

Applicant Outreach Summary

6240 18A St SE

Stakeholder Report Back: What we Heard

Feb 4th, 2025

Project overview

The proposed zoning allows for a 10 unit stacked townhome block on a 7,150 sq ft corner lot, approx. 450m from the proposed Pop Davies Green Line station. The proposed design indicates 5 upper townhouse units, each upper unit is approx 1,320 sq ft and features a 3 bedroom, 2.5 bath floorplan. Each unit also has private use of a 250 sq ft rooftop patio. In addition, the 5 lower units offer approx. 615 sq ft in a 1 bedroom, 1 bath layout with large, partially sunken patios for amenity space (approx. 150 sq ft per patio). Entrances for the lower units are off the east property line whereas the upper units are all effectively entranced from the west property line. We are seeking to make the subject development more affordable by giving what would otherwise be a secondary suite, a separate title. This lowers the price per unit and brings two affordable units in the place of what would otherwise be a \$700k townhome. The upper units are suitable for families and the lower units are suitable for all, including local seniors that may be looking to downsize from a larger dwelling as Millican-Ogden still has a high relative percentage of seniors residing in the community. The fascade is more modern leaning but has multiple contextually sensitive elements including lap siding and brick. The building is also a 'raised bungalow design' which matches the housing stock in the immediate vicinity.

Outreach overview

- We contacted the Millican Ogden Community Association to request presenting at their next public meeting (Feb 4, 2025)
- We held a brief presentation as scheduled on Feb 4th at the Millican Ogden community hall and fielded questions afterwards

How did people hear about outreach opportunities?

- The MOCA agenda is posted online in advance of the meeting
- Several of the concerned residents in the area were invited personally to attend by members of the MOCA Board

What we asked

- Towards the end of the presentation, we asked the attendees to help us rationalize the best places to put future density within the community?

What we heard

- Ogden Road, 76th Ave and 62nd Ave were all discussed as reasonable places for additional density- the subject site has frontage on 62nd Ave

What we heard, what we did

1. Garbage enclosure/ cans- people wanted to know the cans weren't going to be left on the alley indefinitely; returned to enclosure after pickup
2. Use of Parking garage- how do we know people will actually use it?

The presentation included a review of the proposed Development Permit design as it is a concurrent application. Since this is the second project of this style, being built directly across the street from our last project, we discussed all the items relative to our current design which attendees were familiar with:

- Building height/ scale
- Parking
- Length of Project Construction
- Amenity Spaces
- Number of Units
- Traffic calming
- Very similar to our previous project across the street, the building floorplate is exactly the same- the unit floorplates are slightly smaller to accommodate the 5th stack
- We had a parking study completed as a part of our first project proposal across the street, there has been no other multifamily builds nearby so the results of the parking study remain relevant- it concluded there was ample available parking. The subject site has 5 proposed garage stalls. Consistent with other TOD developments
- We had a building permit delay of nearly 6 six months on our last project; it was our first time building a project of this design so we have worked through the previous design issues
- Amenity spaces have been added via the rooftop patios
- Titling the lower units makes the request for 10 units seem larger but the impact on the community is the same as a 5+5 development (5 primary units each with a secondary suite). The number of units is reasonable given the proximity to public transportation, community services, public spaces, and amenities; we explained that titling the lower units mean both the upper and lower unit are more affordable and may help to generate turnover in the community via downsizing
- Traffic calming was being undertaken around the schools (now installed)

Next steps

Given this is a concurrent application, we presented the fulsome content of both applications. By the time the Q&A was finished, we covered a lot of ground. People were amicable for the most part.

There will be no further engagement as the proposed design does addresses, to some extent, all the concerns raised.

Summary of Input

See above.

Verbatim Comments

I was presenting alone, I was not able to record verbatim comments.