearance pruning.	Located within footprint of the proposed new sidewalk.	Remove

Tag or ID #	Location (On, Off, Shared, City)	Surveyed ?	Bylaw protected?	Name		dbh (cm)	Ht (m)	Critical root zone radius (m)	Condition		Retention Suitability (onsite trees)	Relative tolerance	Remarks	Tree Retention Comments	Retention status
				Common	Botanical				Health	Structural					
1900	On	No	No	Crabapple	<i>Malus sp.</i>	14	5	1.47	Fair	Fair/poor	Unsuitable	Good	Non bylaw protected size tree, growing within confined root environment - existing retaining wall .3m from North side of root collar, existing concrete planter within .3m of South/East/West side of root collar, sucker it from base, pruning wounds with associated surface decay, shaded by building.	Shown on landscape plan to be removed and replaced with a new shrub.	Remove
1901	On	Yes	Yes	Japanese maple	<i>Acer palmatum</i>	12.6,14,14,11,14	5	3.23	Good	Fair	Suitable	Good	Located within landscape bed - on slope, confined root system on South side - existing retaining wall within .2m of root collar, heavily surface rooted on embankment, multiple stems form at 3m above grade - narrow angles of attachment.	*Existing concrete stairway within critical root zone proposed for removal. Project arborist to supervise all excavation and fill placement required within the critical root zone.	Retain*
1902	On	Yes	Yes	Japanese maple	<i>Acer palmatum</i>	7,7,13,13,10,10,5,7,12,12,16,6	5	3.26	Good	Fair	Suitable	Good	Located within landscape bed - on slope, confined root system on South side - existing retaining wall within .2m of root collar, heavily surface rooted on embankment, multiple stems form at 3m above grade - narrow angles of attachment.	*Existing concrete stairway within critical root zone proposed for removal. Project arborist to supervise all excavation and fill placement required within the critical root zone.	Retain*

*CRZ calculated above and drawn as follows on Tree Management Plan (T1): CRZ + 0.5 * d.b.h. (drawn from the center of the stem)

5. SITE INFORMATION & PROJECT UNDERSTANDING

The development site consists of a large City lot (2621 Douglas Street), in Victoria, B.C., which has the existing Victoria Press building at the West side of the property and a parking lot on the East side of the property. Ongoing construction activity was occurring within the interior of the building at the time of our tree inventory. It is our understanding that the proposal is to renovate the West side of the exterior of the building and the existing planting areas, construction of a new sidewalk along the West side of the property, and installation of new hard landscape features, new trees and new shrubs.

Below is a general observation of the tree resource, as it appeared at the time of our site visit:

6. FIELD OBSERVATIONS

The onsite tree resource consists of 4 bylaw protected trees (tag #'s 1898, 1899, 1901 & 1902), located between the existing building and the West property boundary. One non-bylaw protected crabapple (tag# 1900) was also observed within an existing planter near the front of the building. Six boulevard trees (NT1 – NT6) were observed on the Kings Road frontage (see photographs 1 & 2 – [appendix B](#)). The onsite plum trees are growing in a confined planting area, with heavy foot traffic, resulting in compacted soils and injuries to the topsides of the surface roots (see photograph 3,4 and 5 – [appendix B](#)). The Onsite crabapple and Japanese maples are also growing in confined planting locations, in the existing planters (see photograph 6,7 and 8 – [appendix B](#)).



figure 1: Site context air photo: The boundary of the subject site is outlined in Yellow.

7. TREE RISK ASSESSMENT

During our October 08, 2020 site visit and in conjunction with the tree inventory, onsite trees were assessed for risk, on a limited visual assessment basis (level 1), and in the context of the existing land uses. The time frame used for the purpose of our assessment is one year (from the date of the October 08, 2020 tree inventory). Unless otherwise noted herein, we did not conduct a detailed (level 2) or advanced (level 3) risk assessment, such as resistograph testing, increment core sampling, aerial examinations, or subsurface root/root collar examinations.

Existing Land Uses

We did not observe any trees that were deemed to be moderate, high or extreme risk (in the context of the existing land uses, that would require hazard abatement to eliminate present and/or future risks (within a 1-year timeframe). Targets considered during this TRAQ assessment include: occupants of the existing onsite building (constant use), occupants of vehicles travelling on Douglas Street and Kings Road (frequent use), pedestrians travelling along existing sidewalks (frequent use), hydro lines (constant use).

8. CONSTRUCTION IMPACT ASSESSMENT

8.1. RETENTION AND REMOVAL OF MUNICIPAL TREES

The following municipal trees (indicated by ID #) are located where they is possible for retention providing that their critical root zones are adequately protected during construction. The project arborist must be onsite to supervise and excavation or fill placement required within the critical root zone (shown on the tree management plan (T1) in *appendix A*):

Retain and protect 6 municipal trees

- NT1, NT2, NT3, NT4, NT5, NT6

***Note that the municipality will need to provide consent, prior the removal of any trees that are located on Municipal property.**

8.2. RETENTION AND REMOVAL OF ONSITE TREES

The following Bylaw protected size onsite trees (indicated by tag #) are located where they are possible for retention providing that their critical root zones are adequately protected during construction. The project arborist must be onsite to supervise and excavation or fill placement required within their critical root zones (shown on the tree management plan (T1) in *appendix A*):

Retain and protect 2 bylaw protected onsite trees

- 1901, 1902.

The following bylaw protected size onsite trees (indicated by tag #) are located where they are in conflict with the proposed new sidewalk design and are proposed for removal:

Remove 2 bylaw protected onsite trees

- 1898, 1899.

The following non bylaw protected size onsite tree (indicated by tag #) is located where it is in conflict with the proposed new landscape design and is proposed for removal:

Remove 1 non bylaw protected onsite tree

- 1900

8.3. TREE REPLACEMENT

Pursuant to City of Victoria Tree Preservation Bylaw No. 05-106, the tree replacement calculations are as follows:

Quantity of Existing bylaw protected trees	# of Trees Retained	# of Trees Removed	Replacement Tree Ratio	Replacement Trees Required	Replacement Trees Proposed	Replacement Trees in Deficit
Onsite						
4	2	2	2:1	4	Refer to Landscape plans	Refer to Landscape plans
City owned Trees						
6	6	0	2:1	N/A	N/A	N/A
Private offsite Trees						
0	N/A	N/A	2:1	N/A	N/A	N/A
			Total:	<u>4</u>	Refer to Landscape plans	Refer to Landscape plans

Based on bylaw criteria, 4 replacement trees are required to replace the 2 onsite trees that are proposed for removal (2:1 ratio). Refer to the Landscape plan (prepared by others) for replacement tree planting locations and specifications. If the site cannot accommodate the required quantity of replacement trees, the deficit will be compensated to the City via a cash in lieu payment by the owner. Current arboricultural best management practices and BCSLA/BCLNA standards apply to; quality, root ball, health, form, handling, planting, guying/staking and establishment care of replacement trees.

9. IMPACT MITIGATION

Tree Protection Barrier: The areas, surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing (see [Appendix A](#) for municipal barrier specifications). Where possible, the fencing should be erected at the perimeter of the critical root zone. The barrier fencing to be erected

must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with flexible snow fencing. The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

Arborist Supervision: All excavation occurring within the critical root zones of protected trees should be completed under supervision by the project arborist. Any severed or severely damaged roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. In particular, the following activities should be completed under the direction of the project arborist:

- Excavation to remove the existing concrete stairway within the critical root zone of maple 1901
- Excavation to remove the existing concrete stairway within the critical root zone of maple 1902
- Any fill addition within the critical root zones of maple 1901 and 1902.
- Any excavation to upgrade or install new underground utilities within critical root zones of bylaw protected trees or trees located on municipal property.

Methods to Avoid Soil Compaction: In areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by one of the following methods:

- Installing a layer of hog fuel or coarse wood chips at least 20 cm in depth and maintaining it in good condition until construction is complete.
- Placing medium weight geotextile cloth over the area to be used and installing a layer of crushed rock to a depth of 15 cm over top.
- Placing two layers of 19mm plywood.
- Placing steel plates.

Demolition of the Existing Buildings: The demolition of the existing houses, driveways, and any services that must be removed or abandoned, must take the critical root zone of the trees to be retained into account. If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed under the supervision and direction of the project arborist. If temporarily removed for demolition, barrier fencing must be erected immediately after the supervised demolition.

Paved Surfaces Above Tree Roots:

If the new paved surfaces within the CRZ of tree to be retained require excavation down to bearing soil and roots are encountered in this area, this could impact their health and structural stability. If tree retention is desired, a raised and permeable paved surface should be constructed in the areas within the critical root zone of the trees. The “paved surfaces above root systems” diagram and specifications is attached.

The objective is to avoid root loss and to instead raise the paved surface and its base layer above the roots. This may result in the grade of the paved surface being raised above the existing grade (the amount depending on how close roots are to the surface and the depth of the paving material and base layers). Final grading plans

should take this potential change into account. This may also result in soils which are high in organic content being left intact below the paved area.

To allow water to drain into the root systems below, we also recommend that the surface be made of a permeable material (instead of conventional asphalt or concrete) such as permeable asphalt, paving stones, or other porous paving materials and designs such as those utilized by Grasspave, Gravelpave, Grasscrete and open-grid systems.

Mulching: Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the tree. See “methods to avoid soil compaction” if the area is to have heavy traffic.

Blasting: Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibration, and overall impact on the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.

Scaffolding: This assessment has not included impacts from potential scaffolding including canopy clearance pruning requirements. If scaffolding is necessary and this will require clearance pruning of retained trees, the project arborist should be consulted. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be considered such as hydraulic lifts, ladders or platforms. Methods to avoid soil compaction may also be recommended (see “Minimizing Soil Compaction” section).

Landscaping and Irrigation Systems: The planting of new trees and shrubs should not damage the roots of retained trees. The installation of any in-ground irrigation system must take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technician consult with the project arborist about the most suitable locations for the irrigation lines and how best to mitigate the impacts on the trees to be retained. This may require the project arborist supervise the excavations associated with installing the irrigation system. Excessive frequent irrigation and irrigation which wets the trunks of trees can have a detrimental impact on tree health and can lead to root and trunk decay.

Arborist Role: It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- Locating work zones, where required
- Supervising any excavation within the critical root zones of trees to be retained
- Reviewing and advising of any pruning requirements for machine clearances

Review and site meeting: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

10. DISCLOSURE STATEMENT

This arboricultural field review report was prepared by Talbot Mackenzie & Associates for the exclusive use of the Client and may not be reproduced, used or relied upon, in whole or in part, by a party other than the Client without the prior written consent of Talbot Mackenzie & Associates. Any unauthorized use of this report, or any part hereof, by a third party, or any reliance on or decisions to be made based on it, are at the sole risk of such third parties. Talbot Mackenzie & Associates accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report, in whole or in part.

Arborists are professionals who examine trees and use their training, knowledge, and experience to recommend techniques and procedures that will improve a tree's health and structure or to mitigate associated risks. Trees are living organisms whose health and structure change and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. The arborist's review is limited to a visual examination of tree health and structural condition, without excavation, probing, resistance drilling, increment coring, or aerial examination. There are inherent limitations to this type of investigation, including, without limitation, that some tree conditions will inadvertently go undetected. The arborist's review followed the standard of care expected of arborists undertaking similar work in British Columbia under similar conditions. No warranties, either express or implied, are made as to the services provided and included in this report.

The findings and opinions expressed in this report are based on the conditions that were observed on the noted date of the field review only. The Client recognizes that passage of time, natural occurrences, and direct or indirect human intervention at or near the trees may substantially alter discovered conditions and that Talbot Mackenzie & Associates cannot report on, or accurately predict, events that may change the condition of trees after the described investigation was completed.

It is not possible for an Arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk. The only way to eliminate tree risk entirely is to remove the entire tree. All trees retained should be monitored on a regular basis. Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

Immediately following land clearing, grade changes or severe weather events, all trees retained should be reviewed for any evidence of soil heaving, cracking, lifting or other indicators of root plate instability. If new information is discovered in the future during such events or other activities, Talbot Mackenzie & Associates should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein.

11. IN CLOSING

We trust that this report meets your needs. Should there be any questions regarding the information within this report, please do not hesitate to contact the undersigned.

Yours truly,

Talbot Mackenzie & Associates

Prepared by:



Noah Talbot, BA
ISA Certified Arborist PN – 6822A
Tree Risk Assessment Qualification
Email: tmtreehelp@gmail.com

12. REFERENCES

Dunster, J.A., E.T. Smiley, N. Matheny, and S. Lily. 2017. Tree Risk Assessment Manual, International Society of Arboriculture (ISA).

The City of Victoria Tree Preservation Bylaw No. 05-106.

APPENDIX A - TREE MANAGEMENT PLAN (T1)

TREE PROTECTION NOTES

Tree protection barrier. The areas surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. The barrier fencing to be erected must be a minimum of 1200mm in height of solid frame construction that is attached to wooden or metal posts. A solid board of solid uPVC frame must be attached to the posts at the top and bottom of the fencing. This solid frame can then be placed over the top of the existing fence, or a new fence can be erected. The barrier fencing must be constructed on top (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to indicate that the project should not be entered. The project should not be placed below this fencing is removed or moved for any purpose.

Arborist supervision. All excavation occurring within the critical root zones of protected trees must be completed under the supervision of the project arborist. Any severed or damaged roots must be replaced or replaced with a graft union to reduce wound surface area and encourage rapid compartmentalization of the wound.

Demolition. The demolition of the existing houses, driveways, and any services that are to be removed or abandoned must take the critical root zones of trees to be retained into account. Demolition of any structure that is within the critical root zones of trees to be retained, it must be completed under the supervision of the project arborist.

It is important to remember that demolition, barrier fencing must be erected immediately after Methods to avoid and demolition. Areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by the following:

- Installing a layer of good quality old or coarse wood chips at least 20cm in depth and compacted in good condition until construction is complete.
- Layer of crushed rock to a depth of 15cm over top.
- Placing two layers of 15mm plyboard.

[illegible]

Landsliding and irrigation systems: The planting of new trees and shrubs should not damage the roots of related trees. The installation of any in-ground irrigation system must take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technical consult with the project architect about the trees to be retained. This will require the project architect supervise the excavation of the trees to be retained. The irrigation system, excessive frequent irrigation associated with retaining the irrigation system. Excessive frequent irrigation of irrigation which will rot the trunk decay, and can lead to root and trunk decay.

Associated with the responsibility of the client or his/her representative to contact the following:

- Locating the barrier fencing.
- Reviewing the report with the project coordinator or site supervisor.
- Locating work zones and machine access forms where required.
- Supervising excavation for the trees to be retained with the critical root zones of trees to be retained.
- Locating and installing wall foundations and trees to be retained and proposed trees to be retained.

Project arborist to supervise excavation to remove existing concrete stairway within critical root zones of onsite Japanese maples 1901 and 1902

Non bylaw size crabapple
proposed for removal
(see landscape plan)

DOUGLAS STREET

These 3 trees no longer exist (removed historically).

1:500 25

LEGEND

Existing tree with tag or ID

A diagram of a tree cross-section. A green arrow points from the text 'Dripline radius (m)' to a dashed green circle that encircles the tree's canopy. The tree trunk is shown in brown, and the canopy is represented by green foliage.

Tree protection fencing
Critical root zone radius (m)

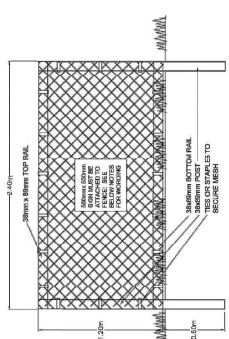
- Bylaw tree proposed for removal

Unsurveyed tree

Non-bylaw undersize tree

Site boundary

TREE PROTECTION FENCING DETAIL



TREE PROTECTION FENCING

1. POSTS WILL BE CONSTRUCTED USING 38 mm x 18mm WOOD FRAME: TOP, BOTTOM AND SIDES - USE ORANGE SNOW-FENCING MESH AND SECURE THE WOOD FRAME WITH ZIP-TIES OR GALVANIZED STAPLES.
2. ATTACH A 600mm x 300mm SIGN WITH THE FOLLOWING WORKING-PROTECTED ROOT-ZONE - NO ENTRY. THE SIGN MUST BE AFFIXED ON EVERY FENCE OR AT LEAST EVERY 10 LINE METERS.
3. IN ROCKY AREAS, METAL POSTS (2.5m OR DEEPER) DRILLED INTO ROCK WILL BE ACCEPTED.

Tree Management Plan- T1
Victoria Press Building
2621 Douglas Street
Victoria, BC

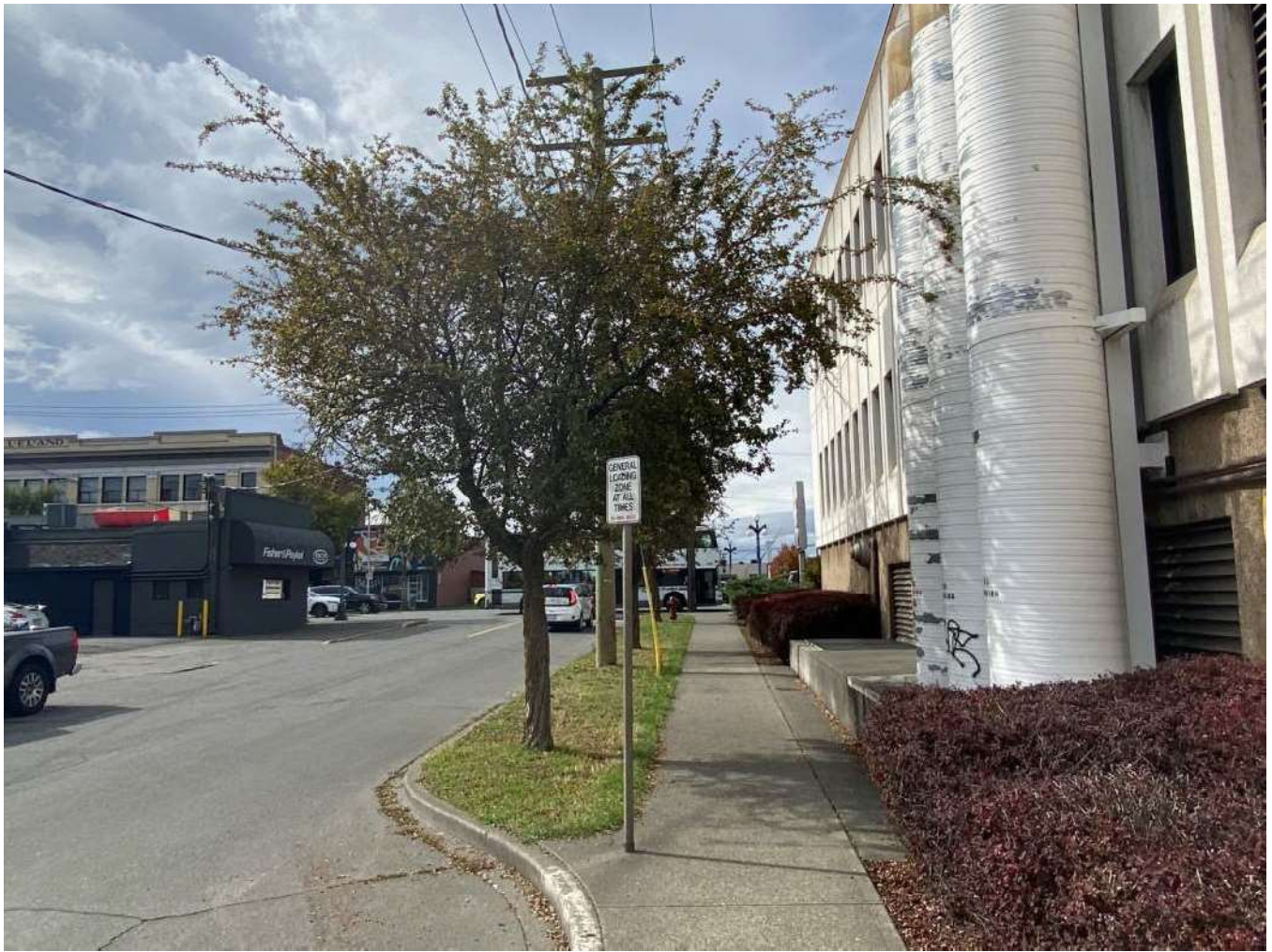
DATE: December 16, 2020
PREPARED FOR: Merchant House Capital
SCALE: 1" = 500' @ 11" X 17"
DRAWN BY: NT
REVISION: 0

TALBOT MACKENZIE & ASSOCIATES
CONSULTING ARBORISTS
BOX 48153
VICTORIA, BC, V8Z 7H2
TEL: 250-479-8733
EMAIL: tmtr@earthlink.net
www.2treehelp.ca

APPENDIX B - PHOTOGRAPHS



Photograph 1. City trees NT1, NT2 & NT3 located on the Kings Road frontage.



Photograph 2 – City trees NT4, NT5 & NT6 located on the Kings Road frontage.



Photograph 3 – Yellow arrows indicate location of onsite plum trees 1898 (front), and 1899 (back).



Photograph 4 – Closeup of root collar and existing growing conditions of onsite plum (tag# 1898).



Photograph 5 – Yellow arrow indicates existing growing conditions and structure of onsite plum (tag# 1899).



Photograph 6 – Yellow arrow indicates location of non-bylaw protected size crabapple (tag# 1900).



Photograph 7 – Yellow arrow indicates location of onsite Japanese maple (tag# 1901).



Photograph 8 – Yellow arrow indicates location of onsite Japanese maple (tag# 1902).

APPENDIX C – LANDSCAPE PLANS

APPENDIX D – SITE SERVICING PLAN



June 15, 2020

I am writing on behalf of Merchant House Capital, the developer of the recently renamed Victoria Press Building (Times Colonist Building), located at 2621 Douglas St.

As you may be aware, the Victoria Press Building is under-going a repurposing of its historic newspaper production and publishing operations to create a campus-style mix of office and manufacturing space. To learn more about our plans please see www.victoriapressbuilding.com.

We have recently passed two significant milestones, including the issuance of a building permit and a heritage designation of the building by the City of Victoria. We expect to be under-construction this September with completion targeted for Spring of 2022.

As a part of the masterplan for the project, we have envisioned converting the large industrial building (the “print reel room”) located on Kings Road into a liquor manufacturing space to include distillery, retail sales, tasting room, and lounge. A portion of this space which resides on the roof of the building and includes a roof-top patio has been designated as restaurant.

We are presently working with a distillery operator with an award winning track-record for developing and operating successful distillery operations in the United Kingdom. The proposed distillery will focus on small-batch craft liquor manufacturing with an emphasis on locally sourced materials, including ancient grain cultivation by area growers. The design of the distillery will represent the evolution of this distillers years of production experience with particular emphasis on a high quality finished product, environmentally sustainable operations and practices (to include air treatment technology), and a dedication to the enhancement of the Humber Green business and residential community.

As a part of this application, the City requires that all proximate neighbors, owners and residents are provided with the attached Liquor Retail Store Rezoning Petition to ensure local community comments are included as a part of the application (and area map). At your earliest convenience please return the attached petition to:

Merchant House Capital
2621 Douglas St., Ste 300
Victoria BC V8T 4M2

For further information, please contact:
Wyatt Fullbrook via email at
wyatt@merchanthousecapital.com

Thank you.



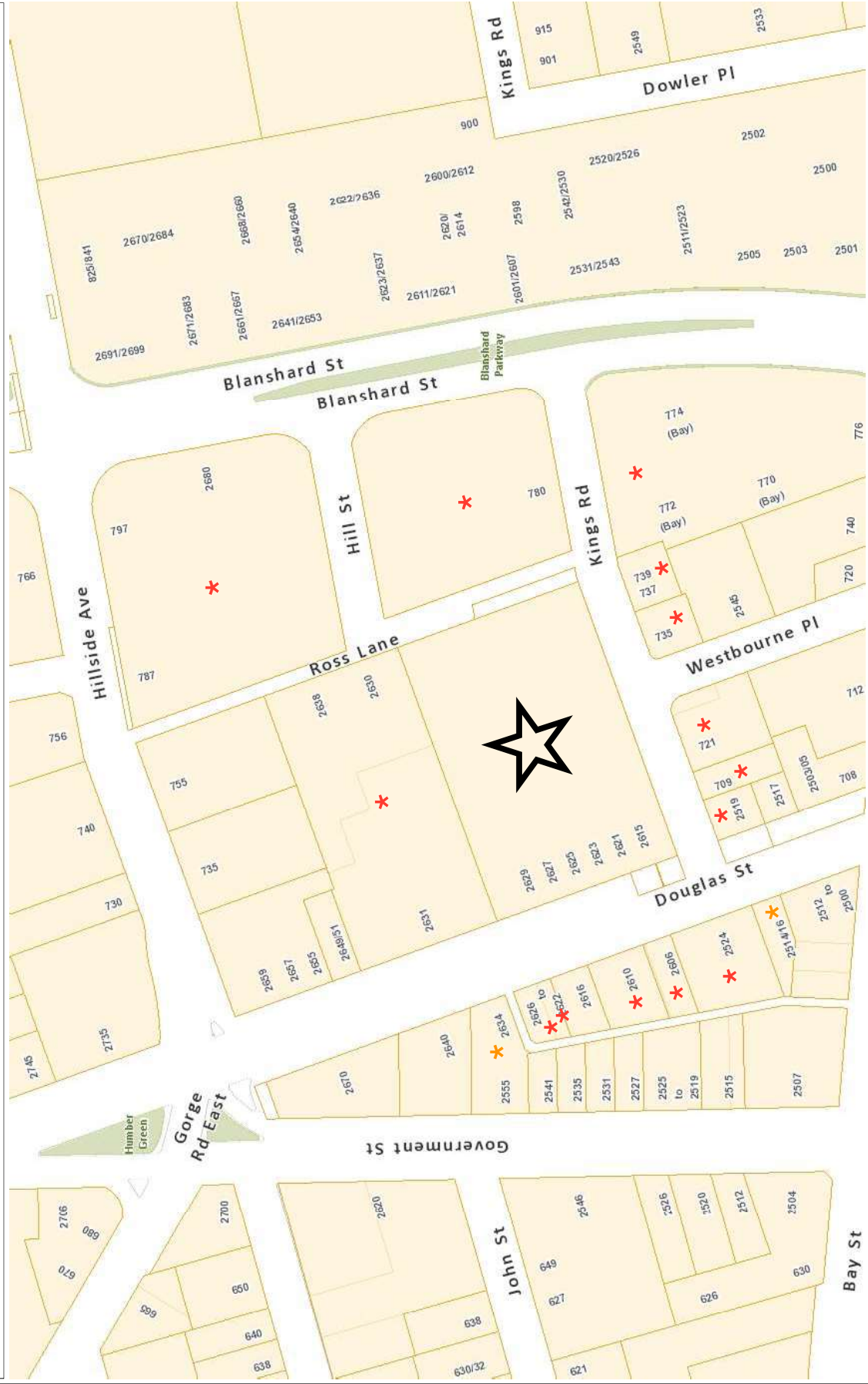
Legend
Victoria Parcels

1:1,600



Notes

This map is a user generated static output from an Internet mapping site and is for reference only.
Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
Public domain: can be freely printed, copied and distributed without permission.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



81 Meters



Leanne Taylor

To: David Fullbrook
Subject: RE: Revised Rezoning Application 2621 Douglas

From: David Fullbrook <david@merchanthousecapital.com>
Sent: October 18, 2021 12:29 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Cc: Jennifer Kay <jennifer@town-square.ca>
Subject: Re: Revised Rezoning Application 2621 Douglas

Hi Leanne:

In following up your email of last week regarding the petition notification process.

I have attached the area map identifying properties required to be notified and cover letter. A total of 20 properties and their residents were mailed; however, under covid protocol in place at the time, we were unable to hand deliver these notices as contemplated under the requirement, and instead had to mail them to recipients with a requirement that they be return mailed. Because of business closure during the time, and the commercial nature of the immediate neighbourhood we received a limited reply.

We made a particular effort to engage with Ross Place and have reached out on multiple occasions to advise them of the project milestones. I can confirm that the petition notices were distributed to all their residents and the subject was discussed at a resident's meeting. I have had spoken personally with Michelle Turner, General Manager, and Andrew Trinder, Director of R.E. for Ross Place on the matter and have met directly with them. I confirmed that residents had received the petition notice by phone call with Michelle Turner last week.

I hope this information is sufficient for your needs.

Thanks,
David.

I, DAN CLAYTON, have applied to the City of Victoria for rezoning
print name
of property, located at 2621 DOUGLAS to permit a
subject property address
retail liquor store.

Please review the plans and indicate the following:

ADDRESS: 721 KINGS RD

Are you the registered owner? Yes ☐ No ☒

☒ I support the application.

☐ I am opposed to the application.

[illegible]


Signature

LIQUOR RETAIL STORE REZONING PETITION

I, Merchant House Capitol, have applied to the City of Victoria for rezoning
print name
of property, located at 2621 Douglas Street to permit a
subject property address
retail liquor store.

The City of Victoria requires that all residents and owners of neighbouring lots be polled to determine the acceptability of the proposal.

Please review the plans and indicate the following:

NAME: (please print) Twyla Johnson

ADDRESS: 2631 B Douglas Street

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:


☒ I support the application.

☐ I am opposed to the application.

Comments: Twyla Johnson, Director of Operations
for: 447162 BC Ltd dba Pacific Coast Health Services
* our agency leases this space from
Ross Place Retirement Residence

October 20, 2021

Date



Signature

LIQUOR RETAIL STORE REZONING PETITION

I, _____, have applied to the City of Victoria for rezoning
of property, located at _____ to permit a
retail liquor store.

print name

subject property address

The City of Victoria requires that all residents and owners of neighbouring lots be polled to determine the acceptability of the proposal.

Please review the plans and indicate the following:

NAME: (please print) Heather Luthe

ADDRESS: 2-772 Bay St

Are you the registered owner? Yes ☐

No ☒

Store manager
Cosmo front
Bay St

I have reviewed the plans of the applicant and have the following comments:

☐ I support the application.

☒ I am opposed to the application.

Comments:

We have enough issues
with homeless person
in our area. To add
a Liquor store is insane.

Oct 22/21

Date

ADHeath

Signature

LIQUOR RETAIL STORE REZONING PETITION

I, MERCHANT HOUSE CAPITAL
print name have applied to the City of Victoria for rezoning
of property, located at 2621 DOUGLAS ST VICTORIA
subject property address to permit a
retail liquor store.

The City of Victoria requires that all residents and owners of neighbouring lots be polled to determine the acceptability of the proposal.

Please review the plans and indicate the following:

NAME: (please print) Kellie Ferguson & David Howard

ADDRESS: 1772 Bay St, Victoria BC V8T 5E4

Are you the registered owner? Yes ☐ No ☒ (Tenant)

I have reviewed the plans of the applicant and have the following comments:

☒ support the application.

☐ I am opposed to the application.

Comments:

I suppose provided there is adequate parking for
customers and our lot won't be used as overflow.
THERE ARE SOME CONCERNS FOR
NOISE RELATED TO ROOFTOP PATIO/MUSIC.
AS OUR MASSAGE THERAPY BUSINESS
IS ALREADY SERIOUSLY IMPACTED BY
CONSTRUCTION ON THIS SITE. WILL
YOU BE A GOOD NEIGHBOUR?

Oct 25/21
Date

Kellie [Signature]
Signature



Wyatt Fullbrook [REDACTED]

2621 Application

Jeff Prete [REDACTED]
[REDACTED]

Thu, Oct 21, 2021 at 9:57 AM

Wyatt, the packag that was dropped off at the Jima Cannabis location was damaged so I will send you this email instead.

I, Jeff Prete, am the Business owner of Jima Cannabis located at [2622 Douglas Street](#). I am supporting the application for Merchant House Capital to open a liquor establishment at 2621 Douglas. The services proposed will be a great addition to Victoria and the neighboring residents and businesses.

Jeff Prete
President & GM

**HIGH ——— T**

LIQUOR RETAIL STORE REZONING PETITION

I, _____, have applied to the City of Victoria for rezoning
of property, located at _____ to permit a
retail liquor store.

print name

subject property address

The City of Victoria requires that all residents and owners of neighbouring lots be polled to determine the acceptability of the proposal.

Please review the plans and indicate the following:

NAME: (please print)

ADDRESS:

Are you the registered owner?

Yes ☐No ☒

I have reviewed the plans of the applicant and have the following comments:

☐ I support the application.☒ I am opposed to the application.

Comments:

We have enough issues
with homeless person
in our area. To add
a Liquor store is in same.

Oct 22/21

Date

ADH

Signature

Rezoning Application No. 00680
for
2615 Douglas Street



1



2



3

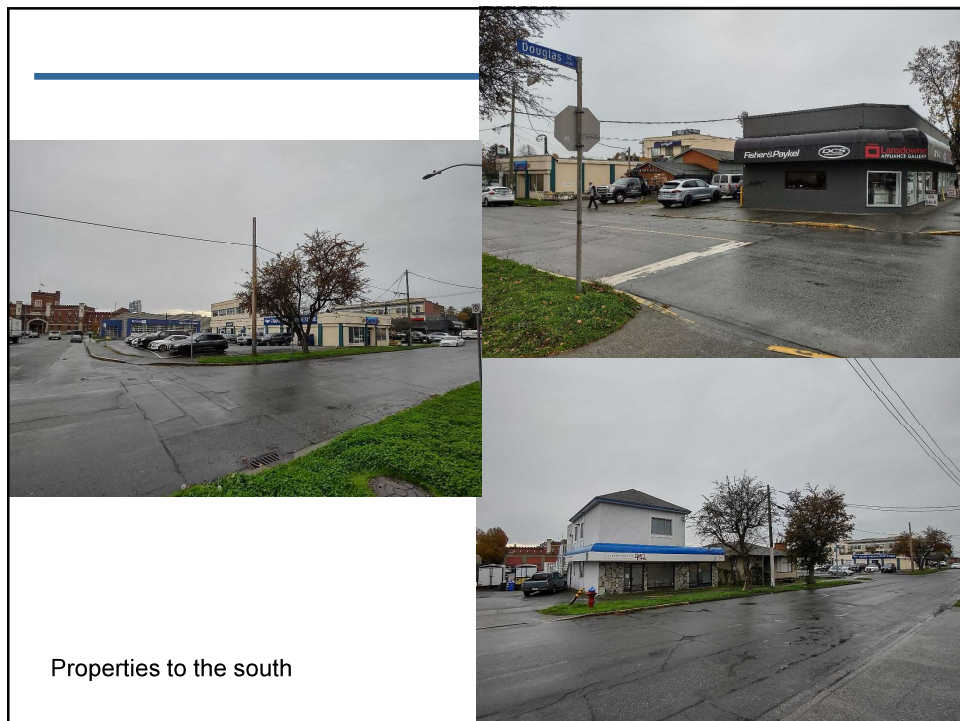


4



Property to the north

5

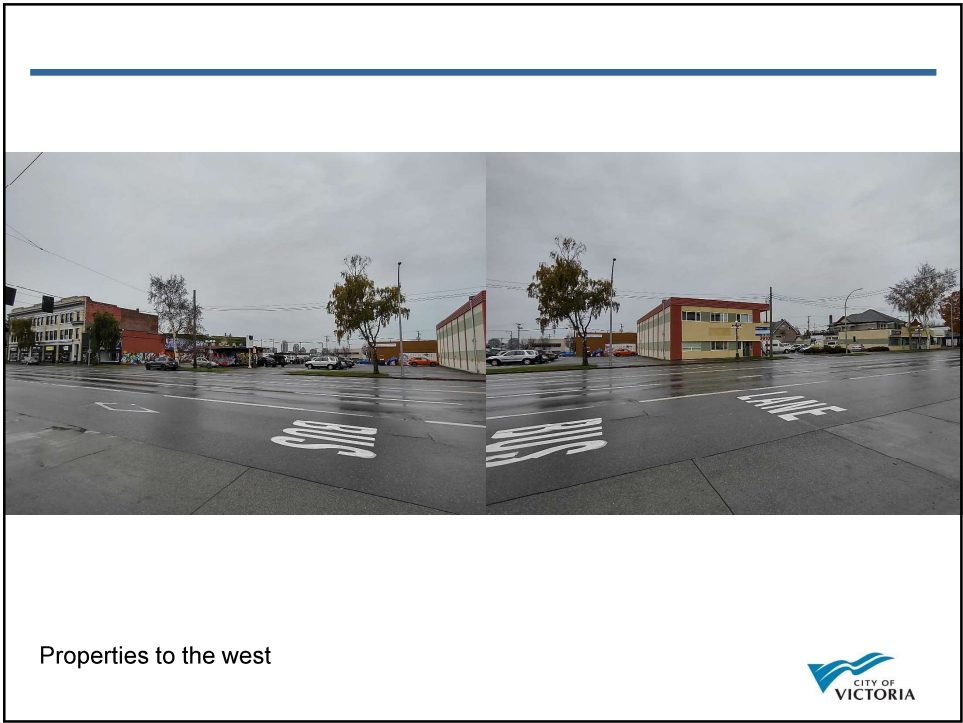


Properties to the south

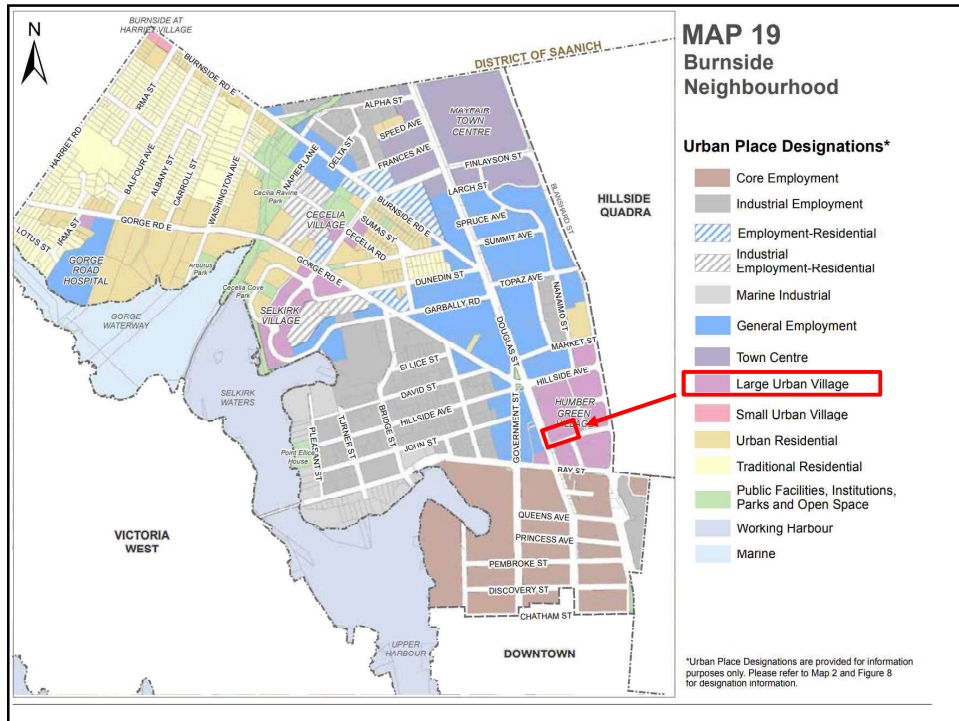
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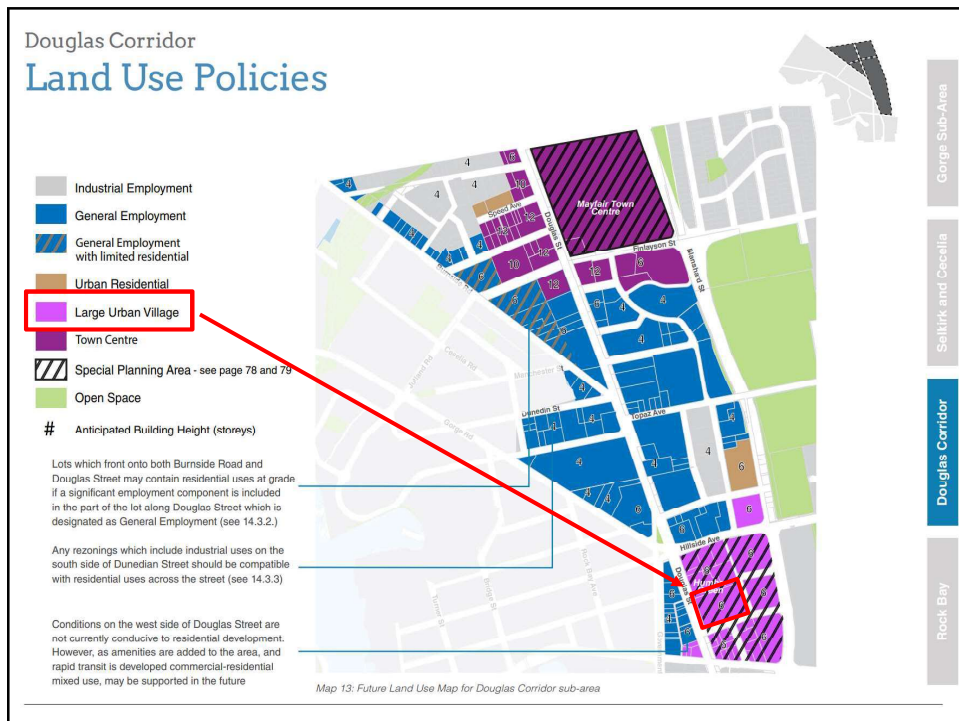
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8



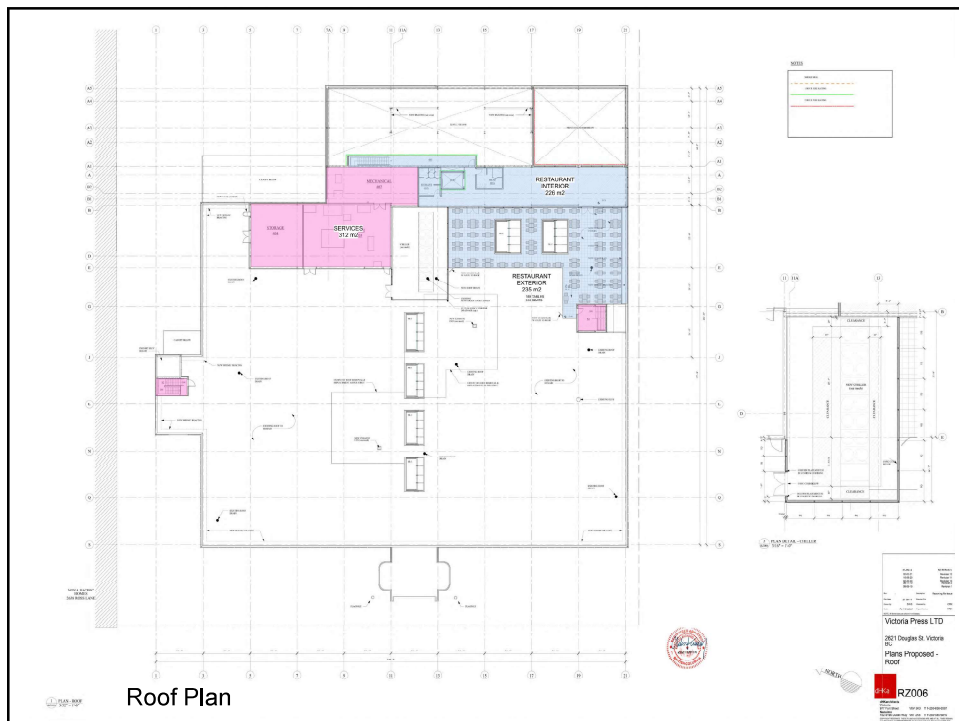
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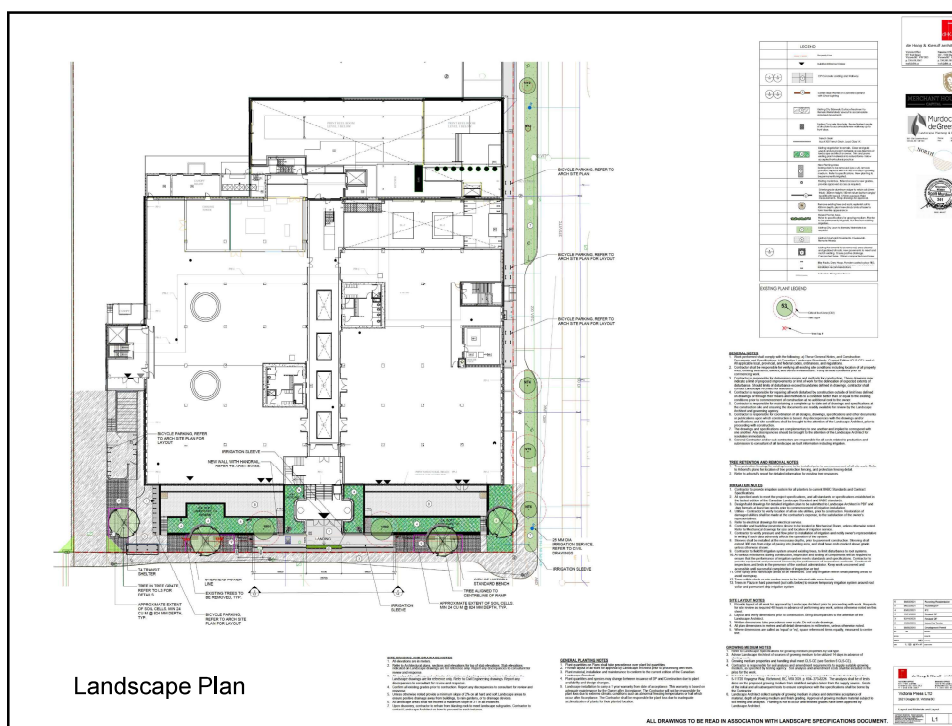
10



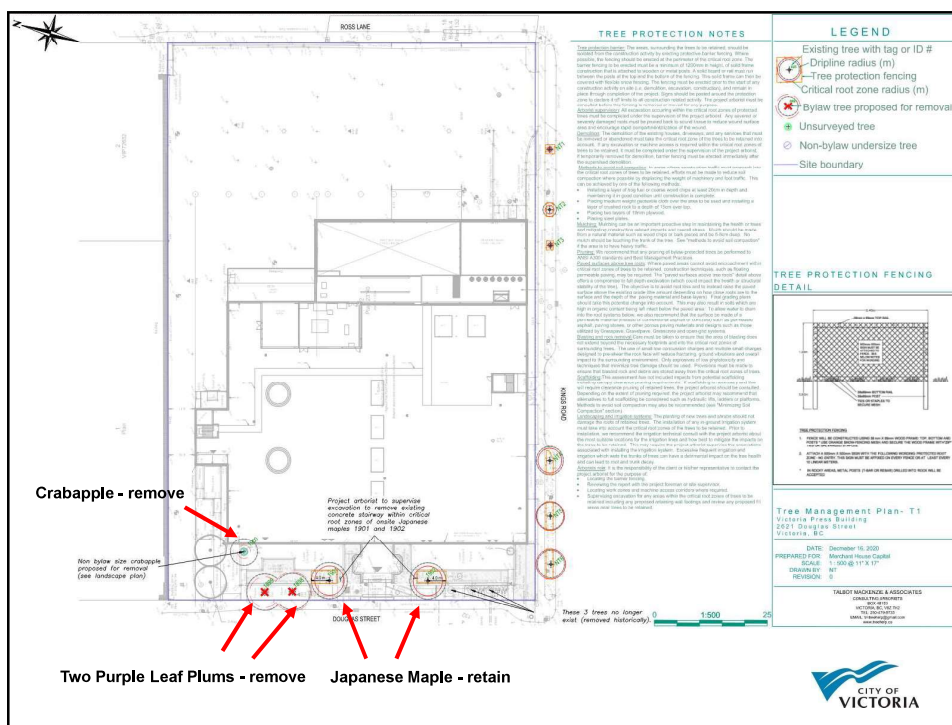
13



14



15



16



Victoria Press Building