

DARWIN PROPERTIES LTD.

October 22, 2013

District of North Vancouver
355 West Queens Road
North Vancouver, BC
V7N 4N5

Attention: Mr. Doug Allan

RE: MODO CAR CO-OP AND CAR2GO AT 1561-1583 OXFORD STREET

As part of our strategy to reduce the need for parking at our project, we have had preliminary discussions with **Modo Car Co-op** and **Car2Go**. Both organizations have expressed interest in having a presence at our project on Oxford Street.

Modo Car Co-op ~ <http://www.modocoop/what>

Modo is a not-for-profit carsharing co-operative that started 16 years ago and has grown to over 8,000 members that share a variety of vehicles at over 200 locations in Metro Vancouver including several in the City of North Vancouver. Membership in the co-op provides an excellent environmental and economic mode of transportation along with access to transit passes.

I met with Phil Baudin, Executive Director of Modoco, in August who confirmed their interest in having not one but two vehicles at our Oxford Street project and we have tentatively allowed for two parking stalls for Modoco off the south lane. These stalls would be the "home base" for two specific Modoco vehicles that would get returned there after each use. Modoco members, whether residents of the building or not, would get 24-7 access to these two cars (hence our preference to locate the stalls off the lane and not underground).

Where Modoco cars are incorporated into new developments in the City of Vancouver, the COV has reduced the development's parking requirements by 5 stalls for each Modoco car.

According to Phil Baudin, every Modoco co-op car removes 15 vehicles from the road network.

At this time, we have nothing signed with Modoco yet pending the DNV's review of this but we have received Modoco's standard form developer agreement and are currently reviewing it.

Car2Go ~ <https://www.car2go.com/en/vancouver/>

Car2Go, which was introduced in Vancouver in 2011, is another form of car sharing network but, unlike Modoco, it is not station-based. Car2Go vehicles are located throughout the region and can be accessed "on demand" or reserved for up to 24 hours in advance.

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There are approximately 500 Car2Go vehicles in the Vancouver area and they enjoy the benefit of having dedicated "Car2Go parking only" spaces in addition to common on and off street parking. Refer to the website for dedicated Car2Go parking spaces and the current locations of their cars. A smartphone application is available that allows the user to find the closest vehicle with GPS technology.

Darwin approached Car2Go in July who confirmed their interest in this location although they do not yet have an agreement for exclusive street parking with the DNV. They require surface level spots away from large walls for GSM cellular network communication and publically accessible spots 24/7 with no gate or security barriers.

Modo and Car2Go are both revolutionizing the way people commute in urban areas and have both expressed an interest in being on Oxford Street. We feel that, in combination with other parking demand management measures listed below, a reduced parking ratio of 0.66/0.72 stalls per unit is justifiable:

- Closest building to Phibbs Exchange bus station. We anticipate that most occupants of the building will use transit. As the building's owner who is clearly motivated to provide sufficient parking for our tenants, we are comfortable with a reduced parking ratio.
- Over 1.1 bike storage spaces per unit. Every residential unit will have a place to store their bikes.
- Residents will have access to an interim Translink transit pass.
- The Lower Lynn implementation plan calls for 0.75 stalls per unit for rental housing. This rental housing will be located adjacent to a transit station where peak demand has been estimated by MMM at 0.66 cars per unit. If given City of Vancouver credit for the two Modo car share stalls, the number of parking stalls provided equates to 0.72.

If you have any questions on this topic, please don't hesitate to contact me.

Regards,



Brad Howard
Senior Development Manager

Submitted @
Reg Council
March 3, 2014

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March 3, 2014

Mayor & Council, District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

RE: OXFORD STREET RENTAL HOUSING APPLICATION

Good evening Mayor and Council.

The application you see before you reflects over three years of consultation with District staff and major community groups including North Shore Community Resources, Community Housing Action Committee, Capilano University, Western Stevedoring, and Translink.

Our proposed rental project is the closest physical property to Phibbs Exchange and represents an opportunity to construct a transit-oriented development adjacent to the District of North Vancouver's single largest transit hub which currently serves over 15,000 passengers per day.

On May 8th 2012, Coriolis Consulting released a report titled ***Metro Vancouver Purpose-Built Rental Housing: Inventory and Risk Analysis***. In their report Coriolis identified that 97% of the rental housing stock in the District of North Vancouver is more than 35 years old and estimated that 93% of existing rental units are at moderate to high risk of redevelopment.

If approved, our project will be one of the first stand-alone purpose-built rental buildings constructed in the District of North Vancouver since 1979. Our proposed 111 rental units will increase the rental housing stock in the district of North Vancouver by more than 10%.

While studies have confirmed that purpose built rental housing projects are more affordable than private condo rentals we are working with BC Housing to establish an affordable housing framework for a number of units in the project. The exact number of affordable units and rental rates will be established prior to Public Hearing.

We are excited to bring forward an application which meets the objectives of the Official Community Plan, revitalizes Phibbs Exchange and provides a much needed housing option to the District of North Vancouver.

Darwin Properties Ltd.
#404 – 197 Forester Street
North Vancouver, BC V7H0A6

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We would like to take this opportunity to thank District staff for their valuable input into our design and for their assistance in establishing a rental housing policy.

We look forward to receiving council's feedback on our proposal.

Regards,

A handwritten signature in blue ink, appearing to read 'Oliver Webbe', is written over a light blue horizontal line.

Oliver Webbe
President

Encl.

c.c. Jennifer Paton, Section Manager Development Planning

APPENDIX A

- Table from *Metro Vancouver Purpose-Built Rental Housing Inventory and Risk Analysis* (Coriolis, May 2012):

Rental Buildings in DNV Year Built	# of Rental Buildings	# of Rental Units	Age	Percentage of Total Units
1949 or older	4	45	65+ years	3.6%
1950 to 1959	5	20	55 to 65 years	1.6%
1960 to 1969	24	830	45 to 55 years	67.0%
1970 to 1979	8	311	35 to 45 years	25.1%
1980 and newer	1*	32	Up to 35 years	2.6%
Total	42	1,238		100%

* Polygon's *Evergreen House* constructed as part of the larger "Branches" project in Lynn Valley

- Our proposal will be held as rental in perpetuity and, compared to privately-held strata units, represents a more stable long term form of rental housing for a workforce that the District hopes to attract to sustain its economy and for residents it hopes to retain to support this evolving community.
- Our project has had to wait for the District's OCP and then for the Lower Lynn Town Centre plan guidelines to be adopted. It has also awaited emerging District policies on community amenity contributions, development cost charges, and off-site and on-site infrastructure considerations. Not all of these well intentioned regulations are easily applied to a rental proposal that is directly impacted by every on-site and off-site cost and has to produce housing that is affordable for residents, most of whom cannot afford to purchase.
- The proposal is a transit-oriented rental housing development in an emerging town centre located on Translink's Frequent Transit Network.
- We have reviewed the draft of the DNV's proposed amendment to its OCP Regional Context Statement and note that the project supports each of the 5 *Goals* of the Regional Growth Strategy as well as various *Strategies*:

- **Goal 1 Compact Growth Management** – 75%-90% of development directed to compact town centres,
- **Goal 2 Sustainable Economy** – concentrated populations, enhanced transit and pedestrian access support businesses in centres,
- **Goal 3 Natural Environment & Climate Change** – growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.
- **Goal 4 Complete Communities** – Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.
- **Goal 5 Transportation Choice** – greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards.
- **Strategy 1.2.6 b ii** – residential growth directed to Centres, including focus on affordable and rental housing
- **Strategy 1.2.6 b iii** – Parking Principles for Centres include reduced parking standards where warranted by transit service
- **Strategy 4.1.7 a i** – encourage family, seniors, rental, affordable, and adaptable housing relative to specific centres current and future profile
- **Strategy 4.1.7 a iv** – parking reductions and financial incentives such as reduced DCC's considered and applied as an incentive to affordable housing
- **Strategy 4.2.4 b** – locate community hubs and affordable housing in transit accessible areas

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March 21, 2014

District of North Vancouver
355 West Queens Road
North Vancouver, BC

Attention: Mrs. Jennifer Paton

RE: 1568 OXFORD STREET

During the last council meeting I had indicated to council that Darwin was working with BC Housing to establish an affordable housing framework for a number of units in the project.

I can now confirm that BC Housing has completed their internal review of our pro-forma, plans, and projected rents for the above referenced project and has concluded that 100% of the units in the project meet BC Housings affordability guidelines. Note: the guidelines were based on Level 1 affordability standards published by the Canada Mortgage and Housing Corporation.

CMHC Level 1 Affordable Rental Housing Rates

Bachelor	\$1,000
1 Bedroom	\$1,200
2 Bedroom	\$1,600
3 Bedroom	\$1,755

As you are aware, in May 2008 the Provincial Government enacted new legislation pertaining to DCC's. The legislative changes include the option for municipalities to exempt or waive DCC's for the classes of "eligible development" including "For-profit affordable rental housing".

Given the results of the BC Housing review we are requesting waiver of the Development Cost Charges in accordance with the Provincial legislation.

BC Housing requires both the rental rates and eligibility requirements to be secured by a housing agreement which will be in-place for the life of the building.

Please do not hesitate to contact myself or Armin Amrolia (Executive Director of BC Housing) should you have any questions regarding the affordability guidelines or the BC Housing review process 604-439-4198.

Regards,



Oliver Webbe
President

March 25, 2014

District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

VIA EMAIL

Attention: Mr. Doug Allan, Planner

RE: OXFORD STREET – TRANSPORTATION DEMAND MANAGEMENT

Dear Mr. Allan:

Further to our detailed rezoning application for 1561-1583 Oxford Street (resubmitted December 2014) and Engineering's memo to you dated January 30th, 2014, we wish to provide further details on our proposed **Transportation Demand Management** strategy as requested by staff.

The project is rental in nature, located on Translink's **Frequent Transit Network** (service every 15 minutes) and is adjacent to Phibbs Exchange; the District's largest transit station serving well over 15,000 transit riders per day. In addition to being strategically located where transit service is readily available, we are committed to further trip reduction approaches, including:

Travel planning

- New residents will receive a move-in package that contains transportation information including:
 - **Phibbs Exchange** transit station map, bus routes and schedules.
 - Introduction to **Modo Car Co-op** and instructions on how to use the car-sharing service that will be available exclusively to all residents. Modopromotional material will be posted in the building.
 - Information on how to access car-pooling networks (***pickuppall.com***, ***Jack Bell ride-share***, etc).
 - A bike route map in the Lower Lynn Town Centre [http://www.dnv.org/upload/pcdocsdocuments/13\\$wt01!.pdf](http://www.dnv.org/upload/pcdocsdocuments/13$wt01!.pdf)
 - An info package from **Car2Go**. Given the rental nature of the project and that Lower Lynn is a transportation-focused Town Centre, **Car2Go** has expressed interest in having a presence on the block so this will be especially useful if the District will permit dedicated **Car2Go** parking on Oxford Street.
 - We will be contacting local bike stores (***John Henry***, ***Deep Cove Bikes***, etc) to see if we can work together on promoting cycling as an

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alternative form of travel and perhaps including some promotional material in the move-in package.

- Encourage tenant registration with **Translink's Travel Smart** program.
- A Phibbs Exchange map, bus schedules and route map will be posted in a common place in the building (eg mail room, storage room).
- Initial residents will be provided with a 1-month transit pass

Parking pricing

Staff requested more information regarding parking pricing. Parking pricing is market driven. Revenue from parking is crucial to the economic viability of the project. Building management will control parking which can be done a number of ways including maintaining a list of stalls and assigning a resident's license plate number to them.

Transit passes

Initial residents of the building will be given a one-time 1-month transit pass. Information will also be posted in the building advising residents how they can purchase transit passes when that 1 month lapses, or for subsequent residents. Currently there are 17 Fare Dealers in North Vancouver with the closest being at the Save-on-Foods at Park & Tilford. This information will be provided to or posted for residents.

HUB

We will contact Timothy Welsh and ensure residents are given information about HUB and their programs including Bike to Work Week, Streetwise Cycling Courses, Workplace Cycling Workshops, Bike to School and Bike Friendly Business.

Bike storage

- Rent for storage lockers is market-driven and is a crucial form of income for the economic viability of a rental project.
- Residents that do not rent a parking stall will be given priority for storage lockers on the main floor.
- The lockers will be specified as bike storage so that there will be no confusion. If you rent a parking stall, you have bike storage in your stall. If you don't rent a parking stall, you can rent a storage locker for your bike.
- We cannot guarantee that residents won't store other items in their lockers but the lockers will be specified as bike storage and are to be used as such. If someone wants to store other items (skis, snowboard, etc.), in addition to their bike, we have no problem with that.

Proposed pedestrian improvements at off-ramp

- The proposed pedestrian improvements will result in a better pedestrian experience walking to and from Phibbs. The more friendly experience will encourage more walking and / or ridership on transit. Translink's eventual revitalization of Phibbs Exchange will improve this even more.

Monitoring program

- We agree to providing the DNV with parking occupancy numbers after completion of the project.

As you know, we are offering to purchase a dedicated co-op vehicle for the exclusive use of residents of 1561-1583 Oxford Street. The **Modo Car Co-op** has resulted in 3,000 fewer cars being on the road, and the co-op continues to grow in membership as car ownership behavior changes. Other jurisdictions have provided a 1:5 parking stall credit where co-op cars are included as part of the development.

We look forward to continue working with staff to finalize the details of our TDM strategy.

Yours truly,

Oliver Webbe
President

CC: Ms. Tegan Smith, District of North Vancouver