

WELCOME



Thank you for attending our facilitated engagement meeting for 502 - 536 East 3rd Street in North Vancouver.

We are committed to listening carefully and engaging constructively to respond to questions and concerns you may have as fully as we can.

Please review the following meeting rules of engagement:

- Only pre-registered attendees are permitted inside the meeting space.
- Please ensure comments and discussions are respectful. There is zero tolerance for intimidating or discriminatory language or behaviour at this event.
- Signs, banners, placards, or similar items may obstruct the view, be a personal injury risk, or prevent the safe passage of other attendees. Please leave them outside of the meeting space.
- Audio of this session will be recorded for the purpose of preparing a summary report.



Above: Map showing the subject site.

Note: this application is for an Official Community Plan Amendment, and seeks City approval for changes to land use and density. Some design elements could evolve in a future rezoning submission and once a private sector partner has been identified.

SITE CONTEXT



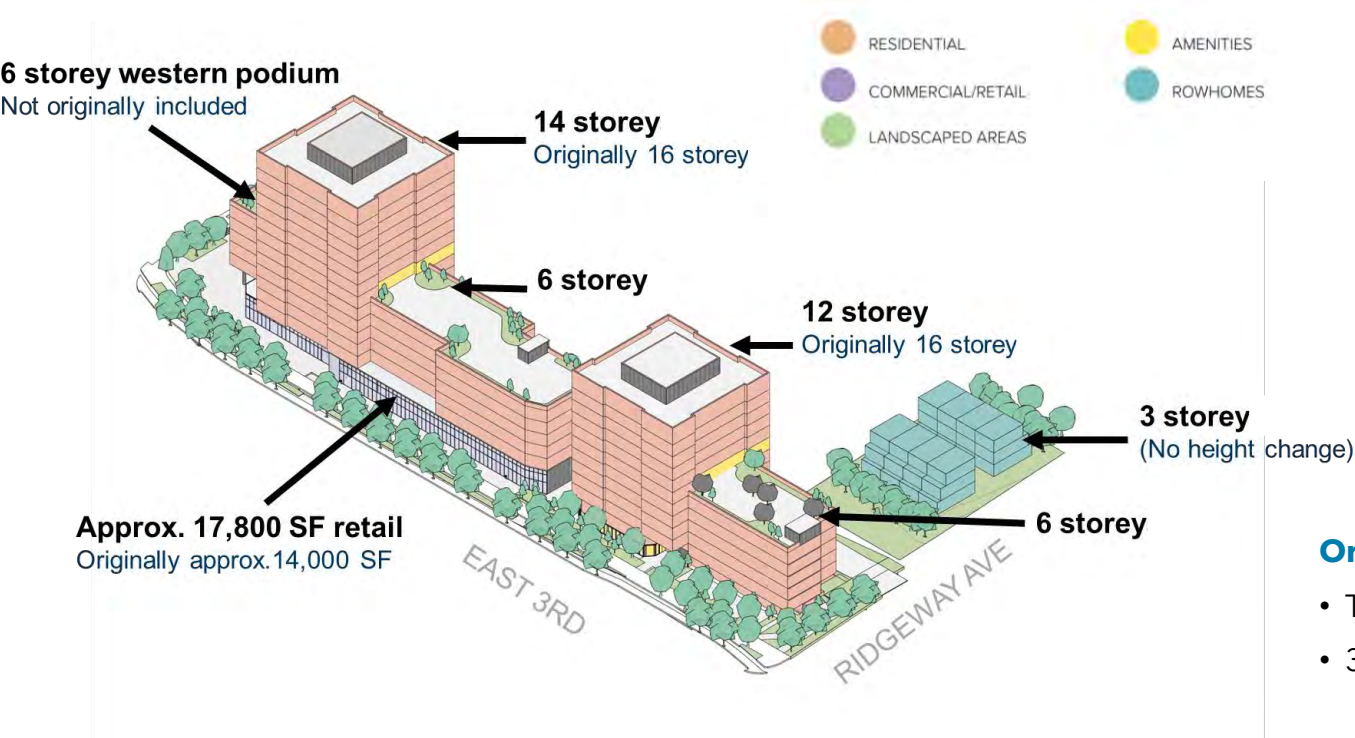
The project site is located at 502-536 East 3rd Street in the City of North Vancouver. The subject property is comprised of two parcels: the south parcel (approximately 1.87 acres) and the north parcel (approximately 0.31 acres).

This site is a former bus depot with paved areas and a number of unused, single-storey buildings. It is currently being used as a temporary car dealership and rental car location.

The block includes a TransLink bus stop, serving the R2 RapidBus route. The R2 provides connections westward to Lonsdale Quay and Park Royal and eastward to Phibbs Exchange.

KEY PROJECT UPDATES

TransLink has considered feedback received from a variety of stakeholders and amended the development concept.



Key Updates - South Parcel

- Reduced building heights, wider tower floorplates, and reduced number of housing units
- Increased residential car parking ratio
- New western podium for better height transitions & to provide weather protection over part of the plaza
- Additional neighbourhood serving retail space
- Reconfigured plaza and new public bicycle parking area
- Announcements from TransLink on the R2 RapidBus upgrades and Bus Rapid Transit (BRT) design work

Original proposal (Fall 2024)

- Two 16 storey buildings
- 389 secured rental homes
 - 90% market rent
 - 10% mid-market rent
- 4.2 FSR (Floor Space Ratio)
- ~14,400 SF retail space
- ~0.6 residential parking ratio

Revised proposal (Fall 2025)

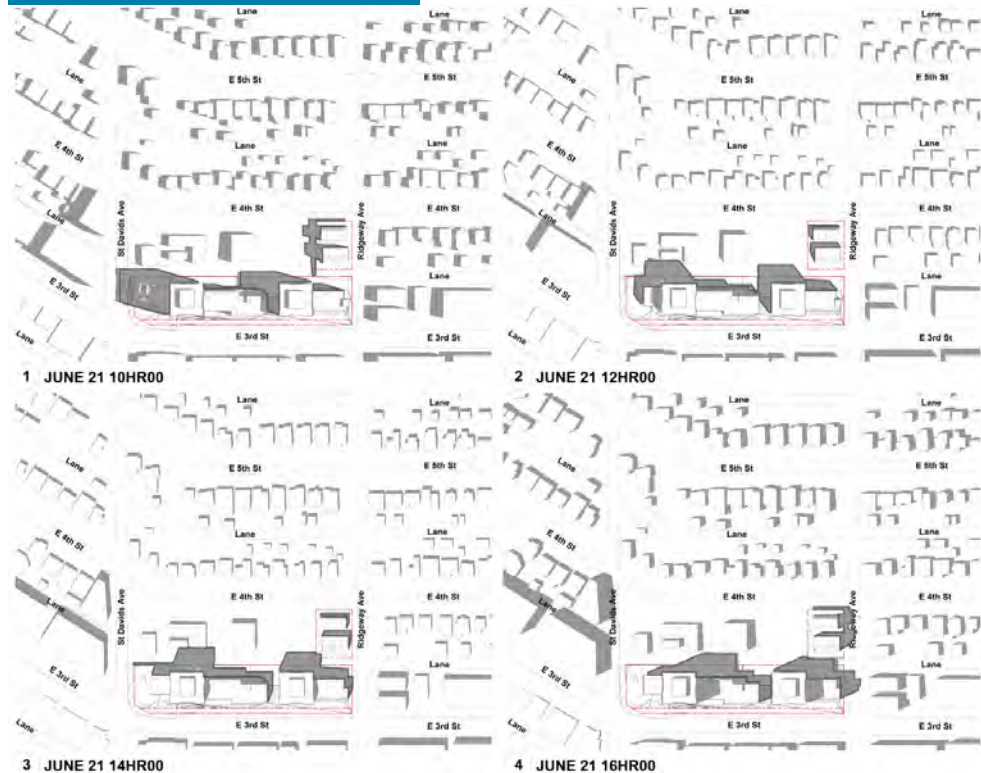
- 14-storey & 12-storey buildings
- 352 secured rental homes
 - 90% market rent
 - 10% mid-market rent
- 3.9 FSR (Floor Space Ratio)
- ~17,800 SF retail space
- ~0.77 residential parking ratio

Vehicle Parking Provision	# spaces required per bylaw	# spaces provided
Residential - south parcel	211	272
Commercial - south parcel	33	34
Residential - north parcel	8	8

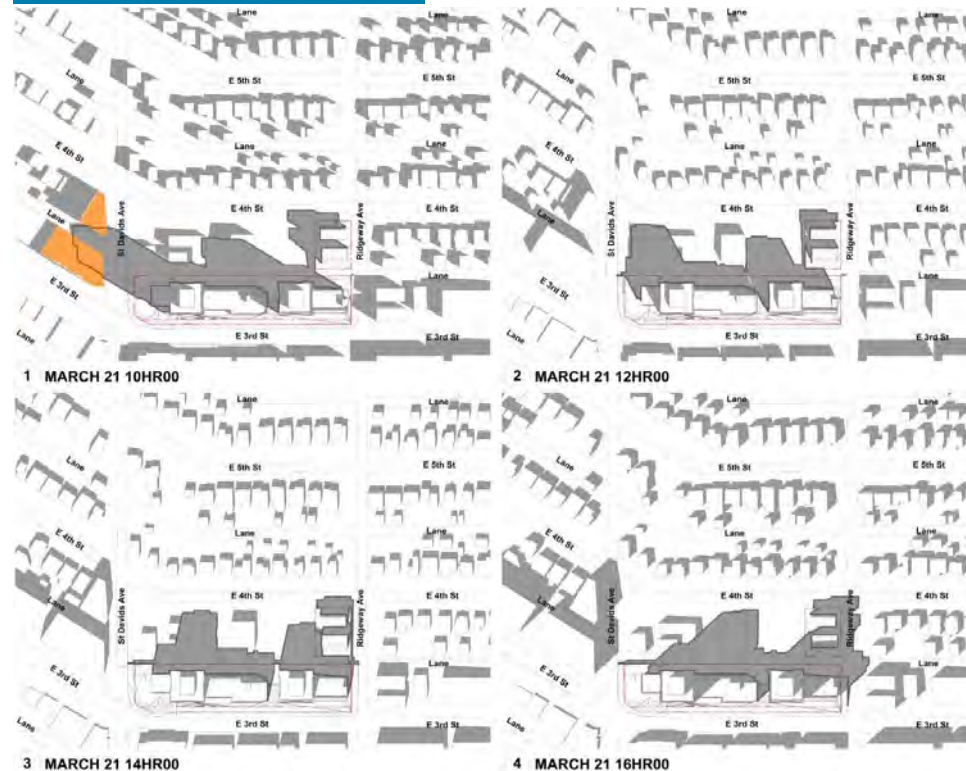
SHADOW STUDIES

- The development is designed to **focus shadowing from the development on the adjacent BC Hydro Site**.
- The shadow study illustrates at Summer (June), Autumnal (September), and Vernal (March) Equinoxes shadowing from the development are nearly fully contained within the BC Hydro Site and public rights of way.
- At Winter Equinox, shadowing extends further than the adjacent BC Hydro Site with longer shadowing duration for some properties along East 4th Street.
- **The net new shadow impact from the development will be partially reduced by shadowing from existing building structures and trees.**

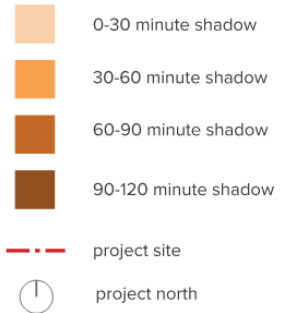
Summer Solstice: June



Vernal Equinox: March

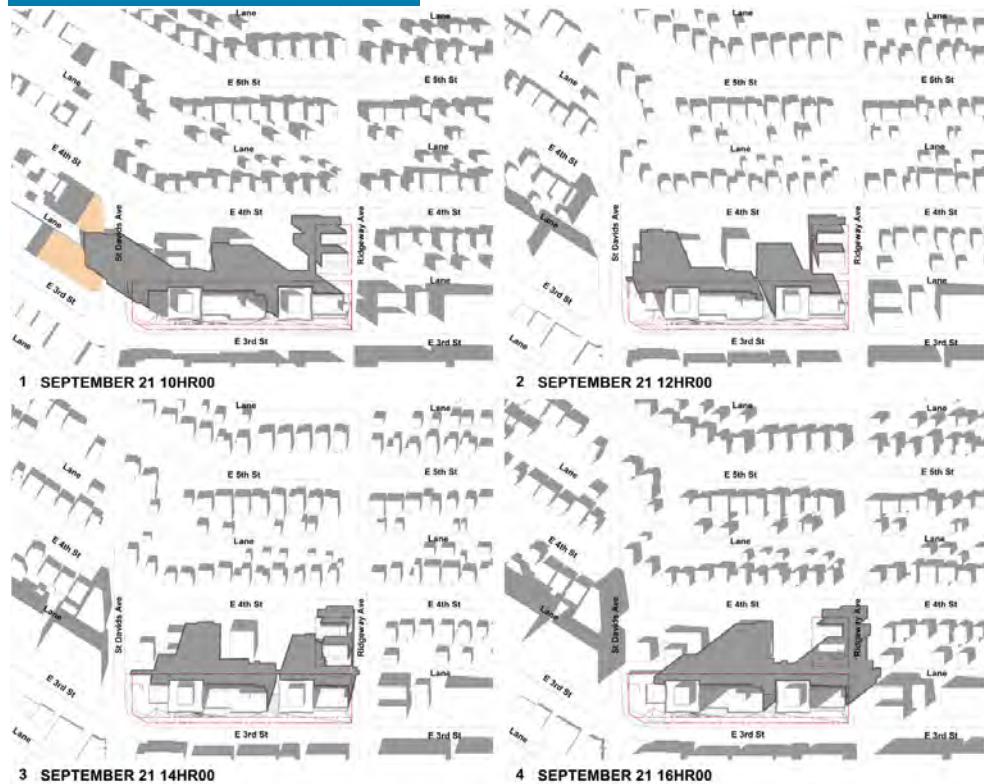


Legend:

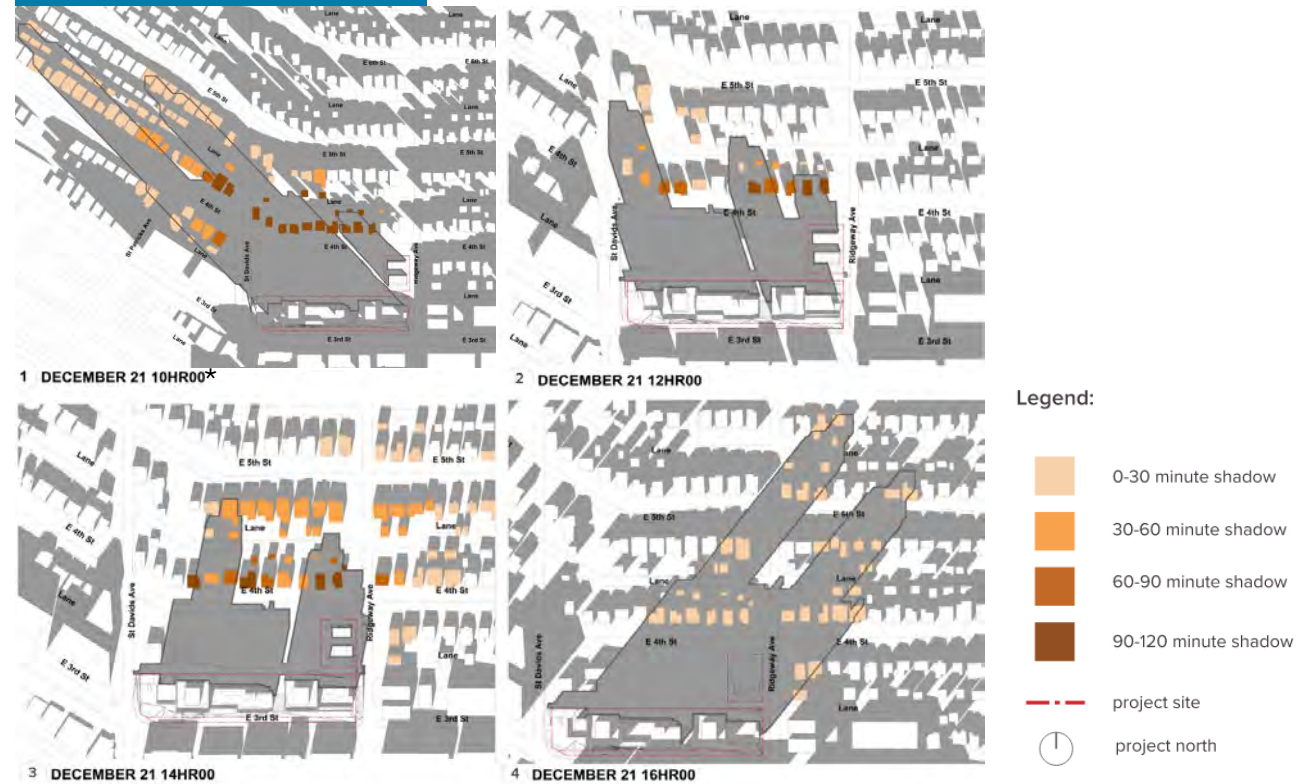


SHADOW STUDIES

Autumnal Equinox: September

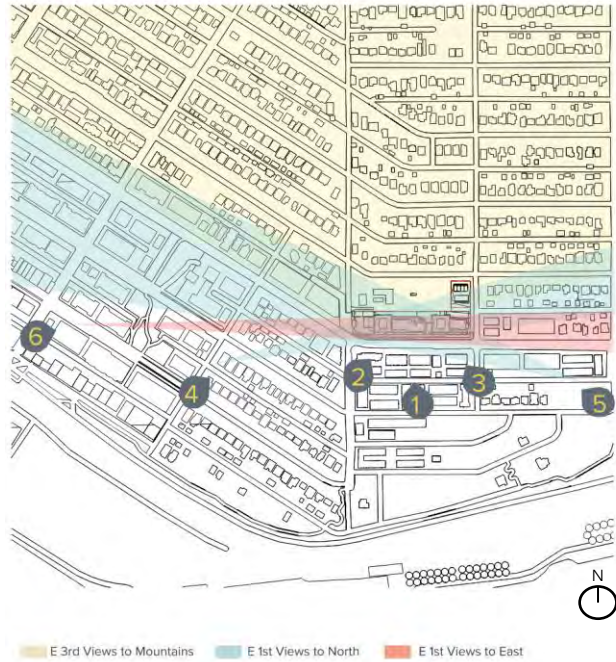


Winter Equinox: December



*Note: Winter Equinox 10HR00 image has a broader scale to show full shadow extent.

VIEW STUDIES



1. E 3rd Looking to Grouse Mountains



2. E 3rd Looking to Seymour Mountain



3. E 3rd Looking to Cypress Mountain



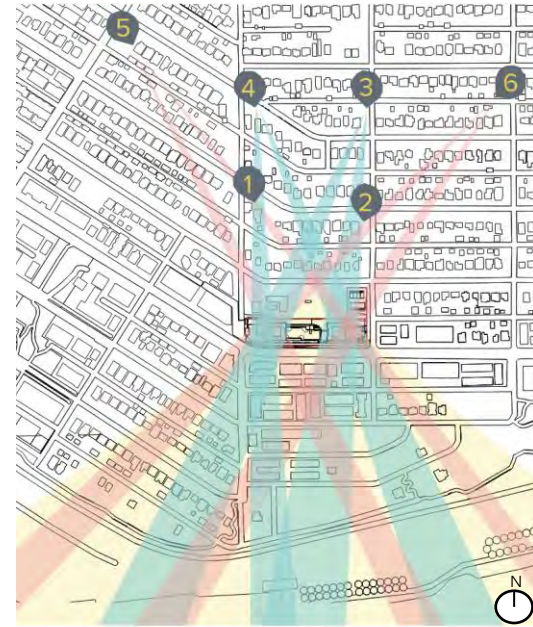
4. E 1st Ave Looking North



5. E 3rd and Moody Avenue



6. E 1st and St Andrews Ave



1. E 5th Looking South



2. E 5th Looking South



3. E 7th Looking South



4. E 7th Looking South



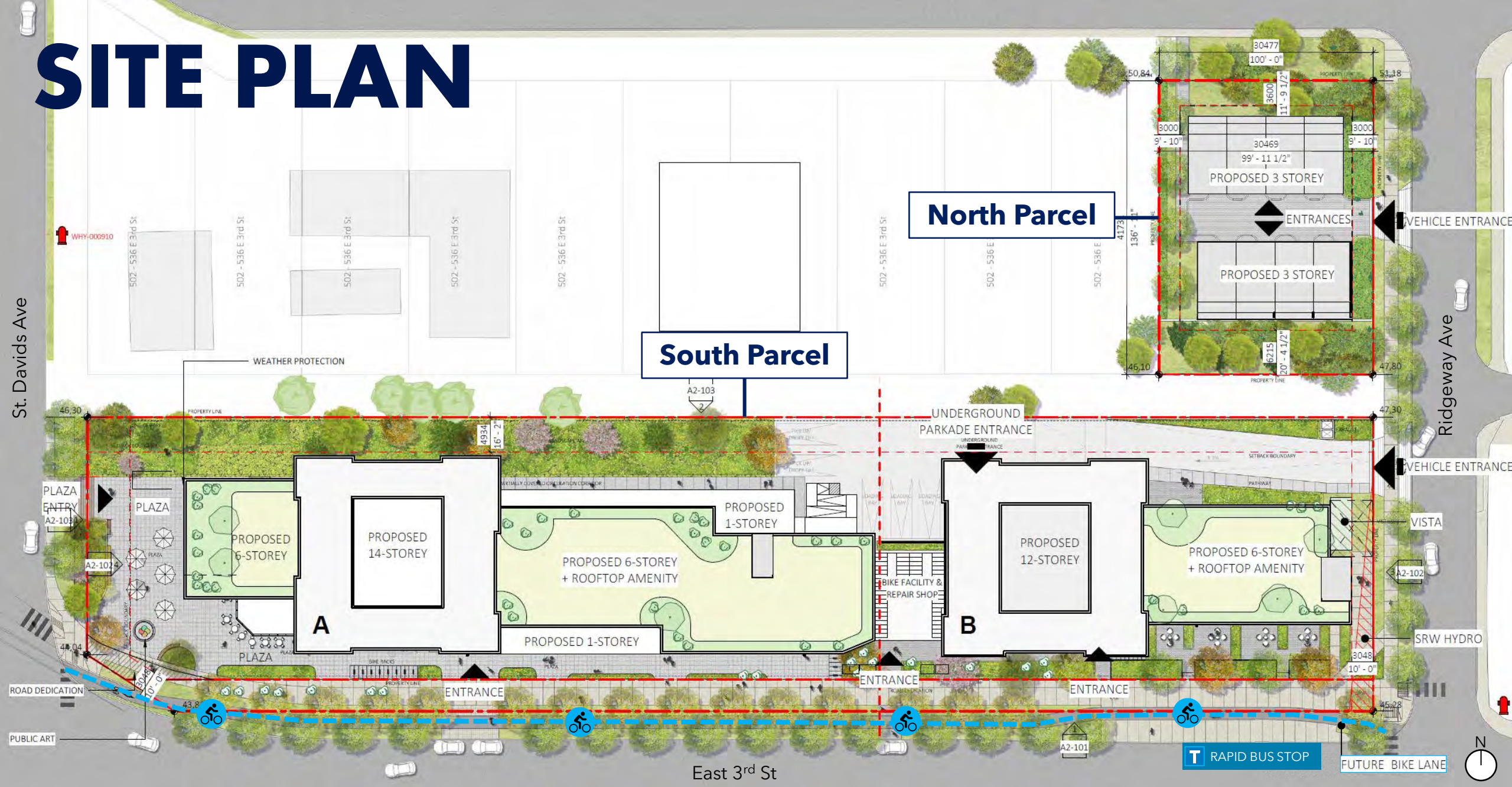
5. E 7th Looking Southeast



6. E 7th Looking Southwest

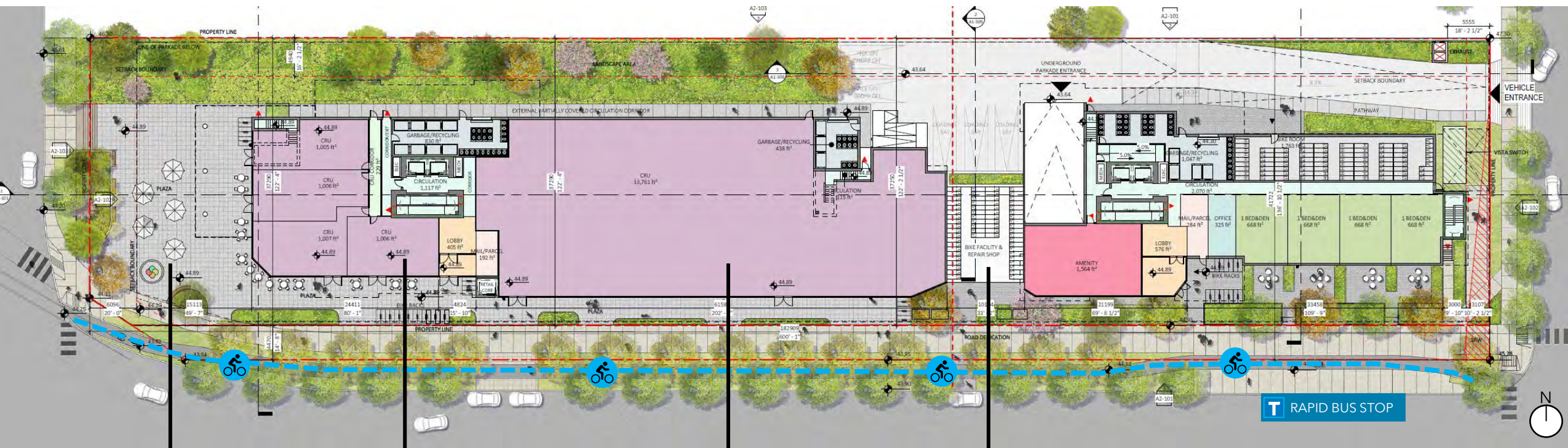


SITE PLAN



GROUND FLOORPLAN

SOUTH PARCEL



Public Plaza

**4 Neighbourhood
Retail Units**

Retail Anchor
(potential urban grocer)

**Public Bicycle
Facility**

TRANSPORTATION STRATEGIES

R2 RapidBus Extension from Phibbs Exchange to Metrotown by 2027

- The expansion to Metrotown will provide a new connection to key regional transportation routes like the Expo and Millennium Lines.

Bus Rapid Transit (BRT)

- Metrotown to North Shore corridor is prioritized as one of the first BRT systems in Metro Vancouver.
- TransLink is undertaking preliminary design work for this corridor.

'Complete community' approach

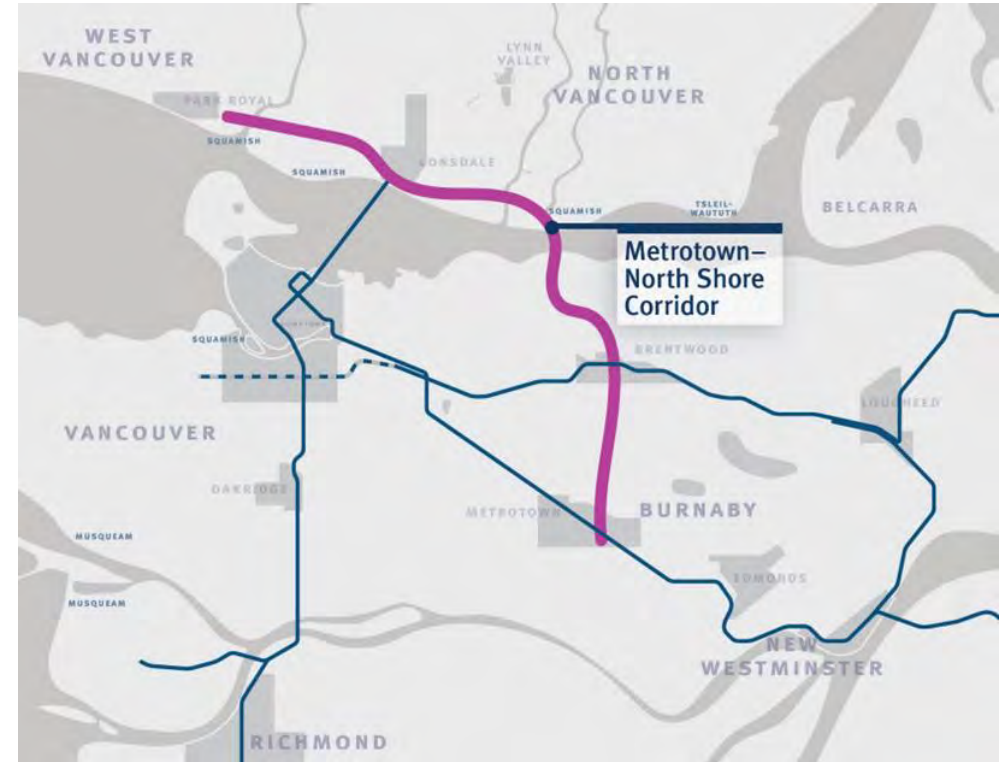
- New and existing residents can walk, rather than drive, to the new neighbourhood retail and public spaces included in the proposal.

Bicycle facilities

- 581 secured bicycle spaces are included in the proposal, meeting by-law requirements in addition to a 100+ public bicycle parking facility.
- A new bicycle lane will run in front of the property along East 3rd Street.

Transportation Demand Management (TDM)

- TDM initiatives are intended to discourage single-occupancy vehicle travel and instead promote alternative arrangements such as walking, cycling, ridesharing, public transit and teleworking.
- Specific TDM measures are not yet determined; however, some options for consideration include unbundled parking, car share parking spaces, and secure bicycle parking.



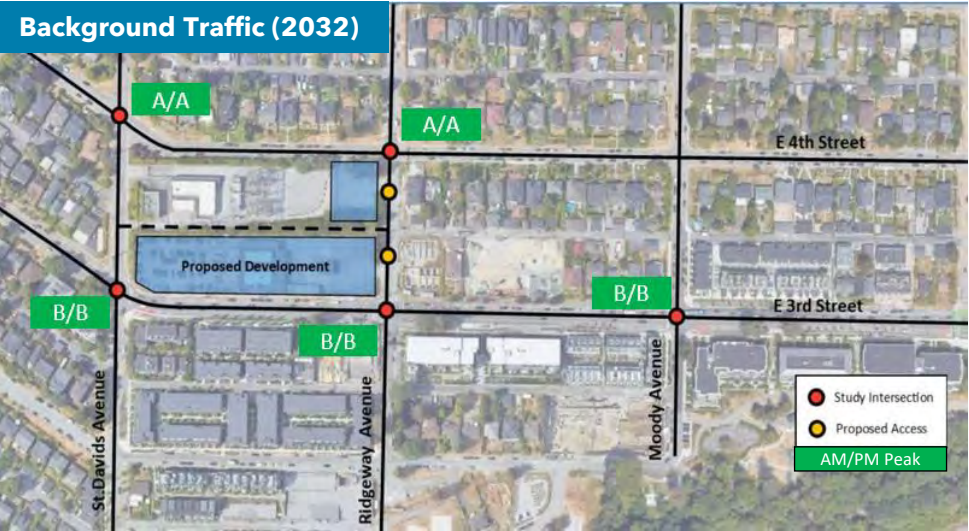
Conceptual BRT Metrotown to North Shore Corridor route illustration – subject to change as planning evolves.

TRANSPORTATION STRATEGIES

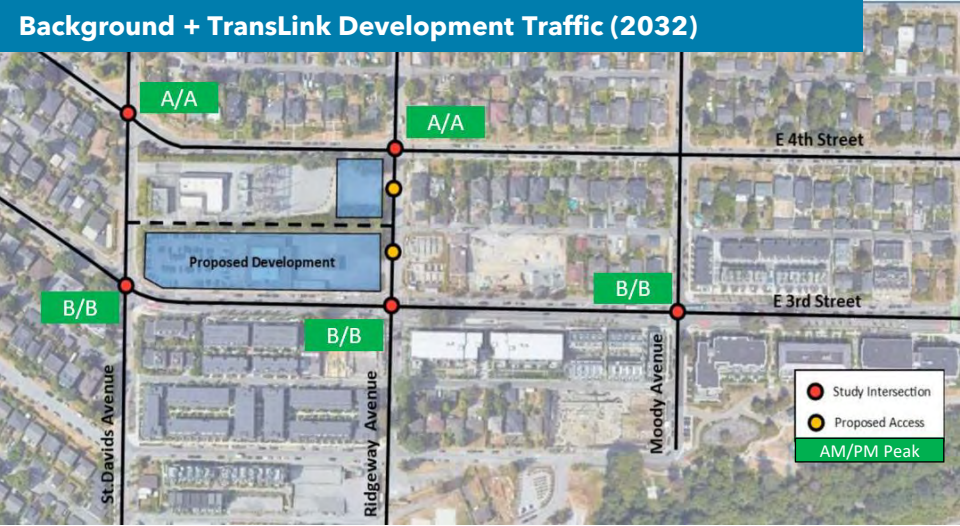
Traffic Study

- WSP, a third-party traffic engineer, completed a Level 2 Transportation Study. The study has been submitted to the City for review and may be subject to change.
- Level of Service analysis was completed to determine traffic delays for intersections surrounding the site. Level of Service is graded on a scale of A-F.

Level of Service	Unsignalized Intersection Delays (Seconds)	Signalized Intersection Delays (Seconds)
A	≤ 10	≤ 10
B	10-15	10-20
C	15-25	20-35
D	25-35	35-55
E	35-50	55-80
F	>50	>80



The map above shows the overall level of service for **background traffic** based on projected traffic volumes in 2032 including traffic mitigation improvements. Background traffic includes anticipated new housing developments in Moodyville except for the TransLink Development.



The map above shows the overall level of service for **background traffic plus traffic generated by the TransLink development** in 2032. This scenario includes additional traffic signal adjustments beyond the background traffic mitigation improvements.

THANK YOU

Thank you for attending the Facilitated Community Engagement Meeting for 502-536 East 3rd Street, North Vancouver.

Comments will be received until **December 21, 2025**, and submitted to the **City of North Vancouver**.

Please visit our website at www.translink.ca/moodyville or email the project team at moodyville@translink.ca if you have any questions or comments about the Moodyville Development Proposal.

Note: this application is for an Official Community Plan Amendment, and seeks City approval for changes to land use and density. Some design elements could evolve in a future rezoning submission and once a private sector partner has been identified.

WE WANT TO
HEAR FROM
YOU



SCAN THE QR CODE TO
FILL IN A COMMENT
CARD