

Boffo Properties: 1031-1045 Ridgewood Drive Development Application

Public Information Meeting Summary Report

Event Date: May 4, 2017
Time: 6:00pm – 8:00pm
Location: Highlands United Church
Attendance: 39 members of the public signed in.
Comment Forms: 11 comment sheets; 2 emails

Meeting Purpose:

- 1) To present development application materials to neighbours
- 2) To provide an opportunity for the public to ask questions about the development
- 3) To provide an opportunity for neighbours to comment on the proposal.

Notification:

In accordance with District of North Vancouver policies:

Invitation Brochures

Invitations were delivered to 1,070 addresses, exceeding District requirements.

Site Sign

A sign was erected on the site to notify neighbours of the meeting. A copy of the sign is included in Appendix A: Notification.

Newspaper Ad

A newspaper ad was placed in the North Shore News on Wednesday, April 26, 2017 and Friday, April 28. A copy of the ad is included in Appendix A: Notification.

Attendance:

39 members of the public signed in for the meeting. Approximately 60 people were in attendance.

The following District staff and project team members were in attendance:

District of North Vancouver:

- Natasha Letchford, Community Planner, District of North Vancouver

Project Team:

- Jamie Wallace, Boffo Properties
- Mackenzie Biggar, Boffo Properties
- Chris Karu, Boffo Properties
- Lance Berelowitz, Urban Forum Associates

- Craig Taylor, Taylor Kurtz Architecture + Design
- Kimberly Simpson, Durante Kreuk Ltd.
- Bethany Dobson, Bunt & Associates

Facilitator:

- Steven Petersson, Petersson Planning Consulting

Overview:

The meeting was structured to engage the public through several methods:

- An Open House for the first half-hour
- A presentation by the proponent
- A facilitated dialogue
- An invitation to submit prepared statements, comment sheets, and emails.

The meeting began with an Open House. Meeting participants could browse the display boards and engage with the project team and the municipal Planner directly. The facilitator listened for questions and comments and noted them on a flip chart for all to see. The participants were invited to submit written comments to the facilitator or to the municipal planner.

The Open House was followed by a presentation by the proponent and a facilitated dialogue. The participants asked many questions and provided detailed feedback to the proponent during the facilitated dialogue.

The key themes of the evening were parking and traffic, bike lanes and sidewalks, and the pace of development and densification throughout the District.

Public Dialogue:

(Q = Question, A = Answer, C=Comment, and the number is to track the dialogue)

- C1 I have concerns about changes in road access. I live on the corner of Edgemont and Ridgewood. I park on the boulevard, as street access has changed. Then I started getting parking tickets from the District. I can no longer back out of my driveway. At one point, someone dumped crushed gravel on the boulevard, which I parked on. Boffo is doing a good job though, and I like the design.
- A1 (Facilitator) Construction work has not begun on this project yet. Is your driveway trouble due to Boffo's project? Is this issue within the scope of Boffo's project to fix?
- C1 No, but I wanted to take advantage of this public dialogue to raise this issue with District staff publicly.
- A1 (Letchford) District staff are familiar with your problem and have spoken to you about it. The District requires driveway access off the lowest order of road. The District aims to reduce curb cuts in that location and we will work with residents to ensure appropriate access to their property as construction and development occurs.

- Q2 Please clarify the setbacks, and size of the bike lane and road. Will this project add to congestion, and how will safety be addressed?
- A2 The bike lane has been designed to extend 10 feet from the curb, and the curb will be set 10 feet back from the building. The District calls for the bike lane to be included, and the space required will be taken out of our property, as a land dedication.
- Q3 What about a bike lane going in the other direction? It would be unacceptable not to have a bike lane going the other direction.
- A3 (Letchford) We follow AAA Design Guidelines for safe bike lane design, and are working towards building a complete network.
- Q4 Are you taking the sidewalk out for the bike lane?
- A4 No, we will be replacing it further in on the property through a land dedication.
- Q5 What will happen with the bike lane further down, in front of the other two properties not part of this project? Will it continue?
- A5 (Letchford) We're looking into the safest options. We can't take property from private property owners to build the bike lanes. It will depend on what happens with those properties in the future.
- Q6 Will each parking stall have an electric vehicle-charging outlet?
- A6 Yes. We're unsure of what level of charging will be provided at this point because detailed electrical design has not started.
- Q7 My concern is that with higher density throughout the neighbourhood, what will happen with traffic? The influx of traffic concerns me. Everyone already cuts through Edgemont Village when there is congestion elsewhere.
- A7 We anticipate 10-15 cars in peak hours. We account for our project with monitoring and counts that consider growth rates to 2030. We don't anticipate problems, and we are just one piece of the puzzle.
- Q8 We allow all this development so we can move towards becoming a transit hub. Is there anyway you could provide one, instead of two, parking stalls per unit to discourage car dependency?
- A8 The OCP designates village centers where growth will be concentrated for walkability. We are following DNV parking requirements, but we may consider reducing the number of parking stalls.
- Q9 We live on Ayr Street, and I think we need street parking. People like to use street parking when dropping off friends, or carrying groceries. Will there street parking on Ayr?
- A9 We are proposing a drop-off spot on Ayr.
- Q10 Are you burying the hydro lines?
- A10 Yes, we will be undergrounding the hydro lines. Any hydro lines on our frontage will be underground. At the back of the property, it will depend on neighbours. We are currently in discussion with BC Hydro.

- Q11 What will your community amenity contribution (CAC) be?
A11 Our CAC will be determined according to DNV guidelines. The District has a list, which was created with community consultation, that identifies projects on which CAC money may be spent.
- C12 I'm a neighbour, and to me this seems really dense and high, like a monster.
A12 The units range from 16-20 feet in width, and we've given each unit individual expression so it's not a big, blank façade. Building height is not maximized. According to the Zoning Bylaw, a single family home could have a similar height. To address privacy concerns, all of the main rooms (e.g. master bedroom, kitchen) will face inward, not to the surrounding homes.
- C12 A single family home wouldn't be built right to the street though. This is too much, too soon.
- C13 I agree [with the above statement]. Amica was meant to be three stories, but with everything on the roofs, it seems like four.
A13 Nothing will be on the roofs. We even removed the roof decks in response to neighbor concerns. From street level, it will appear as two storeys due to the stepped back massing.
- C14 I encourage my kids to walk to the village, and this project won't change that. The Edgemont Refresh was a public process based on vigorous consultation. All of these new buildings meet its standards. I don't see why we are resisting and rehashing these conversations with each new project, especially when we need an affordable and diverse housing supply. I am in huge support of this project. Grosvenor has an extra layer of community parking underground, which was a response to community input. I think that was a waste.
- Q15 Speaking of affordability, what will these units cost?
A15 It's too soon to say.
- C16 Our OCP and Refresh have a twenty-year scope. It seems like we're dashing to fill what it allows in the first four years. I want the process to slow down.
- C17 The site containment of this project is zero. This will impact Amica residents, and old growth trees will be cut down. There's no rainwater catchment, and no setback. This won't be affordable. I've had enough of construction. Who will cut the trees down? Who will live in these units? They won't be quality. There are many other options we could be pursuing. The CAC should be higher. We've had enough.
- C18 I grew up here, and I'm lucky to live here now. I think a variety of housing options makes it more affordable and accessible for others who want to do the same.
- C19 We have to think of the future. Coming together, and living more closely is a different way of living. The future generations won't care about cars, they'll want walkable neighbourhoods. They'll have different desires and values. We should support this kind of development.

C20 We're not against development, we're against all of it happening in the first one to five years. It should slow down.

A20 (Letchford) We're currently reviewing progress since the latest OCP, and we're actually below the number of new units that we could have built across the District by this point. It may seem like a lot all at once because many of these new units are concentrated in Edgemont.

Q21 Are there any plans to bring Car2Go or Evo to Edgemont?

A21 (Letchford) Not yet, but please let the District know if that's something you'd like to see.

C22 There are three pillars of sustainability, which must be balanced. We need housing to achieve the social pillar.

Comment Sheet and Email Summary

Comments and emails were received for a two-week response period after the meeting. Eleven comment sheets were submitted after the meeting, and two emails were submitted during the response period.

Several comment sheets stated their full support for the project, highlighting Edgemont's need for a "refresh" and diverse housing options. Other comment sheets expressed concern over the density and height of the proposed building, particularly in relation to the adjacent homes. Concerns were raised about an influx of traffic and the number of parking stalls, as well as dumpster servicing. Two comment sheets suggested that the modern design did not fit well with the neighbourhood, whereas others liked the design. There was one comment requesting that the District consider introducing a car sharing service. Other comments requested the provision of sidewalks and protected bike lanes for school children, pedestrians and cyclists. An email gave several suggestions for how to accommodate this development, such as how to ensure that the units actually contribute to affordable, diverse housing options for local residents, accommodating electric vehicles, and mitigating traffic congestion.

Conclusion

The purpose of this public meeting was to present to neighbours the proposed development concept, and provide an opportunity to ask clarifying questions and comment on the proposal. 1,070 invitations were mailed to the community. Approximately 60 participants were observed at the meeting, and 39 people signed in. A sign advertising the meeting was posted on the site, and two newspaper ads notified the community of the meeting.

The public could participate in this process in four ways:

- An Open House for the first half-hour
- A presentation by the proponent
- A facilitated dialogue
- An invitation to submit prepared statements, comment sheets, and emails.

The meeting length and format was sufficient to provide all participants an opportunity to learn more, ask questions, and make the comments they wished to provide that evening. Participants asked the development team and District planner a variety of specific questions, mostly related to parking and traffic, bike lanes and sidewalks, and the pace of development and densification throughout the District. There was fulsome discussion and the community was given ample opportunity to express their views of the proposal.

Appendix A: Notification

Newspaper Advertisement: North Shore News April 28 and 26, 2017

A32 | MUSIC

rsnews.com northshore news FRIDAY, APRIL 28, 2017

Mortgage?
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Malcolm "Mac" Laird, B.A.,
M.A., AMP
Mortgage Consultant &
Strategist

P: 604.839.3787
E: mac@talktomac.com
W: www.TalkToMac.com



Bulbs & More  **Farmer's Market**

April 29 - 30, 2017 10am-4pm
Carson Graham 2145 Jones Ave.
Secondary School North Vancouver
Main Parking Lot

**Murray McLauchlan, Marc Jordan
Cindy Church and Ian Thomas**

LUNCH AT ALLEN'S



Friday, June 23 @ 7:30 pm
West Vancouver - Kay Meek Centre
Box Office: 604 981 6335
lunchatallens.ca shantero.com

Vote Get out and vote on
Provincial Election 2017 **May 9th**
your voice matters



Firehall Arts Centre presents *Circle Game: Reimagining the Music of Joni Mitchell* April 29-May 20. PHOTO SUPPLIED

Playlist for Joni Mitchell

ME & MY UNCLE
Joni Anderson performing live on Oscar Brand's Let's Sing Out TV program at the University of Winnipeg on Oct. 4, 1965: youtube.com/watch?v=dUBbDe3DZIM.

SUGAR MOUNTAIN
Early Neil Young song Mitchell recorded in a radio session for Philadelphia's WHAT Radio in 1967 with her then husband Chuck Mitchell on second guitar: youtube.com/watch?v=22uNQUiWMk.

LITTLE GREEN
Live performance from Café Au Go Go, NYC (1967): youtube.com/watch?v=QPZ6P7D3Blw.

MARCIE
Originally "The Ballad In Red And Green," filmed at the Café Au Go Go, New York City, October 26, 1967: youtube.com/watch?v=PvXZSp1QN9I.

CHELSEA MORNING
Dick Cavett Show, August 19, 1967: bit.ly/2pmyZsX.

WOODSTOCK

Live in-studio from London, 1970: youtube.com/watch?v=CRJQCvfcXn0.

FOR FREE (JOHN PEEL SESSION)

Joni Mitchell and James Taylor: youtube.com/watch?v=2L7COpRDjM

GET TOGETHER

Mitchell live with Crosby, Stills and Nash: <https://www.youtube.com/watch?v=V12pceRSUMU>.

GIRL OF THE NORTH COUNTRY

Cover of Dylan tune on the Johnny Cash Show: youtube.com/watch?v=W1QOQJQPB0.

AN ORAL HISTORY OF LAUREL CANYON

Vanity Fair piece: vanityfair.com/culture/2015/02/laurel-canyon-music-scene.

MUCHMUSICINTIMATE & INTERACTIVE

TV broadcast with Denise Donlon from September, 1994: youtube.com/watch?v=2Wn2qaUhtxM.
- John Goodman

Arlo Guthrie and Band



The "Running Down The Road" Tour will include Arlo and his band performing the best of Guthrie's catalogue from the late sixties and early seventies.

7:30pm
SUNDAY APRIL 30

Kay Meek Centre
1700 Mathers Ave
West Vancouver

Tickets available at: Kay Meek Centre Box Office 1700 Mathers Ave, by phone (604) 981-6335 or online at www.kaymeekcentre.com

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 1031, 1037, 1041 & 1045 Ridgewood Drive to construct a townhouse project. You are invited to a meeting to discuss the project.

Date: Thursday, May 4, 2017
Time: 6:00 - 8:00 p.m.
Location of meeting: Highlands United Church, Gymnasium
3255 Edgemont Blvd., North Vancouver

The applicant proposes to rezone the site from single-family zoning to a comprehensive development zone, to permit a 25-unit townhouse project. Homes range between approximately 1,878 and 2,320 square feet in size and the project includes 52 underground parking spaces.



Information packages are being distributed to residents within a 100m* meter radius of the site. If you would like to receive a copy or if you would like more information, please contact Natasha Letchford, Community Planner, District of North Vancouver at 604-990-2387 or Mackenzie Biggar - Director of Development, Boffo Properties (Ridgewood) L.P. at 604-648-0594.

*This is not a Public Hearing. DNV Council will receive a report from staff on issues raised at the meeting and will formally consider the proposal at a later date.

WEDNESDAY, APRIL 26, 2017 north shore news nsnews.com

WORK | A23



NEW HIRES Job seekers and potential employers engage during a meet-and-greet during Park Royal's Job Fair April 22.
PHOTO PAUL MCGRATH

Remember to file your taxes on time



Money Matters

Mike Grenby

Yes, you have an extra day this year to file your tax return. (April 30 falls on Sunday, so midnight Monday, May 1, becomes the deadline to submit your return.)

No, you don't want to miss

that deadline for three main reasons:

- Avoid the late filing penalty: five per cent of the tax owing plus one per cent per month of the (compounding) balance owing up to 12 months.

- If you are claiming a refund, Canada Revenue Agency starts to pay you interest on that money only after you file your return.

- Any CRA benefit payments might be delayed or stopped. Note you should file a return even if you don't have any income.

(Also file if you do have income but don't have to pay tax – to claim any tax that was withheld and/or to build up your RRSP contribution room.)

What if you owe but can't

pay – and don't qualify under CRA form RC4288 Request for Taxpayer Relief – Cancel or Waive Penalties or Interest?

"If you cannot pay your balance owing, we may accept a payment arrangement only after you have reasonably tried to get the necessary funds by borrowing or re-arranging your financial affairs," the CRA said.

Make sure you contact the CRA before it contacts you.

Call the CRA's debt management centre 1-888-863-8657 to discuss your options, or 1-866-256-1147 to set up a pre-authorized debit agreement – which is the arrangement the CRA usually favours. Note that interest on the tax you owe starts to compound daily from May 1.

Also, the CRA considers itself a preferred creditor and has a variety of debt collection approaches it can use if you won't co-operate:

"If you do not deal promptly with your tax arrears, the CRA can take serious measures including legal action such as garnishing your income or your bank account, or initiating other legal action such as seizing and selling your assets."

It pays in more than one way to stay in the CRA's good books.

Mike Grenby is an independent personal financial advisor; he'll answer questions in this column as space allows but cannot reply personally. mike.grenby@gmail.com

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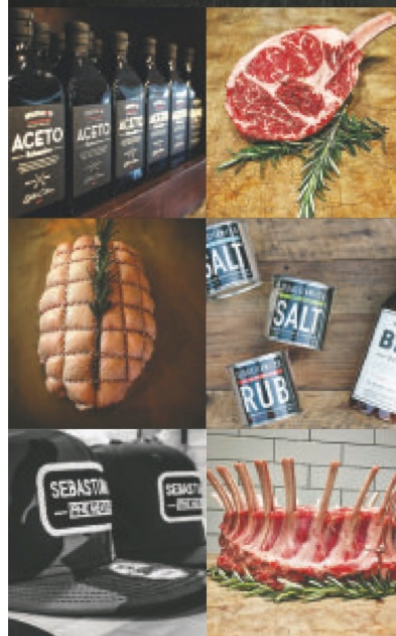


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Sun. CLOSED

SEBASTIANANDCO.CA

Notification Sign Photograph



From: Matthew Tipping
To: [DNV Input: Emel Nordin](#)
Subject: Ridgewood Rezoning
Date: November 26, 2017 11:48:01 PM

As the homeowner at [REDACTED], I doubt that there is a neighbouring property that is more impacted by the proposed rezoning and subsequent development of 1031,1037,1041 & 1045 Ridgewood Drive.

[REDACTED] is a one story mid century modern house built in 1953, one of the main features of that heritage design is the large open windows, this combined with the low profile of the building means that privacy is gained by fences and hedges, not height and window position.

Currently, when one is in our living room, our fence blocks out the first story of the houses that are referenced in this rezoning application. If the rezoning is allowed to proceed as proposed, we would be in a position to see directly into the 2nd and 3rd floors of any new development. For this reason, we ask council to rezone these properties to allow for lower heights and keep the neighbourhood look and feel.

We believe that adding housing stock in the area is vital to the sustainability of the region, however, allowing for such a large development directly across the street from existing properties will change the unique feel of the area, and since there is no other area like Edgemont in the north shore, we run the risk of being the stewards who history remembers unfavourably.

I welcome a discussion with the applicant on the rezoning to possible ways of mitigating the intrusion into my property, however the conversation about the larger feel of Edgemont is much larger.

Thanks
Matt Tipping
[REDACTED]

--

Matthew Tipping
[REDACTED]

From: Concierge - Amica at Edgemont Village
To: [DNV Input](#)
Subject: FW: Message from "RNP002673CCD0D4"
Date: November 29, 2017 8:42:28 AM
Attachments: [20171129074151389.pdf](#)

Please find the attached letter from one of our residents regarding the 25 unit townhome unit.

Thank you,

Mary
Concierge
Amica at Edgemont Village
[REDACTED]

Concierge
Concierge

Amica at Edgemont Village
[REDACTED]
[REDACTED]

Phone: [REDACTED]

Fax:

NOTICE: This communication, including any attachments, is intended solely for the named addressee(s) and may contain information that is privileged, confidential, protected or otherwise exempt from disclosure. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient of this communication, please notify us immediately by replying to this e-mail and permanently delete this email (including any attachments) without reading, copying or forwarding it to anyone. If you do not wish to receive electronic communications from us please forward this e-mail to concierge.edgemont@amica.ca

-----Original Message-----

From: copier@amica.ca [<mailto:copier@amica.ca>]
Sent: Wednesday, November 29, 2017 7:42 AM
To: Concierge - Amica at Edgemont Village <concierge.edgemont@amica.ca>
Subject: Message from "RNP002673CCD0D4"

This E-mail was sent from "RNP002673CCD0D4" (MP C4504).

Scan Date: 11.29.2017 07:41:51 (-0800)
Queries to: copier@amica.ca

Municipal Clerk's Office
District of North Vancouver
355 West Queens Road
North Vancouver B C
V7N 4N5

November 28, 2017

Re: Townhouse Project, 1000 block Ridgewood Drive

As a resident of the adjacent Amica retirement homes, I would like to register my approval and support for this project.

I believe these kinds of low-rise residences maintain the unique character of the Edgemont area and maximize the land usage for the benefit of the municipality, commercial interests and the public in general.

Yours truly

C B Penhall



Cell:



29 November '17

Mayor Richard Watton + Council
North Vancouver District

Re: Boffo Development
1031-1045 Ridgewood Dr

I am enclosing previous correspondence regarding the Boffo Development @ 1031-1045 Ridgewood Drive. as previously explained my residence at [REDACTED] faces directly across the road onto this development.

an artists illustration provided by the D.N.V. of what this development will look like when completed is difficult to accept. This illustration even with some modifications clearly demonstrates no planning or subtle appeal by the developers. In fact it is nothing more than a 1950's exterior design, a square box with cookie cutter windows. again, a developer's dream to minimize construction expenditures and to maximize profits. as a longterm resident of the area, I respectfully request that members of council re-evaluate and re-consider this proposal in its current form, and send back the drawings to be re-drawn and revised to conform with Tsalagi standards and to enhance the appearance of the Edgemont community.

Your consideration in this decision is very much appreciated.

* a response would be appreciated

[REDACTED]
HENRY L. INDRA
[REDACTED]



12 October 2017

Mayor Richard Walton
North Vancouver District

OCT 17 2017

Re: Unsaightly + Misplaced
Utility Poles


I have been a resident of this area since 1965 and observed many changes take place in Edgemont village, some with better planning than others. Our home faces south on the 1000 block Ridgewood Drive. With the completion of the Arminia Sri Lantana we lost our entire view of the village + beyond. What we see today is the roof of this building upon which 10 ft. air condition units + equip. is mounted permanently. It is disgusting to look out our front windows to see this. We are now awaiting the ^{development of} Boffo Development directly across the street which apparently will have 26 units. When complete, tenants will be looking directly into our front room from the opposite side of Ridgewood Drive. again not to our liking, but we had very little to say about this development. In fact my neighbor to the west + I were not even notified by Boffo Development of the first two public meetings held to address any concerns we may have had on this development.

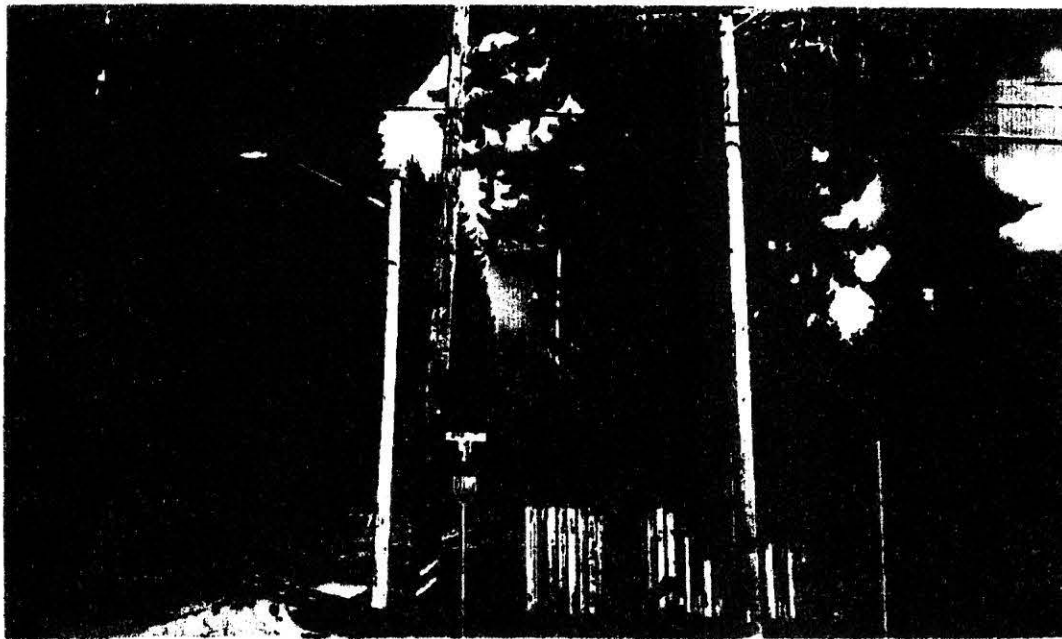
Since the commencement of the Grover project (Connaught) traffic on Ridgwood Drive has increased immensely. at times it is virtually impossible to back out of my driveway due to the increase of vehicle traffic. Much of this was due to the construction of the Capetown Water Main where traffic was then diverted down Highland Dr & onto Ridgwood Drive. Since completion many of these motorists have chosen to continue this route. Construction in the village area has ^{now} tested the patience of most residents living here - it can be a virtual nightmare at times just getting out of your yard.

In addition to this, I am enclosing some photographs I have taken with respect to the "ugly" looking utility poles recently installed on our avenue between Woodbine Dr & Crescent View Crescent. Some hold two transformers. Between Woodbine Dr. & Ridgwood Dr. (East side) on our avenue are a total of 8 utility poles within one block. Surely the District of North Vancouver is not about to accept this as a permanent installation. This is again a very sensitive issue with residents in the village area. Why did the District allow this? In an area where condos & townhomes are selling well above 1 million dollar, surely these utilities could (should) have been buried underground. Where would the Engineering & Planning Dept? I invite you & members of Council to view these photos & actually attend to the location to see this eye sore for yourself.

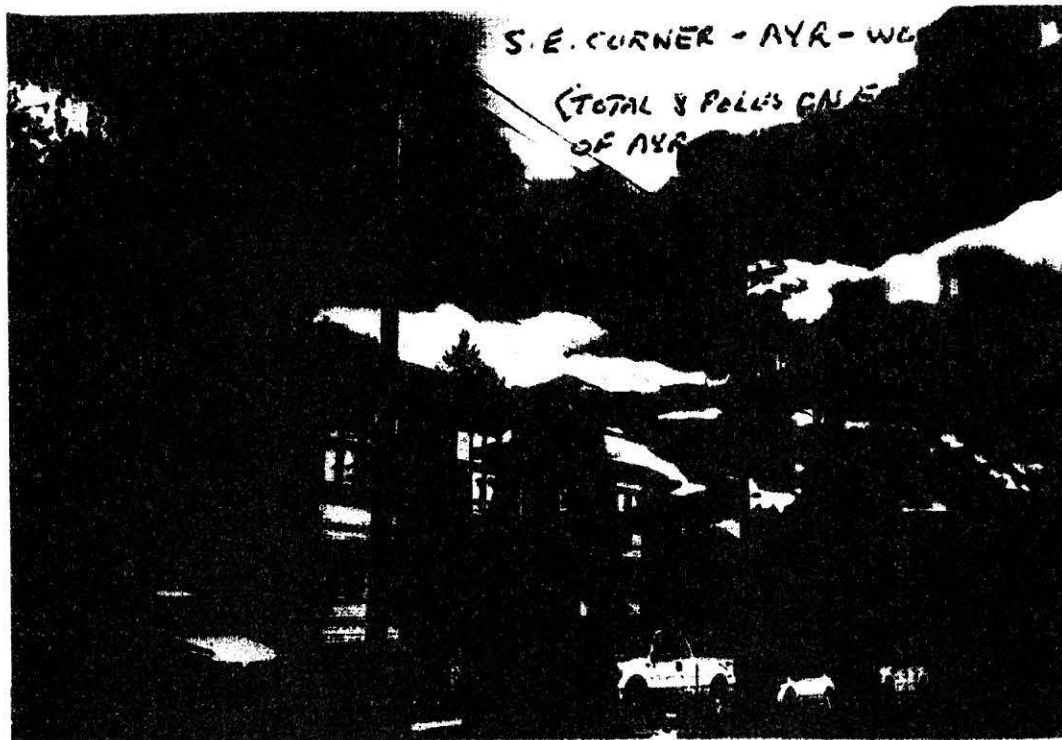
Personally I feel the time is long overdue when
the District does not need to negotiate or bargain
with developers that ~~do~~ not need to conform or
accept municipal & residential standards. Peace &
tranquility are far more important than density.

I would appreciate your response. Forgive
me for my penmanship, my computer broke down.

Yours truly




N.S. BEYNER AYR - RIDGEWOOD DRIVE - (4 POLES)



S.E. CORNER - AYR - WILSON

(TOTAL 8 POLES ON E
OF AYR)

From: Krista Shirreff
To: [DNV Input](#)
Subject: Support for Boffo Properties" Ridgewood Townhouse Project
Date: December 01, 2017 9:34:36 AM

Dear Mayor and Council,

Re: Support for Boffo Properties' Ridgewood Townhouse Project

My name is Krista Shirreff and I support Boffo's Ridgewood Townhouse Project.

My husband and I have a young son and another one on the way. As a young family we know firsthand how difficult it is to find housing that can suit our needs at an affordable price. Frankly, single family homes are not the solution for families like us as they rise into multi-million dollar values. We believe that townhomes offer a relatively more affordable solution by providing the size of homes young families need at prices they can afford. Currently the majority of product type available on the North Shore is detached single family homes which make it difficult for families like ours to stay in the community. We were fortunate enough to recently purchase a new townhome in the District and look forward raising our children in this exceptional community.

Boffo's project offers the kind of alternative housing that the North Shore needs – relatively more affordable homes for families in a fantastic community.

We urge Council to approve the project immediately to allow families like mine to move into these communities and help them grow into thriving areas.

Yours truly

Krista Shirreff

From: Kevin Smith
To: [DNV Input](#)
Subject: Boffo 2 (Edgemont Village) - Letter of Support
Date: December 01, 2017 3:34:58 PM

To whom it may concern (Mayor & Council),

I wanted to provide my feedback to the District about the proposed Boffo 2 – the 25 townhomes, located at 1031 – 1045 Ridgewood Drive (the southeast corner of Ridgewood and Ayr Avenue). I have lived in the Edgemont area for over 30 years and frequent the Village on essentially a daily basis. I have had time to review the information on the DNV website and think the project will be a great addition to the village. I really think that the architecture and scale of the project have been carefully considered and are appropriate for the existing Edgemont Village – and are as proposed in the OCP. The project will help deliver some of the community's key goals for Edgemont Village (more housing diversity and affordability, supporting local businesses, etc.) – especially in light of the Grosvenor Connaught project. It only makes sense to allow for townhouse density in very close proximity to the Grosvenor project. The Boffo project will further support existing businesses by with greater density will ultimately house more customers in the Village.

In addition, I think the project will accommodate the lifestyles and needs of people at all stages of life, and this project will serve a growing need for alternative housing in this neighbourhood that is geared to young families who can't afford a single family detached house, and to downsizers who wish to remain in the community. It is my understanding, that this project will not start until Boffo 1 is complete, I am in agreement with this plan given the amount of construction activity in the Village today.

Overall, I strongly support this development based on everything outlined above.

Sincerely,
Kevin Smith

[REDACTED]
[REDACTED]
[REDACTED]

From: andrew evans
To: [DNV Input](#)
Subject: 1031 - 1045 Ridgewood Drive Support
Date: December 02, 2017 11:41:23 PM

Mayor and Council

I am writing in support of Boffo Properties proposed townhome development located at 1031 - 1045 Ridgewood Drive.

I am a resident of the Pemberton Heights neighbourhood and I regularly visit Edgemont Village with my family to frequent the various retail stores or public library. The proposed form of development is highly suitable for its location in proximity to the Village and also given that it backs onto the larger Grosvenor and Amica at Edgemont buildings. It is important to add more of this ground oriented type of density to walkable amenity rich locations like Edgemont Village as a way of providing alternative housing options for both young families and downsizers. While many might say that the homes will not be affordable to young families, they will still be more affordable than detached homes in the area. Where I think projects like this help is by providing downsizers an opportunity to remain in their existing neighbourhoods and thereby freeing up their existing detached homes for families.

Andrew Evans


From: Rob Cutler
To: [DNV Input](#)
Cc: [Roger Bassam](#); [Richard Walton, Mayor](#); [Mathew Bond](#); [James Hanson](#); [Robin Hicks](#); [Doug MacKay-Dunn](#); [Lisa Muri](#)
Subject: Bylaws 8278 & 8256
Date: December 03, 2017 10:06:07 PM

Attn: Municipal Clerk

We are writing to express our opposition to the above noted bylaws and the prospect of 1031, 1037, 1041, 1045 Ridgewood Drive being rezoned from RES2 to RES4 and the Official Community Plan being amended to accommodate this change.

The OCP is an important document that is developed with much resident consultation and engagement, and Council consideration before it is approved. This proposal does not respect that process and such should be denied.

Given the amount of redevelopment occurring in and around Edgemont Village, the community in which we live and have chosen to raise our family is under significant attack. As property values rise, redevelopment will inevitably occur and should occur within the established plans and rules. The dwellings at these addresses are ready for redevelopment, primarily because they have not been well maintained, and their redevelopment should be encouraged, but within the current zoning as outlined in the OCP.

In addition, given the amount of redevelopment occurring within a relatively small area in and around Edgemont Village, special attention should be paid to only issue a certain number of redevelopment permits at one time so as not to overload the surrounding neighbours with the impact of traffic and noise. Many parts of the neighborhood are already beyond or near the 'tipping point' with regard to the impact of redevelopment.

Thank you,
Rob & Joanne Cutler



Virus-free. www.avast.com

From: David Morris
To: [DNV Input](#)
Subject: 1031 - 1045 Ridgewood Drive
Date: December 04, 2017 9:20:02 AM

Dear Mayor and Council,

As a resident of the area, I would like to offer my support for the proposed project at the above noted address. Having watched Boffo construct their first project in the village, I am confident that this project will have a continued positive impact on our community and the realization of the Edgemont Village Plan.

Regards,

David Morris

[REDACTED]

North Vancouver, BC

From: David Taylor
To: [DNV Input](#)
Subject: Support for 1031 – 1045 Ridgewood Drive.
Date: December 04, 2017 10:13:58 AM

Dear Mayor and Council,

I am writing in support of Boffo Properties' application for the townhouse project at 1031 – 1045 Ridgewood Drive.

As you are likely already aware, the Edgemont area has become one of the most desirable areas on the entire North Shore due to its walkability, retail amenities in the Village and great schools. Unfortunately, the vast majority of land in the Edgemont area, even in very close proximity to the Village, remains zoned for the lowest density and most exclusive use possible: single family houses. The average sale price for a single family detached house in the Edgemont subarea in 2017 is \$2,700,000. The unaffordability issue is being exacerbated by new single family construction that is currently delivering 5,000 SF monster homes at pricing hovering in the \$4 to 5 Million range.

For the 99.9% of the population that cannot afford entry into Edgemont's single-family market, there are virtually no alternative options in other housing types. A further analysis of MLS indicates that only 4 attached units have sold in Edgemont under \$1 Million in all of 2017.

Townhomes immediately adjacent the village were part of the Edgemont Village Plan approved by council, and while it won't solve the areas affordability crisis, it will at least give some young families like mine a shot at getting to live in Edgemont in a more progressive housing form that doesn't require a car for every trip to the store, school etc.

I grew up in Edgemont and this housing form would likely be the only option available for me and my family if we are ever to return.

I urge you to approve this project.

Best Regards,

David Taylor

From: Daniel
To: [DNV Input](#)
Subject: Support
Date: December 04, 2017 12:28:57 PM

Dear Mayor and Council,

I am writing to express my support for Boffo Properties' proposed townhouse project on Ridgewood Drive in Edgemont Village.

As a long time resident of North Vancouver who rents my current accommodation, I would like to be able to buy a home in Edgemont Village. I think that it is a good idea to develop more affordable housing on the North Shore, including in Edgemont Village or others areas in North Vancouver. Boffo's proposed townhouses will be relatively more affordable than single family homes in the area, and this will offer an alternative for people like me.

I encourage Council to support this project.

Yours truly,

Daniel Jardo

Mobile [REDACTED]

From: Jeff W
To: [DNV Input](#)
Subject: 1031-1045 Ridgewood Drive - Public Hearing Input of Support
Date: December 04, 2017 4:57:52 PM

To Mayor Richard Walton and Council members,

I'm writing this email to voice my support for Boffo's Townhouse project located at 1031-1045 Ridgewood Drive. As the economy and housing market keeps changing in Metro Vancouver and (especially) single family home prices skyrocket, it is extremely important to provide transitional housing alternatives such as these townhomes. This project creates 25 new housing alternatives to many people in different stages of life, but especially younger families that are trying to break into the market and have a home that is a compromise between a small apartment and a fully detached single family home in a nice community.

Situated in Edgemont Village, a safe, thriving, and family oriented village centre, these new homes will help grow the town centre and diversify the community.

Focusing on increasing the supply of transitional homes, such as this project in the District of North Vancouver, is one of the steps to tackle the affordability issues that we see today.

Thank you very much for your time. I look forward to seeing this bylaw adopted.

Jeff Winton

[REDACTED]

[REDACTED]

From: Andrea Travers
To: [Emel Nordin](#); [DNV Input](#)
Cc: [Michael Travers](#)
Subject: Written Submission: Public Hearing 1031, 1037, 1041 & 1045 Ridgewood Drive
Date: December 04, 2017 11:31:59 PM
Attachments: [DNV letter Boffo 4December2017.pdf](#)

Hello,

We are unable to attend the Public Hearing on December 5th, 2017, however, we attended the Public Information Meeting hosted by Boffo Properties (Ridgewood) Limited Partnership on May 4th, 2017 and provided the written submission below. We feel that our feedback and specific questions were not addressed and did not make it into the report to Council file #08.3060.20/009.17 dated October 25, 2017.

We have taken time to review and made our layman's attempt to interpret both the District of North Vancouver documentation[1] and the documentation provided by the developer and their team of professionals. This coupled with verbal information received at the meeting, has informed us in developing a list of what turned out to be 5 key comments/recommendations that we feel will need to be addressed as part of shaping this development proposal into one that could be successful in both complementing the spirit of Edgemont Village, as well as supporting the enhancement of the community in the years ahead.

Please accept this document as our comments for inclusion in your report to Council.

A summary of our concerns is as follows:

- 1) The scale of the development is too large for the Village's residential periphery
- 2) The height of the proposed development fails to allow for a transition from the Village core
- 3) The proposed development has not adequately responded to the Guidelines for building massing
- 4) The traffic assessment does not consider cumulative impacts of development on the North shore (<http://www.nsnews.com/news/north-shore-s-number-one-economic-issue-transportation-1.23109795> Traffic being noted as the North Shore's number one economic issue that local government appears to be taking no meaningful action on)
- 5) The cumulative impacts on the community – too much too soon

In the letter attached, we have described the basis for each of our 5 key concerns and proposed solutions for each.

Please confirm your receipt of this email and attached letter and confirm if any further steps are required by us in order to have our written submission included in its entirety as part of the evidentiary record for the Public Hearing 1031, 1037, 1041 & 1045 Ridgewood Drive.

Regards,

Andrea and Michael

Michael and Andrea Travers

4 December 2017

Emel Nordin
Development Planner
District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Dear Emel,

RE: Public Hearing – Boffo #2: Boffo Properties (Ridgewood) 1031, 1037, 1041 & 1045 Ridgewood Dr. Proposed 25 Unit Townhouse Project

We are unable to attend the Public Hearing on December 5th, 2017, however, we attended the Public Information Meeting hosted by Boffo Properties (Ridgewood) Limited Partnership on May 4th, 2017 and provided the written submission below. We feel that our feedback and specific questions were not addressed and did not make it into the report to Council file #08.3060.20/009.17 dated October 25, 2017.

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- 3) The proposed development has not adequately responded to the Guidelines for building massing
- 4) The traffic assessment does not consider cumulative impacts of development on the North shore
- 5) The cumulative impacts on the community – too much too soon

In the pages that follow we have described the basis for each of our 5 key comments and proposed solutions for each.

¹ Official Community Plan, District of North Vancouver Transportation Plan, Edgemont Village Centre Plan and Design Guidelines, Edgemont Village Transportation Study, Form and Character DPA details from Schedule B of the OCP

1) The Scale of the Development is Too Large for the Village's Residential Periphery

This development is being proposed in the Village's residential periphery as outlined in section 3.2 of the *Edgemont Village Centre: Plan and Design Guidelines* (hereafter referred to as the Guidelines):

The following map [referring to Map 4: Land Use - Residential Periphery, but also visible in Map 5 below] illustrates locations for potential low density multifamily residential uses around the Village where more diverse housing options that transition outwards from the Village core could be sensitively introduced. Ground-oriented forms like duplexes and multiplexes (e.g. triplexes, fourplexes, small rowhouses, and townhouses) whose scale and design should respect existing neighbourhood character are envisioned.

There are two ways the proposed development fails to meet the Guidelines for the residential periphery:

- i) *"Sensitively introduced"* – At the current scale, the proposed development fails to 'sensitively' transition from the density of the village core to the single family neighbourhood that surrounds the village, and vice versa when entering the village. The proposed development will be taller than Amica, which is in the Village core, therefore should be more visually dominant. As currently proposed, the scale of this development will dwarf all the single family homes beside it and directly across the street.

The goal of the residential periphery to 'sensitively' introduce the density of the Village core is not being respected in a development that introduces this degree of density. As we shared at the meeting, we see this development as a monster – 25 townhouses on 4 residential lots! We believe this development would be better suited for the Village core than the residential periphery and the developer is not being true to the spirit of the residential periphery in proposing such a large development for this specific site.

- ii) *"Scale and design should respect existing neighbourhood character"* – The architect successfully captures the character of the Village in the esthetic of the proposed design, but not the scale. In section 4.1 of the Guidelines on building heights, it outlines that 3 storey ground-oriented housing units were proposed for this residential periphery (see Map 5 below). As a resident who reviewed and provided input on this map, we feel a bit deceived. Perhaps we are naïve, but the map does not suggest that the natural grading of the site would be ignored and that the maximum height would run from street level. Nor did we understand that although this specific site is supposed to be a buffer between single family homes and the density of the village core, that a developer could propose 25 townhouses on 4 residential lots. The only thing that is even more surprising is that the developer is also requesting to exclude the parkade basement areas from the FSR calculations.

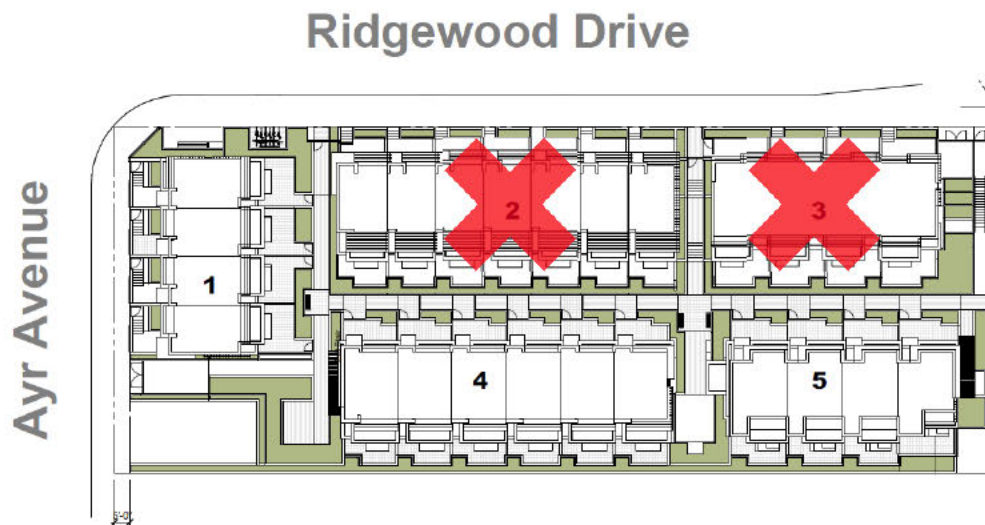


Map 5: Building Heights in Storeys

Proposed solutions:

- Decrease the size of the proposed development from 25 units to 13:
 - Site building #1 at street level on Ayr (this should be the only building with street level access), but reduce by one unit to accommodate setback
 - Remove Buildings #2 and #3
 - Site buildings #4 and #5 on the lot to retain the natural slope and provide a setback respectful to the adjacent homes
 - Do not allow the developer to exclude the parkade basement areas from the FSR calculations - the buildings must be decreased in height by one full storey

Suitable Scale for the Residential Periphery (13 Units on 4 Residential Lots):

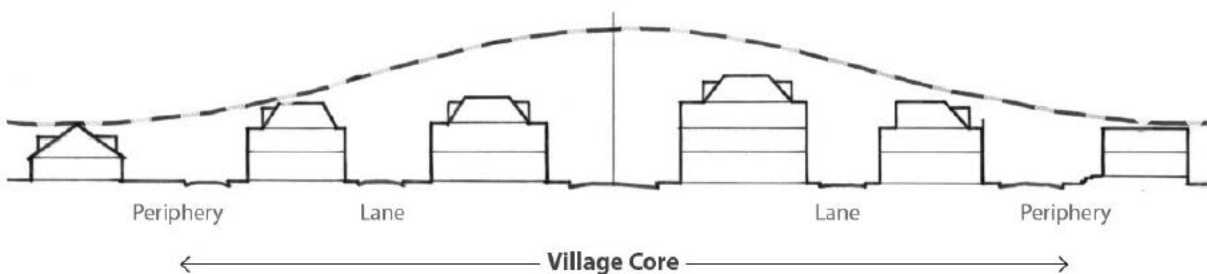


2) The Height of the Proposed Development Fails to Allow for a Transition Outward from the Village Core

As per the Guidelines in Building Heights, section 4.1:

"[Map 5] Schematic illustration of the principle of transitioning outwards from the Village core to the periphery. Exact heights and uses would vary and be subject to case-by-case approval."

Map 5: Building Heights in Storeys



The proposed development fails to achieve the decreasing slope pictured above. The proposed design, coupled with the natural slope, would create a building taller than Amica. As Amica is in the Village core, it should be perceived to be taller than this development as one enters the Village. We believe the reason the Guidelines allow

3 storeys on this site (instead of 2 or 2.5 which are the majority of lots in the residential periphery) is due to the natural slope of the properties up to street level. This slope would allow for at least one level to be below street level (as the single family homes are now). However, the developer is not only proposing the maximum height, but also planning to bring the grade of the site to street level making a development that will look and feel more like 4 storeys. We believe the proposed development has fundamentally failed to achieve a building height that allows for transitioning outward from the Village core.

Proposed Solutions: Decrease the height of the proposed development

- Site buildings #4 and #5 on the lot to retain the natural slope and provide a setback respectful to the adjacent homes
 - Remove Buildings #2 and #3 to allow for more room on the site to accommodate this
 - Site building #1 at street level on Ayr only (giving only some units street level access)
- Do not allow the developer to exclude the parkade basement areas from the FSR calculations - decrease the buildings in height by one full storey

3) The Proposed Development Has Not Adequately Responded to the Guidelines on Building Massing

The proposed development has not been designed with careful consideration of the Guidelines on building massing and the sight lines they are trying to protect. Given this, we feel the design requires modifications and reductions, and it is especially important not to allow the developer to exclude the parkade basement areas from the FSR calculations. We may have misunderstood the following bullets taken from section 4.2 of the Guidelines on building massing, as we are not architects or developers, but we have the following comments:

- i) *“Massing should support a generally consistent streetwall in terms of height and build-to lines, with variation in step-backs or terraces on upper floors”* – It appears the 3rd storey has a minimal step-back along Ridgewood (it appears, the plans are difficult to read), but the actual exterior walls and roofline is not stepped-back. If the development was flipped (with balconies on the front along Ridgewood) it would better meet this guideline.

Further, the scale of the proposed development does not support *“consistent streetwall”* in terms of height and build-to lines on either the homes beside it on Ridgewood Avenue (not yet ready for redevelopment) nor the homes on the other side of the street (which will remain single family homes). As proposed, the development will result in an imposing and tunnel like feeling on Ridgewood Avenue, which is not consistent with *“respecting existing neighbourhood character”* (section 3.2).

- ii) *“Upper floors should be set back or integrated into sloped or angled rooflines to optimize views and sunlight penetration, accommodate residential balconies, and reduce massing impacts.”* – The developer has ignored this Guideline along Ridgewood Avenue. Given this is the boundary of the residential periphery it is much more important for this consideration along Ridgewood than within the development where they have set back upper floors. As proposed, the development will result in an imposing and tunnel like feeling on Ridgewood Avenue, which again, is not consistent with *“respecting existing neighbourhood character”* (section 3.2).
- iii) *“Massing on long frontages should be broken up with the use of courtyards, recesses, midblock connections, varied rooflines, etc.”* – The developer has generously broken up the building of the 25 townhouses into 5 distinct buildings. However, from the street view on Ayr there is no relief (unless the fire pit you may be able to see behind the parking stall counts?). On Ridgewood, there is one break between two monster-size buildings (a break that is small enough that it is likely required by code for safe egress).

- iv) *“New development in residential neighbourhoods should generally relate to or transition from established setbacks”* – Given this Guideline, it is surprising that the developer is asking for an approval to relax the minimum setback of 3 metre at the northwest corner of Ridgewood Drive and Ayr Avenue where the District is requiring a new corner cut. It seems more reasonable for the developer to reduce one unit than to ask the District to approve this variance. As proposed, the development is too close to the street compared to the single family homes within the same block (on both sides of the street).

Proposed Solutions:

- Decrease the size of the proposed development from 25 units to 13:
 - Site building #1 at street level on Ayr (this should be the only building with street level access), but reduce by one unit to accommodate setback
 - Remove Buildings #2 and #3
 - Site buildings #4 and #5 on the lot to retain the natural slope and provide a setback respectful to the adjacent homes
 - Do not allow the developer to exclude the parkade basement areas from the FSR calculations - the buildings must be decreased in height by one full storey

4) The Traffic Assessment Does Not Consider Cumulative Impacts of Development on the North shore

In reviewing the information provided by the developer on the proposed development, in conjunction with a review of the Districts' Transportation Plan, we have several concerns that do not appear to be addressed:

- i) The scope of the assessment is limited and makes a feeble attempt to assess impacts from the proposed development to the cumulative impacts of development on the north shore.
- ii) The assessment includes an inference that the development is connected to alternative modes of transportation (i.e. walking, cycling, public transit) – but there is no evidence of any analysis completed to support the conclusion that the public transit infrastructure is currently or will be in the future adequate to service the region or more specifically the developments of Edgemont village. We have read a couple other transportation assessments to see what analysis has been done and my conclusion is that this is a meaningless boilerplate statement included in all developer funded transportation assessments.
- iii) The report's author acknowledged that the traffic conditions they observed in developing their report likely represented lower than normal volumes due to road closures resulting from civil works underway. There are civil works underway at every major artery into the Village (Queens, Capilano Road, Montroyal). However, there is no follow-up statement that outlines what steps the developer will take to address the short comings of their data. Without this information, a true traffic assessment cannot be completed. Nor can decision makers on this application be adequately informed.

While the scope of this assessment may meet a set of minimum requirements established by the District for development applications we find it difficult to believe that it provides an adequate level of data collection and analysis for Council to make an informed decision, especially given the gridlock traffic we all experience on a daily basis on the North Shore.

Proposed Solutions:

- Wait until surrounding civil works are completed for more comprehensive data
- Wait until the Connaught and Village Walk are completed for more comprehensive data
- Broaden the study area to address impacts in the region
- Update traffic assessment and re-submit to the District

5) The Cumulative Impacts on the Community – Too Much Too Soon

After living in the North Shore for 4 decades, and in Edgemont for the last 12 years, in the last year it feels like Edgemont Village is under siege. Do we really need another large development right now? Amica is still advertising for residents, the Connaught is not sold out, and the Village Walk hasn't even gone on the market yet. Our understanding of the Official Community Plan and the supporting Guidelines are that this development is to occur over the following 10 to 20 years. If this is the case, why are over half of the lots in the Village core and residential periphery being developed in the first 5 years?

When we raised this point at the Community Information Meeting, you advised us that North Vancouver is currently behind on achieving its development targets set out in the Official Community Plan. This may be true of the District overall, but surely the same cannot be said for Edgemont. And if it can, the targets need to be re-evaluated as the extent of the development currently underway is making our small community unliveable for us as residents and unsafe for our children. This aggressive approach is too much too soon and it is making the Village an unpleasant place to be.

Our frustrations are compounded by public infrastructure upgrades that are causing traffic choke points like the Capilano Road water main replacement, the Montroyal bridge replacement and construction of the Delbrook Recreation Centre. These are all necessary, but what is not necessary is to further exacerbate traffic in our community by approving more development that is not required imminently.

Another issue to be aware of in the community is the limitations facing Highlands Elementary School (the public school for the Edgemont Village core). With the new legislation introduced, the school is currently short a classroom. Their solution is to remove the music room and possibly the library. This is essentially a new school and it is already too small! The School District isn't likely to get any funding for a renovation or even a portable compared to schools that aren't seismically sound. But what will happen when families starting moving into the Connaught and Edgemont Walk and there isn't even room for their children at the local school? Families are paying premium prices to live in this community with the intention of having a pedestrian lifestyle. However, given the constraints on the school and many families not have this option. It creates additional traffic and for many it defeats the very reason they paid the high price to be live in this community.

In the Guidelines you encourage developers to engage the Highlands Parent Advisory Council (achieving the vision, section 7.0). As a member of that group, I can confirm that no information has been shared with us, nor did I see any plans to engage this group in the development timeline. Ridgewood Drive is a major route for children walking to and from Highlands each day and I know this group would appreciate not only an information presentation of their own to share their questions, comments and concerns about safety, school overcrowding and overall community impacts. Not reaching out to this group suggests the developer is taking the minimum steps required rather than investing in meaningful consultation with key community stakeholders.

Proposed Solutions:

- Engage more community stakeholders
- Delay construction until Connaught and Village Walk are completed

Conclusion

At the Community Information Presentation, the architect made a point of acknowledging the challenge he had in creating a development plan that was sensitive to both the surrounding neighbours and the steep natural grading of the lots. We don't feel the proposed design successfully achieves this balance. We like the aesthetic design of the development but the scale does not fit the site. We see that the benefits to the developer will be realized with the maximum number of units on the minimal amount of land. We also understand the District may be satisfied

as every unit counts towards achieving your density goals. However, as homeowners that will see this development every day from our kitchen window, our living room window and our master bedroom window, we see a development that is out of scale with our neighbourhood.

We have had many conversations with neighbours who feel the same way as we do. In these conversations, many expressed they felt intimidated by the prospect of attempting to engage with professional developers even though everyone had questions and comments to share. Interestingly, none of our neighbours want to stop development. We are all keen to see the village updated and revitalized. Nobody is against adding density, but we are all worried about why so much is being done so soon. There are several major developments in the initial stages of construction. Do we need to approve more today when we don't understand if they will make the intended contributions to the OCP goals? Through our conversations, we have realized that as a community we have an open-minded attitude, a keen eye on the future and a trust that the District will do the right thing.

We recognize these comments are long, but felt it was important to take this opportunity to shape this application into a development that will complement and enhance the Edgemont Village community. We are speaking not only for ourselves, but for the many neighbours and community members we have spoken to. We hope our concerns will be heard.

Regards,


Michael and Andrea Travers

From: Joan Grant
To: [DNV Input](#)
Subject: 1031, 1037,1041, & 1045 Ridgewood Drive
Date: December 05, 2017 10:14:46 AM

Municipal Clerk
District Of North Vancouver

I am unable to attend tonight's public hearing regarding the 25 unit Townhouse Project, on Ridgewood Drive, but would like to provide my input by this written submission. I have lived on Sunnycrest Drive just west of Highland Blvd. for 30 years. I am not against re-development or change but it must be done in a matter so as to not cause major disruption to the neighbourhood. At one point we had traffic being diverted to Highland Blvd. because of road work on Capilano, the building of Amica, and the tear down of Super Valu. I work in West Vancouver, but had to leave for work much earlier just to get through the chaos of Edgemont Village. The congestion at the bottom of Highland is still present as both staff and visitors of Amica park on both sides of the road and it is a challenge for the 246 bus, cyclists, and cars at times to drive through. Amica is completed but the Grosvenor development /Thrifty's is far from done, and there is also the on-going construction of the other townhouse development at Ridgewood and Edgemont. I suspect that this proposed townhouse development will be approved, but I urge you to consider not allowing construction to start until the above projects are near completion. There are still people occupying most of those homes so I do not see what the issue would be in delaying the start of this project. Also, in general most merchants in Edgemont have suffered during all this development and I fear the loss of more independent merchants which has made Edgemont unique and the hub of this neighbourhood. Parking has become a major issue and friends of mine from other areas who use to frequent Edgemont have stopped because of the lack of parking. The North Shore has and is going through a major re-development phase but the needs and concerns of its long term residents who have supported their neighbourhood should not be ignored.

Sincerely,
Joan Grant



Not directly related to this issue is my question as to why there is still a 4 way Stop at Ridgewood and Sunset as it slows down the flow of traffic and relative to the traffic traveling east/west on Ridgewood, very few cars traveling south on Sunset make a left onto Ridgewood. Also I have notice the re-introduction of lights at the corner of Colwood/Ridgewood and Highland Blvd. I have no idea as to why there is an advance green for those turning left off Colwood to head south on Highland. I go through that intersection at least 4 times a day and rarely witness a car making that turn. Many vehicles make a left going south on Highland onto Colwood, but there is no advanced green and that adds to rush hour congestion.

Sent from my iPad

From: [REDACTED]
To: [DNV Input](#)
Subject: public hearing re:Ridgewood and Ayr Edgemont Village
Date: December 05, 2017 12:50:06 PM

Mayor and Council

Having spoken with very helpful district staff today it seems that any comments I might have against the zoning changes to these properties is moot. Therefore I shall limit my comments to those pertaining to how the project contributes to aesthetics and village atmosphere.

Twenty-five years ago in Edgemont Village, Sugar-bowl Holdings was about to develop the Delaney's site. Village residents were at that time, as they remain, loath to change, however in working with the developer we gained an aesthetically pleasing, functional building that has anchored the Village ever since. The original architecture proposed was a flat stucco box that could have been stuck on any strip mall, in any city, anywhere. My husband, being on the OCP council at the time, had the opportunity to make suggestions to the developers about the aesthetics of their project and ultimately every suggestion was incorporated. The resulting building fit in to the Village as if it had always been there.

Although the illustration provided by the applying developer for the Ridgewood and Ayr corner may not accurately display their final product, the description of what is intended is enough to indicate that we are being offered the current architectural trend of a bunch of boxes piled atop of each other. I would like the developer to tell us how the structures they are proposing fit in with the neighbourhood? How do they reflect the environment? And, what makes these buildings say "we are the perfect architectural compliment to this landscape"?

The developer wants to maximize floorspace ratio and put as much product on the site as possible. This is good for his bottom line. But once the developer has completed his business, Village residents are left to live with the impact of the product. I would appeal to the council to consider ways to ensure that this project (and all others) reflect the atmosphere specific to the area. That task would necessitate identifying, albeit somewhat subjectively, what the Edgemont atmosphere is. Here are some personal reflections on that question: Mountains, creeks, towering trees, trails, salmon, raccoons, bears, birds, rain, walking, hiking, skiing, biking, neighbours, families, knowing the owners of the bookstores, barbershops and butchershops. How are these things reflected in the proposed project's design?

In my mind they could be reflected through the architectural use of natural wood and stone, peaked roofs and a variety of angles (not just 90 degree ones!). Not only do these things reference our natural environment of forest and creeks and mountains but more appropriately suit our 10 months a year of rain. Because of the intent of putting in underground parking, the opportunity for including indigenous heritage trees of Douglas Fir and Western Red Cedar, in site landscaping, is lost. Reduction of the number of units, plus sensitive site use and excavation, could ensure the retention of some mature trees already on site, as well as increase greenspace and allow for more diverse and environment appropriate architectural design.

Although the amount of development that is happening in our Village , and indeed, the district in general, is a concern to residents it can be looked upon as an opportunity to make some important decisions about overall aesthetic environmental vision. I find it unfortunate that the architectural style of the most recent Edgemont commercial development, at Queens and Edgemont, is so cold and uninviting. This building's overuse of cement and glass fits well in a very urban setting but is imposing in our little Village. I hope that the appearance of the commercial part of the development at the Super-valu site will be warmer and more in scale with the neighbourhood. Similarly the Boffo development, though it has made efforts to use peaked roofs and wood cladding, is so tall and close to the sidewalk that it looms over pedestrians and we are almost unable to avoid looking into the homes. The developers wanting to undertake the project at Ridgewood and Ayr need to consider, in their proposal, not just what benefits them financially to build and not just what will offer increased housing for the district, but equally, what kind of development will echo the local environment and positively enhance the Village atmosphere for all Edgemont residents?

Thank you for the opportunity to share my thoughts.

Valerie Batyi



From: Sylvia Taylor
To: [DNV Input](#)
Subject: Against Bylaw 8278
Date: December 05, 2017 3:06:54 PM

I am strongly against Bylaw 8278 that would allow an amendment to the OCP to permit 25 Townhouses on Ridgewood Drive.

Access to and from Edgemont Village has not been improved upon for decades yet two large multi-housing projects are currently underway and another has just recently been completed in the Village.

Transit to and from downtown is extremely limited with only one bus per hour in the evenings. There are not enough jobs for all of these people in the Village itself.

Therefore we can expect that many of the new residents from these projects as well as the development under Bylaw 8278 will be driving in and out of the village creating extreme congestion.

Prior to any new development projects being approved the District of North Vancouver should ensure that the necessary infrastructure is in place such as roads and hospital capacity.

Please do not be pressured by developer greed and do not pursue this Townhouse Project on Ridgewood Drive.

Sylvia Taylor

[REDACTED]

North Vancouver

[REDACTED]

From: Sue Tufts
To: [DNV Input](#)
Subject: 1031-1045 Ridgewood Drive property development
Date: December 05, 2017 6:24:15 PM

5 December 2017

Mr. Mayor and Council members
District of North Vancouver

Dear All:

I'm writing to voice my approval for the above property development proposal in Edgemont, for the following reasons:

- <!--[if !supportLists]-->1. The project will appeal to downsizers who wish to remain in the community. This is critical for quality of life for the aging local demographic. 7 units will include private internal elevators to assist in meeting these needs.
- <!--[if !supportLists]-->2. The project will help achieve some of Edgemont Villages' key goals including providing more housing diversity and affordability, which in turn will support local businesses, and ancillary community organizations and services, such as churches and the recently completed new Delbrook Community Centre.
- <!--[if !supportLists]-->3. The development will also appeal to buyers who would like to return to the Edgemont Village area, unable to afford a single family home, but the more economical townhouse alternative is more realistic.
- <!--[if !supportLists]-->4. The project is consistent with the Edgemont Village Plan, which was supported by a strong majority of the community through an extensive consultation process over the past number of years.
- <!--[if !supportLists]-->5. The Boffo reputation of quality workmanship and attention to detail throughout the construction process will complement the existing Village "feel".
- <!--[if !supportLists]-->6. Having a 25 unit development will reduce external pressures for further densification, such as the high rise towers in Lynn Valley and Seylynn.

Thank you for listening.

Susan Tufts



North Vancouver, BC



From: Tamera Clark
To: [DNV Input](#)
Subject: Boffo Properties
Date: December 05, 2017 6:59:01 PM

Good evening,

My name is Tamera Clark from BjornBar Bakery in Edgemont Village. I was meant to speak tonight in regards to the Boffo Property but unfortunately can not make it.

I am very much on board with the development that is happening in Edgemont Village. I believe these new projects will bring a much needed variety of housing to the neighbourhood and will in-turn be beneficial for all the businesses.

The frustration with traffic and parking is inevitable anywhere. If it doesn't happen now, it will happen in the very near future. Once this is complete, we have an even more beautiful village to be very proud of.

The most recent Boffo development, that is in the completion stages, has in my mind been a great addition to the village and I look forward to seeing what else they have to offer.

Kind regards,

—

Tamera Clark
Chef/Owner

BjornBar Bakery

102 - 3053 Edgemont Boulevard, North Vancouver, BC V7R 2N5 | Bakery: 604.986.6886
| Mobile: [REDACTED] | www.bjornbarbakery.com

SUBMITTED AT THE
DEC 15 2017
PUBLIC HEARING

Mayor Walton and Council,

My name is Gordon Savage and I live at [REDACTED]

There are three compelling objectives for developing 1031 – 1045 Ridgewood Drive:

first, allowing “missing millennials” to live in North Vancouver,

two, addressing the high cost of housing, and

three, reducing traffic congestion caused by people commuting to North Vancouver to work.

Unfortunately, there is no way that developing the site as proposed will address any of those objectives.

The Boffo development in Edgemont, at 1103 Ridgewood Drive, was developed to meet those objectives. I went to community meetings on it and remember one man who spoke, a millennial, who was looking forward to moving into one of those townhomes, as he was renting. We now know that the starting price for those townhomes is \$1.6MM. And I doubt that man can afford that.

I want to set out exactly who can afford a townhome for \$1.6MM. Using standard mortgage assumptions, that potential homeowner needs to earn over quarter Million dollars a year which is in the top 1% of Canadian earners.

The people who will buy these townhomes are extremely high earners or investors. They are not those contemplated in the three objectives. Why would the District approve more density for high earners or investors? And, the ~~three~~ renters at 1031 – 1045 Ridgewood that are losing their homes for the development are likely people the objectives are supposed to support.

Construction and density is killing quality of life on the north shore. It is dangerous to walk on sidewalks next to construction sites. During the construction at 1103 Ridgewood, both the sidewalks and crosswalk light control button were actually in the

street for months. Construction trucks spew noise and air pollution. We are losing our tree canopy. Traffic congestion across North Vancouver keeps getting worse.

We cannot build our way out of this housing crises. Supply will not solve what is a demand problem. The combination of low interest rates and the presence of investors is driving demand.

The proposal for 1031 – 1045 Ridgewood needs to be rethought. For instance, the development should have rental units included so people don't need to have saved a large down payment to live there. The development should have subsidized housing for people earning local incomes. There are many models for subsidizing local incomes: divert some funds from the Community Amenity Contribution, add a local income fee for developments or do as the City of Toronto has done and create a Subsidized Housing Fund. Council must be creative to meet those three objectives.

I ask that Council not approve the 1031 – 1045 Ridgewood rezoning proposal as submitted. If Council is going to approve more development that negatively impacts north shore quality of life, make that sacrifice worth something – allow that sacrifice to make a dent in those three objectives. Council can make a difference, start now.

Thank you.

Yearly Gross Income Required to Afford \$1.6MM Townhome

Sale Price	\$	1,600,000
Down Payment (15%)	-\$	240,000
Net Mortgage Amount	\$	<u>1,360,000</u>

Interest Rate	3.0%
Amortization Period	25 Years

Monthly Mortgage Payment	\$	6,449
Property Tax (assumed 3% of sale price/ 12mths)	\$	457
Total Monthly Payment	\$	<u>6,906</u>

Should be 32% of Gross Income to be affordable

Required Monthly Income for 32% Affordability	\$	21,583
Yearly Gross Affordable Income	\$	<u>258,991</u>

- According to 2015 Canadian census, this is in **top 1%** of earners
- Only **one employee at DNV** could afford this townhome per 2016 financials
- Did not include GST, transaction costs, strata fees, or provincial transfer tax which would make the required income even higher

Sky-high condo prices aren't a supply problem

Gary Mason

The Globe and Mail

Published Wednesday, May 24, 2017 5:00AM EDT

Last updated Wednesday, May 24, 2017 2:54PM EDT

Have you heard the one about how supply is going to solve the great Canadian housing crisis?

If you've listened to the real estate industry or our political leaders, you likely have. A lack of supply is the great culprit behind soaring prices and the lack of affordable homes. Just build more condo towers and presto, problem solved.

Well, they're building them in Metro Vancouver and Greater Toronto – lots of them. The Onni Group is now marketing a building in downtown Vancouver with units starting at \$1.7-million. Another developer, Intracorp, is advertising Belpark, on the city's west side, where you can get a two-bedroom, plus a den for \$1.5-million. And on it goes.

These prices are not dissimilar to what people are being asked to pay for the stock going up in downtown Toronto.

This is the so-called supply that is going to solve our housing crisis.

The truth is the problem of high costs, and access to reasonably priced accommodation in our two major cities is not being addressed. That is a simple fact. People will say that the condo towers I highlighted are in downtown Vancouver, so what do you expect? Well, the fact is those prices set a standard for the region. They are driving up the cost of housing miles away.

The Canada Mortgage and Housing Corp. sounded this alarm just this month in a new report. "Increases in home prices in the city of Vancouver had a spillover effect in surrounding British Columbia municipalities," the corporation said. And that effect was "measurable," it reported.

The same thing is undoubtedly happening in Toronto.

Here is the other brutal reality about the great supply argument: vast swaths of these units are being built and presold to foreign purchasers. These buyers, in turn, are either flipping the properties for a profit before they are even finished or hanging on to them as safe investments and renting them out. Sure, that might help bolster the rental stock, but why are locals who earn incomes in Canada and pay taxes here being shut out from buying these homes?

The problem is this type of foreign-investment activity is helping drive up prices. Everyone knows it and yet little is being done about it. Some of these offshore purchasers are, in fact, flipping the condos for a profit before final sale and avoiding paying the 15-per-cent foreign-buyers tax in the process.

No, there is lots of “supply” in Vancouver and Toronto. That isn’t the issue. It’s who’s getting access to that supply that is a big part of the problem. And it’s also the type of “supply” being built.

Many of the condos being constructed are designed to be purchased by wealthy investors, the Lamborghini crowd. They aren’t being built for a couple of young professionals starting a family. Not unless you consider \$1-million for 1,000-square-feet on the 10th floor of a tower in suburban Burnaby, B.C., reasonable. No, somehow, some way, governments need to encourage developers, through incentives or whatever it takes, to start building housing that the middle class can afford.

Right now, developers are getting everything their way. They are putting pressure on local politicians to speed up the approval process so they can erect more towers, more quickly, but they are doing nothing – nothing – about the costs of the units they are constructing. In fact, you could argue they are engaging in activity that is helping ensure the costs keep going up.

It’s ridiculous.

I understand that governments are reluctant to intervene in the normal ebb and flow of the market place. That is why the 15-per-cent foreign-buyers tax applied in Vancouver and Toronto was seen to be so controversial. But governments did it because they have an overriding obligation to the people they represent.

Right now, not enough is being done to protect the interests of average citizens as it concerns access to reasonably priced housing. The foreign-buyers tax had a momentary impact on prices in B.C.; now they are starting to escalate again, especially condos, which young people have been told is their housing of the future. Forget a detached home. So what is happening?

No, the great supply argument is a myth, a dodge. It is not solving anything. On housing, our political leaders continue to fail us.

Follow Gary Mason on Twitter: [@garymasonglobe](https://twitter.com/garymasonglobe)