



TRANSLINK MOODYVILLE PROPOSAL

COMMUNITY ENGAGEMENT DISCUSSION GUIDE

502-536 East 3rd Street
North Vancouver.

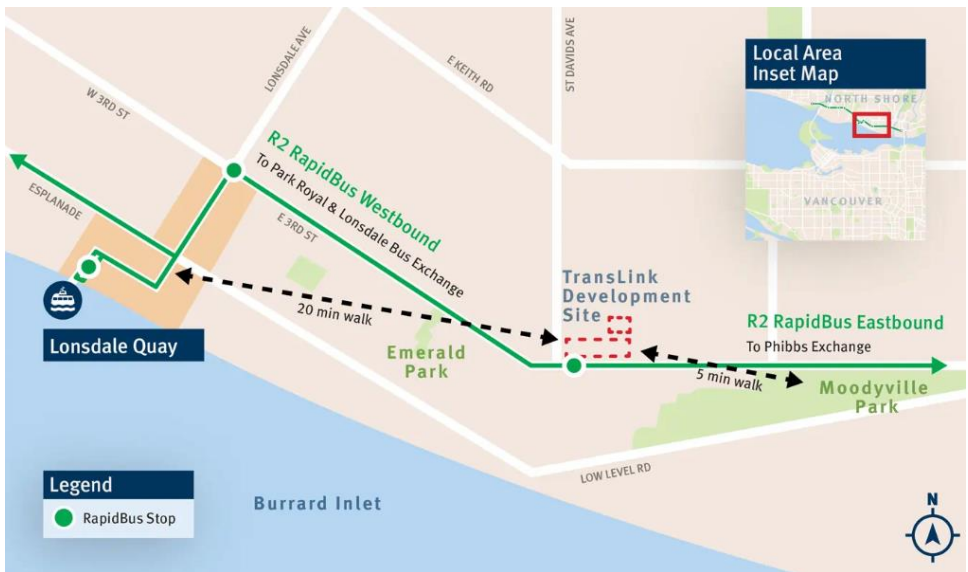
November 2025



Project Overview

TransLink submitted an Official Community Plan Amendment application in Fall 2024. The initial proposal included:

- Two 16-storey buildings with 389 secured rental units on the south parcel.
- Approximately 14,000 square feet of retail space.
- Public plaza space.
- 8 three-storey freehold rowhomes on the north parcel.



Conceptual map does not denote exact bus route or bus stop locations

Site

The project site is located at 502-536 East 3rd Street in the City of North Vancouver and is comprised of two distinct parcels: the south parcel and the north parcel.

The site was formerly a bus depot and currently underutilized with automobile-related storage on asphalt lots.

Community Consultation: What We Heard

TransLink initiated an early engagement program with immediate neighbours and a variety of stakeholder groups starting in the Summer of 2024, and hosted an open house ('Developer Information Session') in January 2025. This consultation process is ongoing.

As part of the engagement process, we've heard how the community, the City and the Metro Vancouver region is facing inter-dependent issues including:

- High housing costs and housing inequity
- Undersupply of rental and affordable housing
- Challenging economic viability of development
- Pressure on infrastructure and community amenities to accommodate population growth
- Climate change and sustainability

Key Areas of Support

- Rental housing tenure
- Retail amenities and potential provision of a grocery store
- Public plaza and community gathering spaces
- Excitement around overall site renewal and revitalization

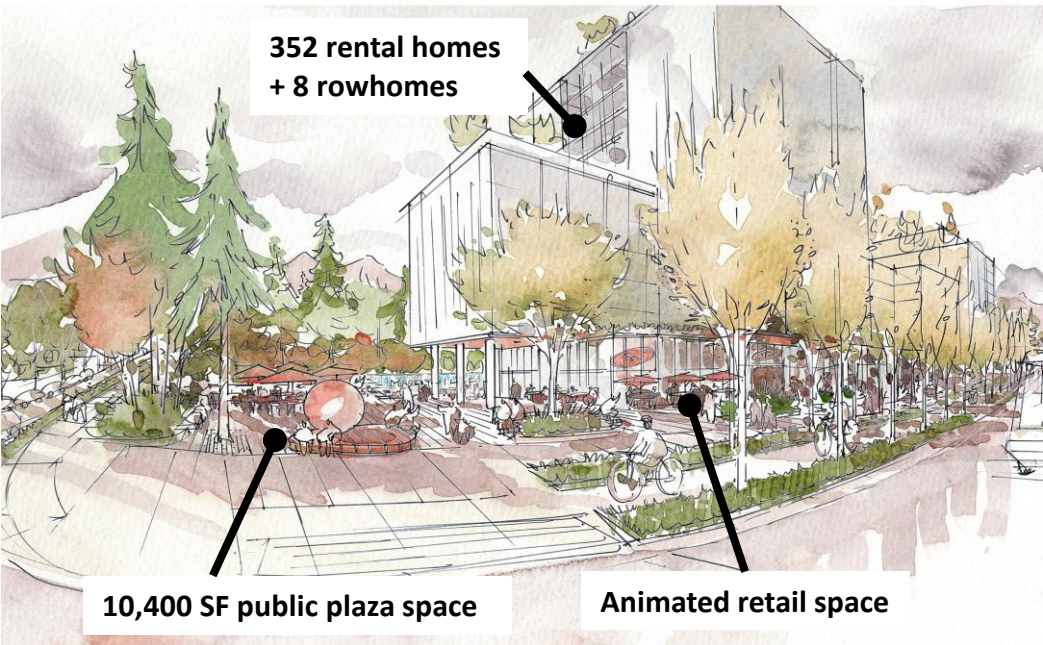
Key Areas of Concern:

- Height and density, and implications for shadows/views
- Maintaining neighbourhood character and context
- Strain on shared amenities (e.g. hospitals and school capacity)
- Added traffic congestion and parking concerns

Project Overview

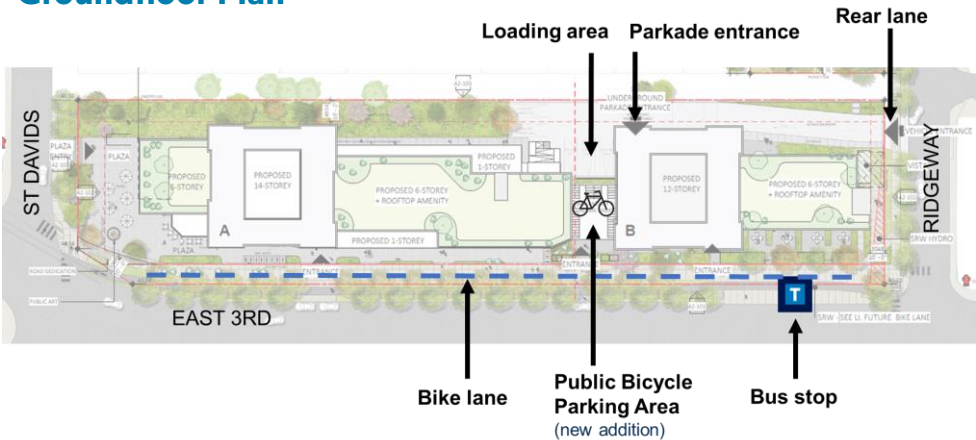
Vision

A walkable neighbourhood hub with animated ground floor retail, vibrant outdoor public plaza space, and secured rental housing located in the heart of Moodyville.



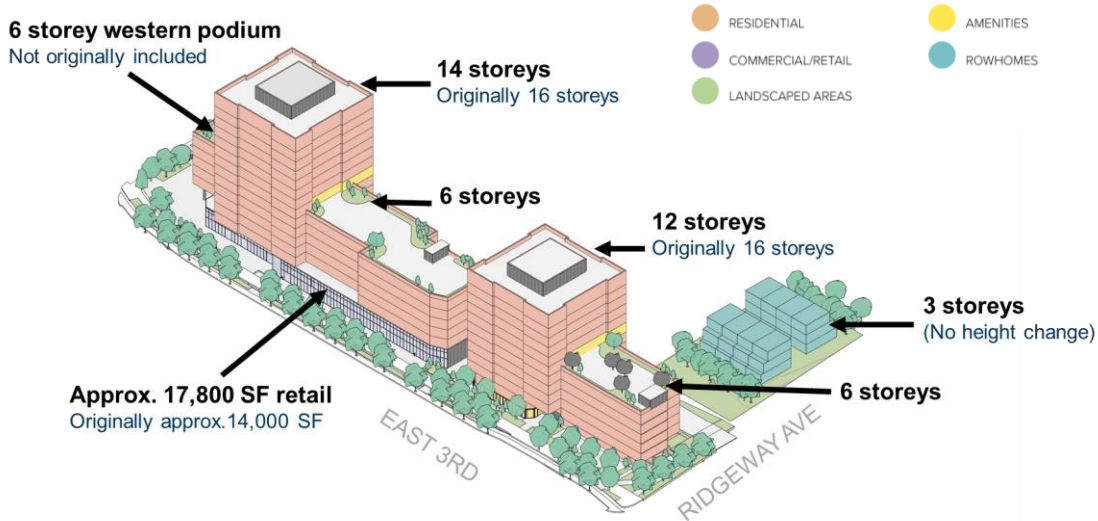
Artist rendering for illustrative purposes, facing the southwest corner of the project site

Groundfloor Plan



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

- 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

Theme 1: Complete Communities

Context:

- Lack of secured (purpose-built) rental homes in the Moodyville area and a low vacancy rate across the City.
- Few retail amenities in the area, with the nearest grocery store approximately 1.6km away.

Policy:

- Municipal and regional policies¹ encourage building complete, connected, socially active communities where daily needs are met within a short walk or roll of every home.
- The Moodyville Development Guidelines designate the site as a 'Neighbourhood Centre', requiring residential and commercial uses to be developed.

How our proposal will deliver:

1. Mixed-use hub

- ✓ 352 secured rental homes & 8 rowhomes at a transit supportive location.
- ✓ ~17,800 SF retail with the potential to accommodate an urban grocery store and/or neighbourhood retail units, convenient for residents and neighbours.
- ✓ Easy transit, walking, and cycling connections.

2. Accessible and inclusive public realm

- ✓ A 10,400 SF south- and west-facing public plaza provides flexible gathering areas, creating a social heart for Moodyville, accessible to residents and neighbours.
- ✓ Accessible public spaces that align with adaptable best practices to ensure people of all abilities and ages can gather, shop, and connect comfortably, enhancing social infrastructure and inclusion.

¹ Relevant policy document include: CONV Community Wellbeing Strategy, CONV Official Community Plan, CONV Moodyville Development Permit Guidelines, CONV Mobility Strategy Framework, Metro Vancouver 'Metro 2050' Regional Plan.

Discussion:

- TransLink's site—located in a central point in Moodyville, and located on the R2 RapidBus route—is well suited to serve as a mixed-use development for new and existing residents.
- As developers are faced with rising construction costs, higher densities are required for feasible developments. Likewise, retail space requires a critical population mass to be viable.
- Members of the community have expressed concerns about how the development might change the character of the neighbourhood, as well as create shadow and view impacts.

Key questions to be explored at the facilitated discussions:

1. How do we prioritize competing needs, desires and values to deliver complete communities?
2. What tradeoffs can be considered to address the challenges the community faces?
3. What ideas do you have to create a complete community at the project while minimizing community impacts?

Theme 2: Housing for All

Context:

- The City of North Vancouver has among the highest average rental rates in the Province, per rentals.ca.
- The City also has low vacancy rates of approximately 1.5%, per CMHC.
- Much of the City's rental stock is aging; 61% was built in 1980 and before.

Policy:

- Municipal and regional policies¹ encourage the supply, diversification and densification of housing.
- The City's Housing Needs report indicates that 21,301 new housing units are needed to meet demand between 2021-2041.
- The 2014 Official Community Plan establishes an allowable density of up to 2.5 floor space ratio and maximum height of 4 storeys on the south parcel.

How our proposal will deliver:

1. Secure market rental housing

- ✓ Strengthen the City's supply of stable, long-term rental housing near transit.
- ✓ Residents of these units have security of tenure.
- ✓ Secured rental housing buildings are professionally managed and operated.

2. Mid-market rental units

- ✓ 35 mid-market homes priced at 10% below CMHC average rent in the City of North Vancouver. These units provide greater affordability for moderate-income households.

¹ Relevant policy document include: CONV Community Wellbeing Strategy, CONV Official Community Plan, CONV Interim Housing Needs Report, Metro Vancouver 'Metro 2050' Regional Plan.

3. Diverse unit mix

- ✓ A range of 1-, 2-, and 3-bedroom homes welcomes singles, couples, families, and seniors, supporting a balanced community for all household types.

4. No residential displacement

- ✓ Redevelopment of under-utilized land presents an opportunity to secure net new housing with zero displacement of people from existing homes.

5. Create a diversity of tenure in the neighbourhood

- ✓ The project introduces secured rental and mid-market rental units in a neighbourhood currently characterized by single-family homes, townhomes, and strata units which are unaffordable for many.

Discussion:

- Over the last ten years, housing supply and housing affordability issues have exacerbated.
- TransLink's site is an under-utilized parcel of land, spanning a full block—physical characteristics that are well-suited to denser development.
- Members of the community have expressed concerns about the project's height and density.

Key questions to be explored at the facilitated discussions:

1. How do we prioritize competing needs, desires and values to deliver housing for all?
2. What tradeoffs can be considered to address the challenges the community faces?
3. What ideas do you have to create housing for all in the project while minimizing community impacts?

Theme 3: Transportation & Sustainability

Context:

- In 2023, 61% of personal trips in the City were made by vehicles, compared to 39% by walking, cycling, and transit.
- TransLink's 2025 Investment Plan includes funding to:
 - a. Extend the R2 RapidBus to Metrotown by 2027
 - b. Start design work on Bus Rapid Transit (BRT) running along the North Shore with a planned stop at Ridgeway Ave & E 3rd St.

Policy:

- Municipal and regional policies¹ support sustainable urban development and promote policies that make walking, rolling, and transit an easier choice for residents.
- Metro 2050 designates the site within the Frequent Transit Development Area, a policy which promotes "higher-density mixed-use development near transit to create complete walkable communities and sustainable growth".

How our proposal will deliver:

1. Reduced vehicle dependence

- ✓ Neighbourhood retail will be within walking distance for new and existing residents to walk to.

2. Sustainable transportation choices

- ✓ Located directly on the R2 RapidBus corridor, with future Bus Rapid Transit (BRT) in planning, this project supports sustainable transportation use.

3. Walkable neighbourhood

- ✓ The project includes a comfortable, tree-lined pedestrian realm.
- ✓ Within a 20-30 minute walk, residents can reach Lower Lonsdale amenities, the Seabus Terminal, and numerous parks.

¹ Relevant policy document include: CONV Community Wellbeing Strategy, CONV Mobility Strategy Framework, CONV Climate and Environment Strategy, Metro Vancouver 'Metro 2050' Regional Plan, TransLink 2025 Investment Plan

4. Cycling infrastructure

- ✓ A new cycling lane will promote active transportation and neighbourhood connectivity.
- ✓ Space at-grade for public bicycle parking.

5. Transportation demand management strategies

- ✓ We will explore and implement initiatives that will promote walking, cycling, ridesharing, public transit and teleworking.

6. Sustainability & climate resilience

- ✓ Higher density housing near transit corridors are typically less emissions-intensive than lower density housing.
- ✓ The development will be built to required BC Energy Step Code energy efficiency standards.
- ✓ Landscaping strategies and sustainable building systems will be explored to promote climate resilience.

Discussion:

- Denser developments help to support sustainable urban growth.
- Across the region, there has been a densification along transit corridors to support sustainable transportation use.
- While we've heard some feedback that more car parking spaces should be provided in the development, others have raised concerns about increasing traffic congestion.
- TransLink's site is a 'brownfield' site—meaning that the new development doesn't contribute towards urban sprawl.

Key questions to be explored at the facilitated discussions:

1. How do we prioritize competing needs, desires and values to support sustainable development?
2. What tradeoffs can be considered to address the transportation challenges the community faces?
3. What ideas do you have to support sustainable development and transportation solutions?

WE WANT TO HEAR FROM YOU

We invite you to join the conversation.

**Provide your input by completing a comment form
at one of the upcoming facilitated engagements
(registration required) or online comment form at
on our project webpage:**



www.translink.ca/moodyville