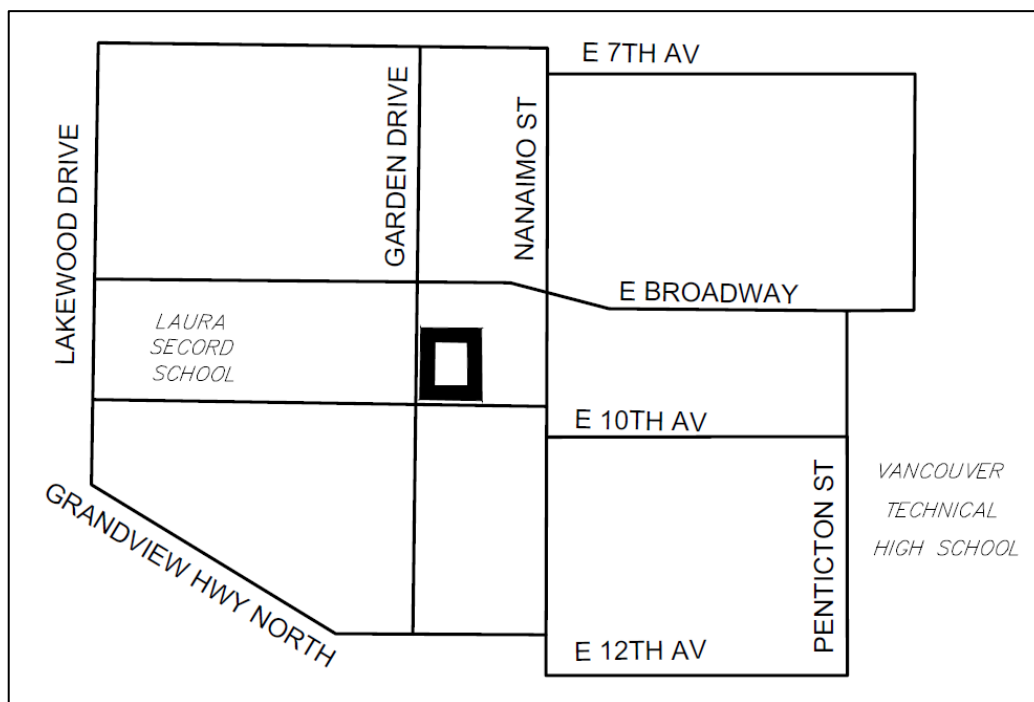


3. PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on February 19, 2018. Approximately 1,015 notification letters were distributed within the neighbouring area on or around March 14, 2018 (see Figure 6). Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (Vancouver.ca/rezapps).

Figure 6: Notification Area



Community Open House

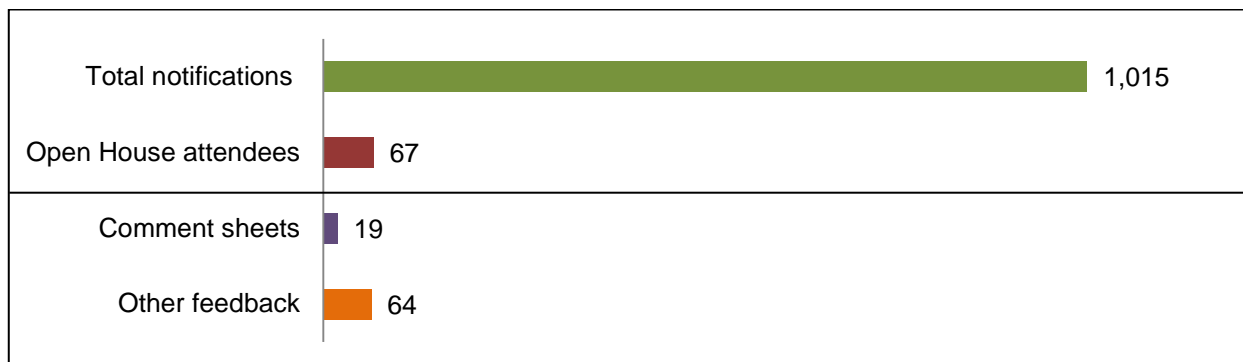
A community open house was held from 5:00-7:00 pm on April 12, 2018 at the Croatian Cultural Centre, located at 3250 Commercial Drive. Staff, the applicant team, and a total of 67 people attended the open house.

Public Response

Public responses to this proposal have been submitted to the City as follows (see Figure 7):

- In response to the April 12, 2018 open house, a total of 19 comment sheets were received from the public.
- A total of 64 letters, emails, online comment forms, and other feedback were received from the public, with 23 of these responses providing project specific feedback.
- A formal petition letter, signed by 64 community members, was received prior to the community open house.

Figure 7 - Public Notification and Response



Of the comments received, just over half of the respondents were opposed to the proposal, with a small number of individuals also sharing strong concerns without specifying level of support. In addition, a petition opposing the project, signed by 64 individuals, was submitted to the City.

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Comments of Support:

- **Overall building design:** Respondents liked the building design and/or felt that it suits the surrounding neighbourhood context. Some respondents also appreciated the revised design since the pre-application stage.
- **Neighbourhood fit:** Respondents felt that the arterial location and proximity to transit make this an appropriate location for this building form.
- **Housing supply and affordability:** Some respondents indicated that new units could contribute to improved housing affordability, particularly missing middle homes for young, working professionals.
- **Project density:** Respondents expressed support for the density of this project, with some indicating that more density could be added.

Comments of Non-support:

- **Neighbourhood fit:** Respondents suggested that a six-storey building does not fit in a neighbourhood dominated by one to two storeys. Townhouse forms were considered to be more appropriate in some instances.
- **Building height:** Many respondents suggested that a maximum of four storeys would be more appropriate. A number of individuals also suggested that reduced heights would allow for a more gradual transition to Nanaimo Street.
- **Form of tenure:** Respondents were concerned with the lack of rental or social housing provided.
- **Housing affordability:** Respondents were concerned that the units would not be affordable for median income-earning residents and that new development may contribute to increased land prices for the area.

APPENDIX D
PAGE 11 OF 12

- **Amenity capacity:** Many respondents expressed concern over the impact of additional density on community amenities and transportation options, with many individuals citing the existing crowding of the community centre, parks, and 99 B-line bus.
- **Overall building design:** Respondents expressed concerns over the building design not being sensitive or complimentary to the neighbourhood context.
- **Grandview-Woodland Community Plan planning process:** Respondents considered the Broadway Triangle neighbourhood not to be part of the Grandview-Woodland planning area, and felt as though this area was included in the plan late in the process and without proper consultation. Others disagreed with the designation of this site as a “Transition Area” and GWCP policies which support increased density for this area. Some respondents also considered the plan’s population predictions to be inaccurate and assumed that the population would increase more than expected.
- **Increased traffic:** Respondents were concerned that the new development will add even more traffic and congestion to an area with already existing traffic issues related to Laura Secord Elementary School. Some respondents were also concerned that underground parking will impact access to the laneway and create safety and congestion issues.
- **Community benefits:** Respondents were concerned that community benefits are undefined and unlikely to directly benefit this neighbourhood.
- **Adherence to Grandview-Woodland Community Plan:** Respondents questioned whether this project is consistent with the GWCP vision for a neighbourhood that supports residents of all ages and is culturally and economically diverse. Respondents felt that this type of housing would only suite high-end residents.
- **Impacts to on-street parking:** Respondents felt that more residents will add to existing parking conditions which are already taxed by the Laura Secord School and those who park in the neighbourhood and walk to the Commercial-Broadway SkyTrain station.

The following miscellaneous comments were received from the public:

Comments of support:

- Appreciates the provision of family sized units
- Design feels warm and inviting though maybe slightly suburban
- The large balconies are nice
- The design features a good mix of wood and brick exteriors
- The H-shape of the building transitions well from the Nanaimo corridor to the surrounding character homes
- The project will stimulate business growth in the area
- Proposed landscaping
- Rooftop gardens will look nice from the street
- Street level greening will soften the building edge and add privacy

Comments of non-support:

- Garden Drive and East 10th Avenue are non-arterial, residential streets
- The building will block mountain views

APPENDIX D
PAGE 12 OF 12

- Setbacks from the northern property line
- The proposed building should have peaked roofs and overhangs consistent with those the neighbours
- Edwardian-style townhouses would be more appropriate
- The project will disrupt neighbourhood cohesiveness
- The construction process will impose hardship on the community
- Ratio of one parking stall to one housing unit is ambitious
- Local businesses will not benefit since parking in the building will discourage pedestrian engagement in the community
- CACs are being used as a leverage for density
- Unit layout relies too heavily on one-bedroom composition – neighbourhood is in need of two-bedroom units for families

Neutral comments/suggestions/recommendations:

- The number of parking stalls should be reduced as this site is near a bike lane and has good transit access
- Ridesharing spaces could be provided in exchange for reduced number of parking spaces
- More visitor parking could be provided
- Central Valley Greenway bike route is increasingly busy and dangerous at intersections
- This area should be considered as "blocks under review" so that planners can properly survey and gauge the feelings of the owners/residents of our area - residents in the Broadway Triangle did not have any input into the GWCP
- The Broadway Triangle should be considered its own neighborhood
- Provision of a daycare centre

Petition Summary

In a petition letter from Franco Ferrari, dated December 9, 2017, and signed by 64 residents of the Broadway Triangle area, concerns were expressed about the addition of the neighbourhood into the GWCP boundary late in the planning process without proper consultation. Many residents consider the Broadway Triangle to be part of the Kensington-Cedar Cottage neighbourhood.

The petition expresses concern regarding the scale of the project and suggests that such large massing should not be considered on a residential street. It is suggested that the proposed six-storey building would represent a drastic change to the existing predominantly two-storey neighbourhood. Petition signatories do not support the building design, which has been revised since the pre-application stage, and consider it to be an improper fit for the neighbourhood.

The petition letter also outlines concerns regarding the increased population and the project setting a precedent for further such developments which have a high impact on the neighbourhood. It was expressed that the project would result in increased traffic and parking issues, both during and after construction, and will further exacerbate existing traffic issues related to Laura Secord Elementary School. It was also suggested that the proposed underground parking will impede deliveries to businesses along Nanaimo Street.

Finally, there was concern expressed that the CACs generated from this project are not guaranteed to be spent enhancing the neighbourhood.