

Applicant Outreach Summary

February 9, 2022

Project Name: K21-0819 5920 Centre Street NE 0 LOC2021-0189

Outreach Strategy:

-Outreach included delivering letters to the nearest neighbours informing them of the planned rezoning application and proposed 4-plex. Contact information was provided and encouraged anyone with questions or concerns to reach out.

-A sign was also posted on site, visible to the street with the same information as the letters.

-An email expressing our intent with the lot was sent to the community association as well.

Stakeholders:

-The designated board member at the Thorncliffe Greenview Community Association was contacted and emails were exchanged to answer all questions and concerns.

-Two neighbours in the area reached out through the letters delivered to their mailboxes.

What did you hear?

The neighbours' main concerns with the proposed project were primarily with parking. Due to the Future Greenline LRT plans, the concern that front access parking or front street parking would cause issues with traffic flow. Each neighbour was assured that all parking will be provided via the lane access.

One neighbour brought up concerns that the City was purchasing four lots closest to 56 Ave for Future Greenline Development. Neighbours in the area have since been left without much information regarding this plan and have been struggling to contact the City about their questions regarding the forced sale of their homes. We informed the neighbours that these plans were not voiced at the time we submitted the rezoning application.

The following questions were brought up by the Community Association, below each question is our response to those questions:

1. Have you reached out to any of the area residents within close proximity?
Yes, we delivered letters to the closest neighbours on both the East and West side of Centre Street, encouraging them to reach out should they have any questions or concerns. There is also a sign on the front yard of the property with the same information. At this time, we have had one neighbour reach out. Her concerns were mostly regarding the parking. With the Green Line LRT being constructed on Centre Street, it is certain that parking will be provided in the rear. The parking will be fully on the property so that no additional cars will be fighting for parking. She also asked whether the units would be rental units or sold upon completion of the construction, and at this time, we are unsure of the client's intentions; we did tell her this, and she said it's not too much of a concern, more of a curiosity. All of her concerns were addressed and she is not opposed to the project moving forward.
2. Are you proposing a townhouse or a four-plex? Will garage and visitor parking be included?
A four-plex is the plan with two units facing the front, and two rear units with access from the sides. There will also be a garage constructed with at least one visitor stall.
3. Given that Centre Street is a major roadway access to the from Centre Street would be challenging how will addition traffic on 56 Street and the laneway be mitigated?
We do not believe that traffic will be excessively disrupted by the change of zoning as the M-CG zoning only requires 1.25 parking stall per dwelling plus a visitor stall. We have calculated that our lot can accommodate as many as 7-8 stalls of off-street parking that is accessed from the rear. The Lane is accessible from 56th Ave, 59th Ave, as well as 60th Ave and the traffic light on 56th Ave ensures that traffic is unlikely to build up during peak hours.
4. What would the total hardscape (%) footprint of the proposed development be including parking?
I unfortunately don't have an exact answer to your hardscape question as we have not entered the design phase of this project yet. M-CG requires a minimum of 40% soft and hardscaping. 223 sqm (2400 sqft) would be the absolute minimum amount of landscaping required on this particular lot and the minimum garage size for 5 stalls is 90.12 sqm (970sqft). Beyond these calculations, I am unable to give a more accurate number until we are further into the design process.
5. Would an R-C2 redesignation not accomplish the same increase in density with basement suites being included and would this not be more in context with the surrounding?
The Decision to not go with R-C2 was ultimately due to the parking requirements associated with it. We would be able to achieve the same number of units by altering our design from a four-plex to a duplex with secondary suites, however, the parking requirements are 2.0 stalls per dwelling unit, meaning we would be required to have a minimum of 8 stalls. Our intentions with this project are not to excessively increase the density and/or traffic in the area, so M-CG made the most sense to allow for sizeable units with minimal disruption to the existing neighbourhood context.

How did stakeholder input influence decisions?

The input provided by neighbours did not significantly impact our decisions with this project as we did not receive a lot of feedback that could be implemented into our design. We primarily answered questions about our proposed plans for the project as extensive consideration has gone into ensuring that an M-CG zoning would be an appropriate fit to this area.

How did you close the loop with stakeholders?

Contact information including name, phone number, email and address were collected from each neighbour and were informed we would be providing a summary of their conversations to the city. They were also told that they could reach out with any further questions or concerns via the email or phone number provided to them in the letters or on the sign posted on the front lawn.

The community association did not respond to our email we sent that answered their questions however, we said to reach out again if they had any further questions or concerns regarding the project. No further communication was instigated.