

1031-1045 Ridgewood Drive development proposal
Virtual Public Information Meeting (March 30 – April 18, 2022)
Summary of public input



It's too bad that this development has no rental - it's all strata. More market rental is needed in DNV. Wesgroup met with me other members of Force of Nature Alliance on March 15, 2022. They said the following to our questions: 1. The roof will be solar-ready; The metal roof will easy to clip solar panels onto it; will have conduits and clipping in the mechanical rooms for solar. We encouraged them to have solar installed at time of building project to provide operational solar at time of Residents move-in. (A friend's solar provides 100% of annual electricity needs in Lynn Valley). 2. This will be a passive build - there will be no gas line to the project, no gas fireplaces, no gas for hot water, no gas for heat. That's a great move! 3. They may use Unbuilders, and have been in touch with another separate company which recycles entire buildings. However I see no mention/confirmation of use of Unbuilders in the video or timeline for demolition. I know CNV is interested in less construction waste going to landfills, and I suspect DNV feels the same way, so encouragement of builders (especially those with a green tinge) to make use building recyclers would set a good trend. 4. Wesgroup has committed to considering low-carbon cement and I ask that District NV staff follow up on this. I sent them information about low carbon cement after the meeting. 5. Wesgroup verbally committed to inclusion of a bike work room, and plan on ebike charging in the bike room. Could District NV staff follow please up on this? 6. Wesgroup committed/provided info that units will have heating and cooling using VRF (definition: Variable Refrigerant Flow (VRF) HVAC systems consist of outdoor units connected to multiple indoor units via refrigerant piping to provide cooling and heating to individual zones) My understanding is that design allows for ONE heat pump and maintenance will be minimal and shared amongst all residents, where fees would be assigned thru strata fees. Given the heat dome last Summer, would the District please start requiring cooling, in the form of electric heat pumps, in all new builds? Thank you.

nordine (staff)

The applicant provides the following response: Thank you for taking the time to share your input. This proposal is for 32 market townhomes, which is consistent with the use, height and density outlined in the Edgemont Village Centre Plan. Wesgroup builds and manages rental housing in communities across the Metro Vancouver area including the City of North Vancouver, New Westminister, Burnaby, and the City of Vancouver. As a developer, where policies allow, Wesgroup is committed to the delivery of secured market and below market rental housing, including deep subsidy housing made possible through government partnerships. Wesgroup is one of CMHC's most significant partners in BC, currently developing more than 830 affordable rental housing units through the Lower Mainland. Additionally, Wesgroup has developed the "Beyond Rent" program,

which helps their tenants become homeowners by offering large discounts towards a new home built by Wesgroup.

This project, and others in Wesgroup's portfolio, places a strong emphasis on sustainability. Since 2015, Wesgroup has built more than 1200 Built Green or LEED Gold homes and continues to seek innovative ways to further reduce the operational and embodied emissions. This development will be built to Passive House Standard (a first for Wesgroup) and will meet, or exceed Step 4 of BC's Energy Code requirements, which goes above the District's sustainability requirements for new developments. This will cut energy usage and related carbon emissions significantly when compared to BC Step Code 1-3 projects. The homes proposed in this development will be solar ready; in an effort to maintain a level of affordability, solar panels are not currently included in this application but can be considered as an "add on" feature for the new home owners. It is anticipated that all homes in this development will operate on a shared heating and cooling system using a high performance heat pump, however, this will be determined in the later stages of the application process, prior to the issuance of a Development Permit. The building strata will be responsible for maintaining the heat pump system upon building occupancy. The building will be 100% electric and will not have a gas line connection.

Wesgroup frequently partners with deconstruction specialists, like Unbuilders, in effort to reduce waste which has resulted in hundreds of tonnes of wood, scrap metal, drywall and concrete being kept out of landfills. Wesgroup also carefully deconstructs the kitchens and bathrooms from their presentation centres and donates them to local charities, as a way to help them better support their own communities. Wesgroup has initiated early discussions with a deconstruction specialist for this project, however, the application is still in the early stages and has not yet been approved. Subject to Council approval, Wesgroup will begin exploring opportunities for deconstruction, recycling for development-related waste and the use of sustainable construction materials such as low carbon cement.

This building will have a bike storage and work space area equipped with charging for electric bicycles.



The city and district want to increase densification and multi residential developments, close to core centres, transit and schools seems to makes the most sense. Single family houses are out of reach for most families in the DNV, so townhomes are one of the best options. This development would also help support the growing numbers of businesses in Edgemont Village and services they provide to our community.

nordine (staff)

The applicant provides the following response: Thank you for taking the time to share your input. This proposal seeks to deliver on the housing goals outlined in the Official

Community Plan and is consistent with the use, height and density outlined in the Edgemont Village Centre Plan, while also placing a strong emphasis on sustainability and family oriented housing close to transit and amenities.

This is what Edgemont and a lot of community nodes in NV District lack, we NEED a variety of housing types other than just single family homes. How else do we expand our tax base to pay and maintain for all the services that we love to keep our community parks, trail systems, schools and various amenities at the level that all tax payers expect. Our community needs to evolve and if you cannot put this type of proposal that offers family size townhouses directly beside the core of Edgemont Village, then where can you put it. For young families trying to move here and for our children that are currently growing up in this community, what are there options going to be other than a single family home? You have to look at these projects with a long term lens, the next generation of people that will keep this community going strong, raising their families and starting business here, will never be able to get in if there isn't a variety of choices. Replacing 4 single family homes with 32 townhomes, directly in the heart of the the village is a great start.

nordine (staff)

The applicant provides the following response: Thank you for taking the time to share your input. This proposal seeks to deliver on the housing goals outlined in the Official Community Plan and is consistent with the use, height and density outlined in the Edgemont Village Centre Plan, while also placing a strong emphasis on sustainability and family oriented housing close to transit and amenities.

This is a fantastic development and it will be great for Edgemont Village. Townhomes are an excellent way to add gentle density to the Village and keep families in the area. In turn, these folks help keep the shops in the Village in business, and help support new businesses that are opening. As demonstrated by the success of the recent townhome and mixed-use projects that have been built in the Village, new density has not "destroyed" the neighbourhood, but has actually made it more interesting, fun, and accessible to all types of people. On a recent trip to the Village this Easter weekend, I was happy to see so many different types of people around - families with young children and babies, seniors, teens, etc. I even spoke with a couple that had come out from Langley to have lunch at a local restaurant. The atmosphere of the village was welcoming and energetic and these townhomes will be a perfect complement to neighbourhood.

nordine (staff)

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I've worked in North Van for quite some time and come to Edgemont frequently, though I just moved away from the North Shore this month in search of better housing options. I was glad to hear about this proposal, since it will create an alternative to single family homes in Edgemont. Hopefully, one day I'll be able to buy in North Van and be greeted with more options like this one. It's a beautiful proposal that will complement the neighbourhood nicely. I hope Council will vote to approve.

nordine (staff)

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I am supportive of the proposed development. This project will provide a variety of housing which is needed in the neighbourhood and the additional density will support the businesses in the village.

nordine (staff)

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This project is all strata with no rental. We need more affordable rental in the District. The developer has commented that, OCP (Official Community Plan) considers this site as MARKET housing and not as RENTAL housing which is unfortunate. Wesgroup developers advised

they've worked with BC Housing on past/current projects-this could/may still, be an opportunity for this partnership. Wesgroup developers stated roof will be solar-ready; roof will be metal, easy to clip on to; will have conduit and clipping in the mechanical rooms for solar. I request that operational solar be installed at time of building project to provide operational solar at time of Residents move-in. (My solar provides 100% of annual electricity needs here in Lynn Valley). I commend and appreciate this will be a Passive build, where Wesgroup has committed to myself and environmental groups - there will be no gas line to the project, no gas fireplaces, no gas for hot water, no gas for heat. Wesgroup stated during a March 15, 2022 meeting-they may use Unbuilders, and have been in touch with another separate company which recycles entire buildings. However I see no mention/confirmation of use of Unbuilders in the video or timeline for demolition. Wesgroup has committed to considering low-carbon cement and I ask that District NV staff follow up on this. Wesgroup verbally committed to inclusion of a bike work room, and plan on ebike charging in the bike room, and I ask that District NV staff follow up on this. Wesgroup also has committed/provided info that units will have heating and cooling using VRF (definition: Variable Refrigerant Flow (VRF) HVAC systems consist of outdoor units connected to multiple indoor units via refrigerant piping to provide cooling and heating to individual zones) My understanding is that design allows for ONE heat pump and maintenance will be minimal and shared amongst all residents, where fees would be assigned thru strata fees.

nordine (staff)

The applicant provides the following response: This proposal is for 32 market townhomes, which is consistent with the use, height and density outlined in the Edgemont Village Centre Plan. The proposed townhomes have been designed to accommodate a range of demographics and offer a more affordable alternative to single family home ownership in the area. Wesgroup remains committed to delivering market townhomes at this location and have considered options to make the project more affordable, including the provision of smaller, 2-bedroom homes with the objective of making the new homes more attainable to prospective home buyers, while also being suitable for families and downsizers.

Wesgroup builds and manages rental housing in communities across the Metro Vancouver area including the City of North Vancouver, New Westminister, Burnaby, and the City of Vancouver. As a developer, where policies allow, Wesgroup is committed to the delivery of secured market and below market rental housing, including deep subsidy housing made possible through government partnerships. Wesgroup is one of CMHC's most significant partners in BC, currently developing more than 830 affordable rental housing units through the Lower Mainland. Additionally, Wesgroup has developed the "Beyond Rent" program, which helps their tenants become homeowners by offering large discounts towards a new home built by Wesgroup.

This project, and others in Wesgroup's portfolio, places a strong emphasis on sustainability. Since 2015, Wesgroup has built more than 1200 Built Green or LEED Gold homes and continues to seek innovative ways to further reduce the operational and embodied emissions. This

development will be built to Passive House Standard (a first for Wesgroup) and will meet, or exceed Step 4 of BC's Energy Code requirements, which goes above the District's sustainability requirements for new developments. This will cut energy usage and related carbon emissions significantly when compared to BC Step Code 1-3 projects. The homes proposed in this development will be solar ready; in an effort to maintain a level of affordability, solar panels are not currently included in this application but can be considered as an "add on" feature for the new home owners. It is anticipated that all homes in this development will operate on a shared heating and cooling system using a high performance heat pump, however, this will be determined in the later stages of the application process, prior to the issuance of a Development Permit. The building strata will be responsible for maintaining the heat pump system upon building occupancy. The building will be 100% electric and will not have a gas line connection.

Wesgroup frequently partners with deconstruction specialists, like Unbuilders, in effort to reduce waste which has resulted in hundreds of tonnes of wood, scrap metal, drywall and concrete being kept out of landfills. Wesgroup also carefully deconstructs the kitchens and bathrooms from their presentation centres and donates them to local charities, as a way to help them better support their own communities. Wesgroup has initiated early discussions with a deconstruction specialist for this project, however, the application is still in the early stages and has not yet been approved. Subject to Council approval, Wesgroup will begin exploring opportunities for deconstruction, recycling for development-related waste and the use of sustainable construction materials such as low carbon cement.

This building will have a bike storage and work space area equipped with charging for electric bicycles.



We are concerned about this development for a number of reasons: Tree removal. Sadly, the developer seeks to bulldoze the entire site to make construction easier and cheaper cutting down numerous significant trees and replacing with a few saplings. Removing this canopy cover is not a good trade off for the community and certainly not for our environment. It appears that the design seeks to pack together as many units into the smallest space possible without regard to surroundings. They are replacing 4 bungalows with 32 - 3.5 story buildings that loom over the street and are built right up to the sidewalk. What consideration is given to those that have to live nearby. Why is the District supporting privately owned developers simply building as much density as they can squeeze into a space, and leave the district residents to live with the eyesore and congestion left behind. A 3 story townhome is in no way useful for older folks as an alternative to move from a single family home. By replacing 4 homes with 32, I believe citizens need to be informed as to how the DNV plans to deal with this additional traffic, this combined with all the additional traffic from other recent additions? I am certainly not in favor of more ugly and inefficient traffic lights, but fear that will be the uninspired solution once again. At what point do these developments have to start addressing the real cost they impose on all of the other residents of the District. Alternative traffic flow methods which are far more efficient

and eye pleasing should be considered as part of development applications. These should be funded by the developer not the taxpayer. Today's reality of lowest-bidder condo construction includes the construction of fast and cheap buildings that will be in need of replacement in 20-30 years, which is certainly not environmentally friendly. From the building images it appears that there are no roof overhangs - wont rain/moisture will simply run down the sides of the building resulting in discoloration, rot and organic growth. We live in a rain forest should this not be taken into consideration?

nordine (staff)

The applicant provides the following response: The building design and architecture is driven by sustainability. We are proposing to build to Passive House Standard for this project, which exceeds the District's sustainability requirements for new developments. The application also aligns with the District of North Vancouver's Official Community Plan sustainability goals of supporting low carbon, compact more environmentally friendly buildings and landscapes. In addition to building to Passive House Standard, all residential parking spaces in this development will be EV ready.

Mature trees will be retained, where possible. Some trees will need to be removed to accommodate the new buildings on site and will be replaced with lush landscaping. The courtyard space will be a mixture of planted and garden plots. Some trees will need to be removed to accommodate the new buildings on site and will be replaced in accordance with the District of North Vancouver tree by-law. The current project proposes a selection of new trees which are both deciduous and some larger growing conifers and a mix of native and adaptive species. Planting areas provided are generous in size to help ensure plant longevity. Plants have been carefully selected for site conditions, scale, textural and seasonal interest.

This proposal seeks to deliver on the housing priorities outlined in the District's Official Community Plan, Edgemont Village Centre Plan and the Targeted OCP Action Plan Review, including the need for high quality and diverse housing suitable for families with children, seniors and people with mobility challenges. The project has been designed to complement the surrounding neighbourhood character, including the 4-storey mixed use building across the street on Ayr, the 3-storey seniors' living facility located to the south and the single family homes to the north. The building scale has been carefully considered to be sensitive to the existing neighbourhood context with massing oriented to the major street frontage along Ridgewood Drive and setbacks on upper floors to reduce massing impacts, optimize views and sunlight penetration. The massing is broken up with the use of courtyards, recesses, midblock connections and varied rooflines to facilitate a scale and rhythm that provides an effective transition between the site and its surroundings. The resulting design is a 2-storey building form fronting Ridgewood Drive (building 3), with 3rd floor enclosed stair access only, and four, stepped 3-storey buildings (buildings 1, 2,4, 5), with only a partial 3rd floor, fronting Ayr Avenue and the southern property line. The design has carefully considered the size and use of

overhangs, combined with appropriate glazing to reduce overall heat gain within the building, thus limiting the draw of additional heating and cooling. The roofing and cladding materials are a combination of metal and cementitious cladding, no organic materials are used in the building cladding. These materials are rot resistant and have warranties of between 30-50 years. The building is also utilising appropriate rainscreen exterior wall construction, allowing the wall cavity to “breathe” and drain moisture appropriately. This building methodology is common practice in the lower mainland to ensure building longevity and water tightness. The proposal is consistent with the proposed use, height, density and design guidelines (massing, setbacks, materials, colours) outlined by the Edgemont Village Centre Plan (2014).

The project will be subject to the District-led detailed application process which includes a detailed review of development related impacts by the District’s Planning, Engineering and Transportation Departments, who will also consider the impact of other developments in the immediate area. Wesgroup has retained Bunt and Associates Transportation and Planning Engineering to conduct a comprehensive Traffic Impact Assessment. A report has been submitted to the District as part of the rezoning application and will be subject to rigorous internal review by the District’s Planning and Transportation Departments. It is also anticipated that residents will take advantage of transit and walking to nearby retail and amenities.

Subject to approval, Wesgroup will be required to pay fees to the District of North Vancouver, including a Community Amenity Contribution (“CAC”) to fund public amenities, including parks, childcare and art as well as a Development Cost Charges (“DCC”) to fund infrastructure upgrades, such as road works and traffic singling. The allocation of CACs and DCCs is governed by District of North Vancouver, which has District-wide policies on the direction of CACs and DCCs.




I like that this proposal has the bike lane, and is planting trees to replace the mature trees that will be removed (unfortunately) by the construction, and that the design has some articulation as the previous design loomed over the sidewalk. I have though a few comments:1. Why so many parking spaces. This location is extremely well served by transit; it takes about 30 minutes to get downtown via the 246 bus from this location, about the same time as by car. You can walk to schools, grocery stores, restaurants from this location. We need to start to encourage use of low carbon transportation - walking, biking and transit - in the design and construction of our buildings. Reducing parking spaces is one means to do that. Residents will adapt and one day, will treat low carbon transit as just part of their lives.2. I agree that we need more housing, but it needs to be the right housing. Many families can't afford to live in North Vancouver due to the sky rocketing cost of housing. This development will get rid of four houses that were rented. I am not sure the tenants displaced would be able to afford the down payment for the new townhomes - so those four families have to find new rental in an already tight rental market. I appreciate the developer's nod to family housing, however market strata is beyond

the reach of many people on the north shore. Why not include some smaller units that would be rented, or rented below market? This reduces the developer's profit and creates complication for administering the rental, however, this is what's needed on the north shore. These townhomes will sell for way above what many, many families can afford. Thanks for listening.

nordine (staff)


The applicant provides the following response: Thank you for sharing your comments. The District of North Vancouver Zoning Bylaw sets parking minimums for new developments. The District's Zoning Bylaw requires 1 space per unit plus 1 space per 100 square metres of gross residential floor area, up to a maximum of 2 spaces per unit, inclusive of 0.25 per dwelling unit designated for visitor parking. The District's Alternative Vehicle Parking Rates policy considers a reduction in base parking rates for new multifamily residential developments where Transportation Demand Management targets are met. In this case, Wesgroup has elected not to seek a parking reduction under the District's Alternative Vehicle Parking Rates policy. This application meets the District's Zoning Bylaw requirement by providing 64 vehicle parking stalls, including 56 residential and 8 visitor stalls, and 1 loading space. All residential parking stalls will be EV ready. The site is well served by transit (including the 232 and 246 bus routes) and is centrally located, steps from shopping and services on Edgemont Boulevard and within walking distance to community amenities such as Delbrook Community Rec Centre, Highlands Elementary and Murdo Fraser Park. Given the site's central, transit-oriented location, it is anticipated that residents will take advantage of sustainable transportation options, including walking, cycling and public transit. This proposal seeks to deliver on the housing priorities outlined in the District's Official Community Plan, Edgemont Village Centre Plan and the Targeted OCP Action Plan Review, including the need for diverse, family oriented and accessible housing. This project responds to local demand for home ownership opportunities that are more affordable than a traditional single-family home, yet larger than a condominium. While Wesgroup remains committed to delivering townhomes at this location, they have considered options to make the project more affordable, including the provision of smaller, 2-bedroom homes with the objective of making the new homes more attainable to prospective home buyers, while also being suitable for families and downsizers. While the application process is expected to take 12+ months, tenants will remain a key priority. Wesgroup has and will continue to meet with individual tenants to discuss intentions for the property and to answer any questions.

 I am not opposed to the development but the height, mass, and density of the building seems excessive. Given the proximity to single-family residential homes, there should be some sort of step-down zoning. 32 units where four are currently located seems excessive, and 3.5 floors of height, where 1 is currently located is also excessive. Maybe reduce the density by eliminating

10 units and reduce the height of the units on Ridgewood to 2 floors such that there is less mass and more light for the single-family homes across the street and the East end of the block.

nordine (staff)

The applicant provides the following response: Thank you for your feedback on this application. The project has been designed to complement the surrounding neighbourhood character, including the 4-storey mixed use building across the street on Ayr, the 3-storey seniors' living facility located to the south and the single family homes to the north. The building scale has been carefully considered to be sensitive to the existing neighbourhood context with massing oriented to the major street frontage along Ridgewood Drive and setbacks on upper floors to reduce massing impacts, optimize views and sunlight penetration. The massing is broken up with the use of courtyards, recesses, midblock connections and varied rooflines to facilitate a scale and rhythm that provides an effective transition between the site and its surroundings. The resulting design is a 2-storey building form fronting Ridgewood Drive (building 3), with 3rd floor enclosed stair access only, and four, stepped 3-storey buildings (buildings 1, 2,4, 5), with only a partial 3rd floor, fronting Ayr Avenue and the southern property line. The proposal is consistent with the proposed use, height, density and design guidelines (massing, setbacks, materials, colours) outlined by the Edgemont Village Centre Plan (2014). The project complies with the Edgemont Village Centre Plan, by adhering to the following conditions: density up to 1.2 FSR for townhomes; up to 3-storeys in height; considers Adaptable Design provisions for potential low-density ground-oriented housing; massing is oriented to the major frontage street; and upper floors set back to optimize views and sunlight penetration, accommodate residential balconies, and reduce massing impacts. No variations or relaxations are being sought for this application.



I am not strictly opposed to the development itself. That said, I can not comprehend how you plan on doing the demolition and clearing; the excavation and shoring; and the construction of the concrete structure, etc. The short block of Ayr Avenue is already extremely busy with many trucks, including semi-trailers, that are unloading into the large loading bay that would be located directly across from this proposed development. There are regularly 2 - 3 trucks parked, illegally, on either side of Ayr Avenue waiting to unload within the short block that you are proposing to have the main entrance and exit of the development and where you want your staging/site trailers located. The trucks that are waiting to unload into the loading bay of Thrifty's/Cantina Norte, and other retail stores are already illegally parked on the street waiting their turn to back into the loading bay. The semi-trailers take the entire width and a great deal of the depth of Ayr to maneuver backwards into the loading bay. During that time, traffic comes to a halt and no one can drive on Ayr or exit or enter the Parkade that is located beside the loading bay and is used by many Edgemont shoppers and residents of The Connaught Edgemont. The loading bay is already extremely busy and the trucks start coming at 6:00am

until at least 8:00pm every day. The noise and traffic is already too intense. Please tell me how you expect to add more congestion, noise and confusion to this short block of Ayr Avenue? This is not feasible in my opinion.

nordine (staff)

The applicant provides the following response: Thank you for your comments on our proposal. The project will be subject to the District-led detailed application process which includes a detailed review of construction traffic management by the District's Engineering Department. Should the application be approved, we anticipate that construction would not begin until the fall of 2023 and would likely happen over an 18 month period, with an anticipated completion date of 2025. Wesgroup is dedicated to ensuring that any impacts from construction are minimized should the proposal move forward. A construction management plan has been created for this project, which will be executed by Wesgroups' experienced trade management team. Like any builder, Wesgroup will be required to abide by the District of North Vancouver's Noise Control Bylaw which specifies the hours and days when they will be able to make construction-related noise. Noise from construction projects is not allowed: before 7:00am or after 8:00pm from Monday-Friday; before 9:00am or after 5:00pm Saturdays; on a Sunday or statutory holiday. Wesgroup want to be a good neighbour. Prior to, and during construction, Wesgroup will provide neighbour updates on the construction program, what to expect, and who to call with concerns. Additionally, Wesgroup has retained Bunt and Associates Transportation and Planning Engineering to conduct a comprehensive Traffic Impact Assessment. A report has been submitted to the District as part of the rezoning application and will be subject to rigorous internal review by the District's Planning and Transportation Departments.

Our family is very much in favour of the proposal for the following reasons: The proposal is attractive, meets high environmental goals, adds density to a village centre which can afford the density. Publicly funded transit use will hopefully be used more increasing the cost benefits for our tax dollars. The previous iteration of the project had already been subject to residents scrutiny and after much debate, approved. This suggests that, in principle, residents are comfortable with the redevelopment and the DNV should proceed without delay. Development falling under the latest OCP guidelines should be given "tailwinds" and not "headwinds"

nordine (staff)

The applicant provides the following response: Thank you for your feedback. Our proposal seeks to deliver on the goals of the Official Community Plan and the Edgemont Village Centre Plan, while also fitting into the existing neighbourhood character and context. The project has been designed to accommodate a range of demographics and also places a strong emphasis on sustainability.