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**From:** Jason Bates  
**Sent:** September 16, 2024 4:08 PM  
**To:** Legislative Services email  
**Subject:** 1042 and 1044 Richardson St Zoning amendment 24-049

Good Day,

With limited street parking where will at a minimum of 12 to a maximum of 24 cars park with the proposed dwelling increase to 20 and reduction in parking from 19 to 8?

Cheers,  
Jason  
Sent from my iPhone

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**From:** Don Main  
**Sent:** September 17, 2024 9:20 AM  
**To:** Legislative Services email  
**Subject:** Re: Input on proposed changes to 1042 and 1044 Richardson Street, Victoria, BC

17 September 2024

City Council,

Thank you for the opportunity, albeit last-minute and limited, to provide input, insight and perspective on the proposed changes to the proposed development at 1042 and 1044 Richardson Street.

I reside at 1041 Richardson Street, directly across the street from the proposed development, and have done so for twenty plus years. My background in writing Architectural Control Guidelines and streetscape design gives me an experienced view to the unacceptable variances and unsuitable plans for the proposed development.

My salient points will be based on VOLUME and how the 1000 block of Richardson has evolved over the past twenty years, with a look to the future of my neighbourhood.

From Vancouver to Cook St, Richardson is a tree-lined (though deciduous trees and leaf-less for six months of the year) artery that has been drastically changed with the McClure/Vancouver plaza (now known as the Liza Helps Memorial Plaza), pedal powered vehicle incursion, working from home residents, and change in residential living that results in a minimum of 8 Amazon Prime delivery vehicles per day, 2 FedEx vehicles per day, 3 UPS vehicles per day, Canada Post vehicles, BC transit vehicles, and countless delivery and service vehicles populating the street and neighbourhood on a daily basis. There is one 3-minute Passenger Zone at 1041 Richardson...which frequently has cars parked long-term. Where are emergency vehicles supposed to go? Or, for that matter the cabs/Uber for those vehicle-less residents in need.

Six rental residential buildings and three Condominium buildings occupy the block. Residents with vehicles that are not lucky enough to afford on-site parking play the never-ending jockeying game of trying to score a on-street parking spot. During the day, many of the spots are taken by non-resident cars of downtown employees scooping up free parking on our busy street. Don't think for a moment that a twenty unit building with only eight parking spots is going to entice vehicle-less tenants...tenants with vehicles will too play the game. At 1041 Richardson (Richardson Villa), 1960s era 1-bedroom units are being converted into two bedroom suites (by walling-in the dining rooms) with some being occupied by five people, coming with their numerous vehicles, not paying the \$75+ per month for on-site parking, and taking their chances with the on-street parking lottery.

Regarding the development proposal directly:

1. First and foremost, a six-storey building is out of scale and character for the street and neighbourhood...unreal VOLUME. Keep in mind, the site grade level is already 4 feet above street level...thereby making the 6-storey proposal actually 6.5 storeys...making it 3.5 storeys above any building in the nearest vicinity...resulting in a tower, silo, cuboid, obelisk...akin to the monolith in 2001: A Space Odyssey. Most buildings on the street are three storeys or less. The most recent development, the 16-unit two storey Terre Verde condos have underground parking, along with numerous tenants that park their extra vehicles on the street.

Our privacy will be obliterated forever with the proposed street facing units. Thankfully, for now, we have six months of the year where leafs of the deciduous trees on the south side of the street will provide some screen and privacy. This is not a “Village core” block that supports multi-use village businesses and services, but rather a residential neighbourhood.

2. The minimal set back of 2.4m on the front (and 1.5m to balconies) is imposing and oppressive. How are the tenants going to enjoy utilizing their balconies, with the endless contingent of local smokers at the fire-hydrant spot adjacent to the property? Today alone, a local planted himself there with a lawn chair, pot, cell-phone and sunhat. The proposal of twenty more units on the street is only going to increase the numbers of such ilk.

3. Sound and shade – decreasing the east side variance to 1.2m is ludicrous. The echo chamber and light depletion will only be a detriment for the rental building at 1050 Richardson.

4. Twenty more units on the street means just that much more garbage and collection, recycling and collection, meal delivery traffic and transportation, couriers, Prime vehicles, etc. Already, guests and families visiting current residents have a near impossible task to visit for lack of parking...yes, there is transit, and yes, there are other forms of transport...but, people avoid the area because of lack of ease of access. Why make it more difficult for people to connect?

Again, please don't think for a minute that the proposed development will be a precedent setting panacea for housing the homeless. Look at the new building on the 1100 block of Burdett (not six storeys) where 1-bedroom + den is renting for \$3100/month...parking, storage locker all extras. This proposed development would forever change the character of the block and set in motion a lack of neighbourhood design that fosters community, connection, pride and desirable living.

I oppose this proposed project based on the notes above, and the total disregard of the standards of good streetscape design. Think smaller scale and sympathetic to the neighbourhood character...less quantity more quality. We don't need the VOLUME.

Regards,

D Main

1041 Richardson Street

**DLTMain**

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**From:** Kenzie  
**Sent:** September 19, 2024 10:25 AM  
**To:** Legislative Services email  
**Subject:** Zoning Regulation Bylaw, Amendment Bylaw (No.1341), No. 24-049

Dear Council,

Upon review of the proposed changes to 1042 and 1044 Richardson Street I seek to share my concerns.

The rezoning of this land to a multiple dwelling district is exciting given the need for more housing in our city. The changes to site coverage, height, and setbacks are justified, however, the decrease in parking space comes as a concern as someone living just blocks away.

While it is virtuous to envision a car-free city, something I believe many Victorians desire, it is naïve. Without accounting for the real necessity that vehicles still have in our area, such as for work purposes, travelling off the island or even family/recreational needs to travel up island, things our current public transportation does not aid – this plan to cut parking spaces from 19 to 8 stalls, will have unwanted outcomes for neighbouring streets. There is already congestion and issues for current residents, and this decrease will only add to the challenge.

Now I'm sure this proposed change and development has taken many options into account, and increasing housing is the priority – I propose that the developers of this proposed project and the city of Victoria consider ways to reduce vehicle dependency rather than simply hoping it will resolve itself.

It may be possible to have the proposed 8 stalls, or a portion of, dedicated to car sharing, such as Evo or Modo – where buyers receive membership or reduced rates, thus creating less barriers to transitioning from personal to shared vehicles. I believe this would reduce some level of street parking congestion while not neglecting the current transportation needs of residents.

Thank you for taking my thoughts into consideration, I hope that we, as a city, can take the steps needed for this transition away from personal vehicles in a timely yet thoughtful manner – rather than one that is rushed and reluctant to feedback.

Kindly,  
Kenzie Connolly  
Fairfield Resident

## Legislative Services email

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**From:** Monster Mash  
**Sent:** September 16, 2024 2:18 PM  
**To:** Legislative Services email  
**Subject:** 1043 and 1045 Richardson Street

Dear City Council,

The developer continues to try and take more and more from the community, while giving less and less below market units. The city is getting nothing from this deal and all residents on the street lose valuable green space. Six stories is too high for the street and the set back of the building. 5 stories is already plenty and would be the tallest on the street. Reducing parking is nonsense on a street that doesn't even have frequent transit times. Not everyone can ride a bike or walk. The bus on Cook and Richardson both come every hour. Why not fix this first to frequent 15 minutes service or less before inviting more residents without vehicles to our neighborhood... All the resident parking will go onto the already crowded streets. Residents in the direct community are not getting anything from this deal.

Please just approve the 5 stories original plan. If you want density, stop approving buildings under 12 stories in downtown. There is a six story wood frame building going up on the corner of Vancouver and View that was a huge lost opportunity. That's a perfect spot for high density and is zoned as such. Yet council is going to put 6 stories in a spot that doesn't make sense such as infrequent public transit Richardson Street.

I'm also shocked at how the two towers development over the ymca by concert properties doesn't have a YMCA built into it. Vancouver, Toronto, Calgary are all cities that built residential towers with YMCA's on the bottom. Why can't Victoria take note. Why are we not getting anything from our developers in return for density. Concert properties has built other towers with YMCAs why aren't they being requested to do it here...

Sincerely,

Disappointed resident.