

Applicant What We Heard Report

December 12, 2022

O2

Outreach Summary – LOC2022-0086

O2 implemented engagement strategy to share details of the proposed land use application, receive feedback from interested stakeholders and implement revisions to the proposed application. Community Outreach has remained a continuous effort throughout the land use application process to ensure information was updated, and access to project updates was shared. Efforts were made to engage with the public through Covid-Friendly methods during the period of Covid restrictions.

The following engagement tactics were implemented:

- Postcard Mailers
- Project Website
- Notice Posting
- Meetings with the Community Association
- Meetings with the wider Community

Postcard Mailers

Approximately 100 postcard mailers were hand delivered within a 100-metre radius in advance of each virtual information session to notify neighbours of the upcoming engagement and direct them to the project website for additional information.

Project Website

A Project Website <https://jemm.ca/kensington-9a/> was prepared to communicate the Area Redevelopment Plan Amendment and Land Use Amendment Application to the public. The website included a form through which members of the public could provide direct feedback to the project team. By allowing residents to provide feedback on the project from the comfort of their own home, and at their convenience, the project website created a greater opportunity for a variety of public opinions to be heard.

The project website was updated with information on the proposed Community Benefit Contribution in advance of the December meeting with the Community Association and wider community.

What We Heard

Eight (8) written responses from members of the public were submitted. Four residents expressed support for redevelopment of the site and believe the proposal is appropriate in proximity to higher order transit, representing an improvement of the current built form on site. Other comments received from residents included:

- Interest in commercial units at grade to increase accessibility of local commercial offerings
 - Housing affordability and three-bedroom units which would enable families to live on site
 - Support for bicycle storage and use, and reduced vehicular parking given the site location
 - Encourage lane activation to promote safety between 10 Street and 9a Street
-

Public Notice Posting

A public notice board was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

What we Heard

Two (2) written responses from residents as a result of the public notice sign were submitted. These responses were generally supportive of transit-oriented development and opportunities to increase housing in the neighbourhood. Concerns expressed included the loss of affordable housing, privacy for adjacent residents, and the proposed building height given the existing development in the immediate area. There was also concern related to parking and congestion and a request for live-work units provided on the ground floor to encourage local commercial development.

Meetings with the Hillhurst-Sunnyside Community Association

The Hillhurst-Sunnyside Community Association has a Development Committee that reviews and provides comments on land use matters throughout the Hillhurst-Sunnyside Community. Two virtual presentations by O2 Planning & Design, the applicant team (JEMM Properties and Lola Architecture) to the Community Association were made. The first meeting was held on March 3rd, 2022 to present the details of the application with a second meeting held on December 8th, 2022 to discuss revisions to the application. At each meeting, 10 community members were in attendance to learn about the design and planning rationale and provide feedback. After receiving feedback from the Community Association on the original application, the bonus density rate was reviewed and increased by almost four times the original rate consistent with recently approved land use amendment applications in neighbourhoods of similar context and scale.

What we Heard

Session #1: The Community Association expressed concern with the proposed bonus density rate and the lack of tangible improvement projects connected to the project. There was also concern the application was seeking to amend the Area Redevelopment Plan and the proposed building height was not appropriate. Additional concerns included a desire for commercial units at grade, concern with one level of underground parking and the removal of the Lunenburg apartments.

Session # 2: The discussion with the Community Association focused on proposed unit mix, detailed design questions, the revised bonus density rate, and parking on site. Committee members were encouraged by the mixture of units proposed, including three-bedroom units to cater to a range of household sizes. Detailed design questions focused on site access for moving and temporary parking to support delivery services. There was general interest in the revised bonus density rate and the opportunity to provide a tangible built improvement in the community. The Community Association was supportive of attracting future tenants who live a car-free lifestyle, encouraging the use of active modes and transportation to support improved mobility.

Public meetings with the wider community

Members of the public were invited to attend two virtual information sessions held on June 9th, 2022 and December 8th, 2022. The first information session (June 9th, 2022) provided an overview of the proposed development and to share application details and request community feedback. Approximately 15 residents were in attendance during the first session including representation from the Ward 7 Councillors office. The second information session (December 8th, 2022) focused on the revised community benefit contribution and bonus density rate proposal. Approximately 2 residents were in attendance during the second presentation in addition to representation from the Hillhurst-Sunnyside Community Association to listen to project updates and provide feedback.

What we Heard

Session #1: The broader community was generally supportive of intensification near the Sunnyside LRT station, expressing support for the proposed concept and transit-oriented development in the community. Residents further supported the owner-occupied structure of the site, encouraged by future rental buildings that will provide efficient heating systems and opportunities for electrical vehicle parking on site. Residents expressed concern with the proposed

building height and requirement for an ARP amendment. Residents were also concerned about the loss of affordable housing units and the low bonus density rate proposed.

Session #2: The broader community was supportive of the proposed parking rate and pleased no on-street parking permits would be provided to tenants. Residents were interested to understand how the revised bonus density rate was calculated compared to the rate proposed by Administration (\$270.00/sqm). In addition, residents expressed continued concern with general housing affordability in the neighbourhood and the loss of the Lunenburg apartments.

How the Application Responds to Comments

The revised application responds to the feedback received because of the outreach activities. The following key areas of the application were revised based on the feedback received:

Mobility and Parking: A scoped Transportation Impact Assessment was prepared which identified available parking and mobility access in proximity to the subject site. Recommendations of the TIA informed proposed parking rates included in the Direct Control Bylaw and confirmed no on street parking permits would be provided to future residents of the site.

Bonus Density: In response to the key theme expressed by stakeholders that the proposed bonus rate of \$18.14/sq m for density from 5 to 9 FAR was too low, the proposed bonus density rate was increased to \$70/ sq m. This increase in rate resulted in an increase in the total contribution through bonus density from \$121,465.44 to \$367,034.79. The community also expressed interest for the bonus density funds to provide a tangible community benefit. We learned through the application process that the Third Avenue Streetscape project would no longer receive funding therefore allocating the bonus density funding. Therefore, we proposed that the funds collected through bonus density contributions be directed to construction of this project.

Density and Area Redevelopment Plan Amendment: We believe the proposed density and building height are appropriate for the area and represent true transit-oriented development within 30 metres to higher order transit. To support the land use application an ARP Amendment will be required. We believe the proposed ARP amendment is appropriate given the surrounding context and opportunity to provide housing in a desirable and well-connected neighbourhood.

Affordability: The proposed development represents true transit-oriented development, providing a variety of unit sizes to accommodate different lifestyles. The proposed unit mix includes a combination of studio, one-bedroom, two-bedroom and three-bedroom units, catering to a variety of household sizes. Future residents of the site will have the opportunity to live a car-free lifestyle, reducing costs associated with vehicle ownership, insurance, and maintenance,

Shadowing: A Shadow study was prepared to confirm there are no negative shadow impacts as a result of the proposed development. Shadowing is isolated on the Safeway parking lot and the LRT tracks, resulting in minimal impacts on adjacent properties.

Historic Commemoration of the Lunenburg Apartments: Opportunities to connect the history of the Lunenburg Apartments has been actively discussed with the applicant team and will be further pursued at the Development Permit Stage.