

**From:** Scott J. Brown  
**Sent:** Sunday, July 19, 2015 6:02 PM  
**To:** Infoweb  
**Subject:** Proposed Rezoning, 7 unit Town home Project, 3730 Edgemont Blvd

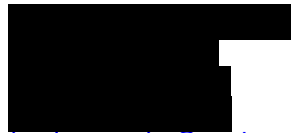
Hi my name is Scott Brown and I live at [REDACTED].

I have lived in Edgemont Village for the past 18 years and support this rezoning proposal by Harborview Homes.

We have seen the proposal and commend Harborview on their vision and quality of the project, which offers Edgemont families an alternative housing option from the large single family homes now being built or the smaller apartment homes that have been proposed in other locations around Edgemont village.



Scott J Brown  
Franchise Owner



[bevincoworks@sculpturehospitality.com](mailto:bevincoworks@sculpturehospitality.com)  
[www.sculpturehospitality.com](http://www.sculpturehospitality.com)

**From:** [Bill Tucker](#)  
**To:** [DNV Input](#)  
**Subject:** Seven Unit Town home Project, 3730-3736 Edgemont Boulevard, Harbourview Homes Corp.  
**Date:** Tuesday, July 21, 2015 2:54:04 PM  
**Attachments:** [0185e7.png](#)

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I'm a resident of [REDACTED] and I'm writing regarding to the above noted property.

I would like express my strong support for this project and similar forms of development in the Edgemont area. Although I can not attend this evenings' Council Meeting I would hope that Council lends full support to this project. Frankly, Edgemont Village needs this form of development and the proposed project by Harbourview is an excellent solution. Architectural design, size of units and mix of amenities responds directly to the demographics of this neighbourhood.

I have viewed other projects completed by Harbourview and they are an excellent developer. I'm pleased to see that they remain committed to the Edgemont neighbourhood.

If you have any questions please do not hesitate to call me.

Thank you.

**Bill Tucker, B.A.Sc., P.Eng., MBA**  
**CEO**  
**OMICRON**

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**From:** [Jim Kershaw](#)  
**To:** [DNV Input](#)  
**Subject:** Seven Unit Town home Project, 3730-3736 Edgemont Boulevard, Harbourview Homes Corp.  
**Date:** Tuesday, July 21, 2015 4:40:04 PM


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I wish to express my unqualified support for the above-mentioned project.

As a long-term resident of North Vancouver District, and a recent returnee to the North Shore following three winters in Toronto, I firmly believe projects that incorporate thoughtful approaches to harnessing the best the North Shore has to offer with a combination of intelligent sight lines, sensitive environmental interaction, and innovative and thoughtful character-based design elements will bring sustainable value to this community.

This is not like so many other projects that seem doomed to be cast as period pieces shortly after construction through an apparent unwillingness to depart from the popular tastes of classic mid-2015 North Shore construction. This community needs a steady supply of character and innovation and this is one project that delivers that.

Jim Kershaw

  
I really would rather be fishing!

# STANDARDS FOR SHADOW STUDIES

Shadow Studies illustrate the impact of development in terms of sun and daylight access to the surrounding context including surrounding buildings, the public realm, public and private open space.

Shadow Studies may be required in support of development applications to demonstrate that the location and height of a proposed building if greater than 10.7m, will not cause undue shade on the subject lands, and on surrounding context including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

Shadow Studies and Analyses will be conducted for the following dates:

- June 21
- September 21 (similar to March 21, and therefore, criteria for Sept. 21 are deemed to apply to March 21)
- December 21

At the following times:

- Solar Noon (SN)
- Hourly intervals before and after Solar Noon (SN), up to and including 1.5 hours after sunrise and 1.5 hours before sunset

Hourly solar data are specified for each date

See Tables 2, 3 and 4: Mississauga Sun Angle Data

Sun Angles:

Sun Angles are based on the latitude and longitude of the Mississauga Civic Centre at 300 City Centre Drive, Mississauga ON L5B 3C1

- Latitude: 43 deg. 35' 20" N
- Longitude: 79 deg. 38' 40" W

Time Zone: Eastern

Standard Time: UT - 5 hours

Daylight Time : UT - 4 hours

UT denotes Universal Time i.e. Greenwich Mean Time

Shadow Length (SL) = Building Height (H) x Shadow Length Factor (SLF). See Fig. 1

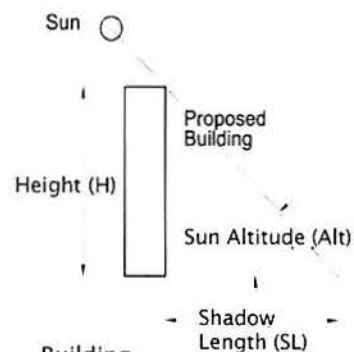
**SUBMITTED AT THE**

JUL 21 2015

**PUBLIC HEARING**



FIG. 1: DETERMINING SHADOW LENGTH



Building Height = H

Shadow Length Factor (SLF) =  $1/\tan(\text{Alt})$

Shadow Length (SL) = H x SLF

## 4

[http://www6.mississauga.ca/onlinemaps/planbldg/UrbanDesign/FinalStandards\\_ShadowStudies\\_July2014.pdf](http://www6.mississauga.ca/onlinemaps/planbldg/UrbanDesign/FinalStandards_ShadowStudies_July2014.pdf)

## Required Information

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### Information to be submitted with Development Application:

1. Complete set of shadow drawings for the dates and times shown in Tables 2, 3, and 4: Mississauga Sun Angle Data, from 1.5 hours after sunrise to 1.5 hours before sunset
2. Base mapping must include a minimum coverage area as follows:
  - ◆ 4.0 times the building height to the north, east and west
  - ◆ 1.5 times the building height to the south
3. Shadow drawings may be based on 2D mapping or air photos showing shadows from only the proposal, or they may be based on 3D mapping and include shadows from the proposed building and all buildings within the coverage area.
4. Shadow drawings shall include the following:
  - ◆ North Arrow and scale bar
  - ◆ Reference bearing for at least one street adjacent to the subject site
  - ◆ A scale suitable to show the entire shadow coverage area
  - ◆ Existing and incremental shadows differentiated by hatching or colour
  - ◆ Approved but not yet constructed buildings identified in contrasting colour
  - ◆ The name of the individual who has prepared the shadow drawings



**SUBJECT: Bylaws 8126 and 8127: Rezoning and Housing Agreement Bylaw for a 7 Unit Townhouse Project at 3730-3736 Edgemont Boulevard**

June 4, 2015

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Bylaw 8127 (Attachment B) authorizes the District to enter into a Housing Agreement to ensure that the proposed units remain available as rental units.

In addition, the following legal agreements will be required prior to zoning bylaw adoption to secure:

- A green building covenant;
- A stormwater management covenant; and,
- A tree protection covenant.

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**COMMUNITY AMENITY CONTRIBUTION:**

The District's Community Amenity Contribution (CAC) Policy requires an amenity contribution for projects including an increase in residential density. In this case, a CAC of \$33,585 has been calculated and this amount is included in the proposed CD 85 Zone. It is anticipated that the CACs from this development will include contributions toward any of the following: public parks, plazas, trails, and greenway; environmental, pedestrian, or other public realm infrastructure improvements; and, to the affordable housing fund.

\$33,585 at current land price of  
 \$160/sq-ft would buy about 210sq-ft  
 - about the area of a garage.

**CONCURRENCE:**

Staff

The project has been reviewed by staff from Environment, Permits, Parks, Engineering, Policy Planning, Urban Design, Transportation Planning, the Fire Department and the Arts Office.

Advisory Design Panel

The application was considered by the Advisory Design Panel on November 13, 2014 and the panel commended the applicant for the quality of the proposal and recommends the approval of the project pending improved accessibility to the courtyard and additional natural lighting in the underground garage.

In response to the Panel's motion, the applicant is proposing a continuous ribbon window at the west end of the parkade to allow more light into the parkade. There is now an accessible access route along the east edge of the property from the sidewalk on Edgemont Blvd which leads to the courtyard.

Tuesday, July 21, 2015

**Re: Public Hearing, 3730 - 3736 Edgemont Blvd**

We live at [REDACTED], directly across from, and facing onto, the proposed project, and we are very much in support of the project. We think it is a considerate design that pays homage to the late Fred Hollingsworth.

We have three specific concerns related to changes associated with District street infrastructure.

The first is light pollution. Currently there is a streetlamp at the entrance to the Manor that is mounted on a hydro pole. It generates severe light spillage and causes light pollution in our bedroom at night. We have spoken with the developer and understand that a new LED lamp will replace it, but that it will be placed 5-10 feet to the east of its current location, which will potentially result in a greater impact from light into our home at night. We appreciate the need for the lamp for pedestrian safety, particularly in light of the planned crosswalk that will be installed at that same location. **Our request would be a shroud to reduce the light spillage and its negative impact on the enjoyment of our home.**

Directly related to the light standard is the crosswalk. Currently the sidewalk on the south side of Edgemont ends at the edge of the property line of The Crescent Townhomes. There is a sidewalk the full length of Edgemont on the north side of the road, yet the plans indicate that the crosswalk will be placed across Edgemont not sidewalk to sidewalk, but from sidewalk to a spot east of our neighbour's driveway requiring a road bulge to be constructed across the driveway and effectively making the driveway part of the sidewalk. **It would seem far more logical to extend the crosswalk from the sidewalk on the west side of the Manor's entrance to the existing sidewalk at the edge of the property line of The Crescent.**

And that leads into the third concern we have regarding the construction. Traffic and parking and the crosswalk. We have only lived on Edgemont for less than two years and we were surprised by the severity of the traffic and parking that result from the Capilano Suspension Bridge around the corner. We were very pleased to see that the crosswalk is to be placed on a raised road hump, which we believe will go a long way to increasing pedestrian safety. It will also slow traffic down at a place where it is generally highly dangerous to pull out of one's driveway due to both the speed of traffic along this section of roadway, and the difficulty in seeing past parked vehicles. However, on speaking with the developer, we are concerned that the road hump may have been removed from the plans and feel strongly that it would go a long way to mitigating some of the danger associated with the installation of a crosswalk at a spot that is subject to frequent high speed traffic. **We believe, strongly, that it should remain a component of the plans.**

As a final note, we would welcome the **installation of resident only parking or time limiting parking in this area to reduce the parking congestion and increase resident safety.**

Thank you,  
Paige Ackerman & Kirk Kohn

[REDACTED], North Vancouver, [REDACTED]  
[REDACTED]

**SUBMITTED AT THE**  
JUL 21 2015  
**PUBLIC HEARING**

**From:** [REDACTED]  
**Sent:** Tuesday, July 21, 2015 5:29 PM  
**To:** Natasha Letchford  
**Subject:** Fwd: 3730-3736 Edgemont Blvd

"Natasha".

Is didn't catch the spell prompt.

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED]  
**Date:** July 21, 2015 at 10:45:57 AM PDT  
**To:** Natasha Letchford <[letchfordn@dnv.org](mailto:letchfordn@dnv.org)>  
**Subject:** 3730-3736 Edgemont Blvd

The Tasha, I'm writing in support of this application.

I live at [REDACTED] North Vancouver, in Edgemont Village, and have since 1989.

I feel this development should be permitted to proceed for the following reasons:

1. the developer is a proven local developer who has strong credibility.
2. The plan is a significant improvement to what exists on the site now, and provides Edgemont with much needed multi family living units.
3. The design, while increasing the density, is in keeping with the neighborhood and designed to be completely self-sufficient for parking requirements.

Thank you

Sent from my iPhone